NACOmatic

Effective: 21-Oct-2010
Expires: 18-Nov-2010

www.NACOmatic.com Copyright 2010. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

AZ Min Alt#4 - 10
AZ Min Rdr#4 - 14
AZ Min TO#4 - 17
CA Min Alt#2 - 318
CA Min Alt#3 - 321
CA Min Rdr#2 - 324
CA Min Rdr#3 - 325
CA Min TO#2 - 329
CA Min TO#3 - 342
CO Min Alt#1 - 1395
CO Min TO#1 - 1399
NM Min Alt#1 - 1801
NM Min Rdr#1 - 1805
NM Min TO#1 - 1807
NV Min Alt#4 - 1999
NV Min Rdr#4 - 2003
NV Min TO#4 - 2006
UT Min Alt#4 - 2168
UT Min TO#4 - 2172
1O2 - 607
1O3 - 640
1V6 - 1463
20V - 1730
2V5 - 1799
33V - 1797
36U - 2202
40G - 97
5T6 - 1979
69V - 2204
74V - 2247
8V7 - 1787
AAT - 356
ABQ - 1839
ACV - 362
AEG - 1856
AEJ - 1458
AHC - 588
AIB - 1760
AJO - 463
AKO - 1410
ALM - 1818
ALS - 1413
ANK - 1786
APA - 1493
APC - 829
APV - 359
ASE - 1418
ATS - 1868
AUN - 370
AVQ - 253
AVX - 371
AXX - 1866
AZC - 49
BAB - 766
BAM - 2017
BDG - 2184
BFL - 373
BIH - 388
BJC - 1523
BKF - 1428
BLH - 394
BMC - 2185
BUR - 403
BVU - 2020
BWC - 400
C83 - 418
CAG - 1489
CAO - 1880
CCB - 1358
CCR - 454
CDC - 2187
CEC - 467
CEZ - 1483
CFT - 48
CGZ - 32
CHD - 36
CIC - 434
CLR - 422
CMA - 423
CNM - 1875
CNO - 441
CNY - 2213
COS - 1464
CPU - 1085
CRQ - 428
CVH - 590
CVN - 1884
CVS - 1889
CXP - 2025
D68 - 247
DAG - 473
DEN - 1553
DLO - 481
DMA - 258
DMN - 1906
DPG - 2195
DRO - 1640
DTA - 2190
DUG - 52
DVO - 843
DVT - 132
DWA - 479
E06 - 1946
E16 - 1253
E26 - 1936
E45 - 563
E80 - 1873
EDU - 478
EDW - 483
EED - 841
EEO - 1746
EGE - 1643
EIK - 1649
EKA - 509
EKO - 2027
ELY - 2033
EMT - 502
ENV - 2321
F34 - 525
F70 - 828
FAT - 529
FCH - 548
FCS - 1650
FFZ - 112
FHU - 62
FLG - 54
FLX - 2036
FMN - 1911
FNL - 1652
FOT - 526
FTG - 1608
FUL - 553
GCN - 100
GEU - 70
GJT - 1679
GNT - 1927
GOO - 560
GUC - 1717
GUP - 1923
GXY - 1690
GYR - 91
HAF - 565
HDN - 1722
HEQ - 1727
HGT - 591
HHR - 572
HIF - 2215
HII - 110
HJO - 569
HMN - 1822
HMT - 587
HND - 2048
HOB - 1929

HWD - 576
IFP - 28
IGM - 106
IKR - 1863
INW - 294
IPL - 594
ITR - 1460
IWA - 143
IYK - 595
IZA - 1312
JAQ - 598
KNB - 2206
L08 - 397
L18 - 524
L35 - 386
L45 - 382
L67 - 1003
L71 - 419
LAA - 1734
LAM - 1945
LAS - 2056
LAX - 676
LGB - 655
LGF - 295
LGU - 2208
LHM - 630
LHX - 1732
LLR - 633
LMO - 1743
LOL - 2116
LPC - 642
LRU - 1937
LSN - 752
LSV - 2092
LUF - 77
LVK - 635
LVS - 1940
LXV - 1740
MAE - 756
MCC - 1040
MCE - 780
MER - 785
MEV - 2119
MHR - 1046
MHV - 795
MIT - 1315
MLF - 2212
MMH - 759
MOD - 791
MPI - 764
MRY - 800
MTJ - 1752
MVI - 1749
MYF - 1104
MYV - 776
NFG - 885
NFL - 2038
NID - 1007
NJK - 495
NKX - 1107
NLC - 614
NRS - 593
NSI - 1254
NTD - 927
NUC - 1100
NUQ - 818
NXP - 1346
NYL - 299
NZY - 1122
O02 - 384
O08 - 451
O22 - 449
O27 - 844
O28 - 1387
O37 - 924
O41 - 1393
O60 - 448
O69 - 980
O88 - 1014
OAK - 847
OAR - 760
OGD - 2227
OKB - 897
OLS - 124
ONM - 1985
ONT - 902
OVE - 925
OXR - 937
P08 - 50
P13 - 89
P19 - 45
P20 - 130
P33 - 289
PAN - 131
PAO - 972
PGA - 127
PHX - 157
PMD - 966
POC - 600
PRB - 977
PRC - 217
PRZ - 1949
PSO - 1762
PSP - 944
PTV - 983
PUB - 1763
PUC - 2234
PVF - 982
PVU - 2238
RAL - 1016
RBL - 990
RDD - 994
REI - 1002
RHV - 1204
RIF - 2244
RIL - 1774
RIV - 1026
RNM - 986
RNO - 2123
ROW - 1955
RQE - 291
RTN - 1951
RTS - 2160
RYN - 266
SAC - 1052
SAD - 224
SAF - 1967
SAN - 1134
SBA - 1276
SBD - 1086
SBP - 1245
SBS - 1788
SCK - 1324
SDL - 227
SDM - 1148
SEE - 1151
SEZ - 243
SFO - 1154
SGU - 2309
SIY - 799
SJC - 1211
SJN - 248
SKX - 1988
SLC - 2249
SLI - 670
SMF - 1056
SMO - 1294
SMX - 1287
SNA - 1258
SNS - 1075
SOW - 245
SQL - 1095
SRR - 1965

STK - 1790
STS - 1302
SUU - 512
SVC - 1980
SVE - 1330
TAD - 1795
TCC - 1992
TCS - 1990
TCY - 1337
TEX - 1792
TLR - 1344
TNP - 1353
TOA - 1333
TPH - 2162
TRK - 1342
TRM - 955
TUS - 271
TVL - 1317
TVY - 2315
TYL - 251
U42 - 2306
U52 - 2183
U69 - 2194
UDD - 961
UKI - 1355
VBG - 644
VCB - 1360
VCV - 1374
VEL - 2319
VGT - 2103
VIS - 1379
VNY - 1364
WHP - 749
WJF - 609
WLW - 1391
WMC - 2165
WVI - 1383
ZUN - 1997

AZ Mins - Alternates #4 - 10
AZ Mins - Radar #4 - 14
AZ Mins - Take-Off #4 - 17
CA Mins - Alternates #2 - 318
CA Mins - Alternates #3 - 321
CA Mins - Radar #2 - 324
CA Mins - Radar #3 - 325
CA Mins - Take-Off #2 - 329
CA Mins - Take-Off #3 - 342
CO Mins - Alternates #1 - 1395
CO Mins - Take-Off #1 - 1399
NM Mins - Alternates #1 - 1801
NM Mins - Radar #1 - 1805
NM Mins - Take-Off #1 - 1807
NV Mins - Alternates #4 - 1999
NV Mins - Radar #4 - 2003
NV Mins - Take-Off #4 - 2006
UT Mins - Alternates #4 - 2168
UT Mins - Take-Off #4 - 2172
AKRON, CO ..... AKO - 1410
ALAMOGORDO, NM .... ALM - 1818
ALAMOGORDO, NM .... HMN - 1822
ALAMOSA, CO ..... ALS - 1413
ALBUQUERQUE, NM ... ABQ - 1839
ALBUQUERQUE, NM ... AEG - 1856
ALBUQUERQUE, NM ... IKR - 1863
ALTURAS, CA ..... AAT - 356
ANGEL FIRE, NM .... AXX - 1866
APPLE VALLEY, CA .. APV - 359
ARCATA-EUREKA, CA . ACV - 362
ARTESIA, NM ..... ATS - 1868
ASPEN, CO ..... ASE - 1418
AUBURN, CA ..... AUN - 370
AURORA, CO ..... BKF - 1428
AVALON, CA ..... AVX - 371
BAKERSFIELD, CA ... BFL - 373
BAKERSFIELD, CA ... L45 - 382
BATTLE MOUNTAIN, NV BAM - 2017
BEAVER, UT ..... U52 - 2183
BECKWOURTH, CA .... O02 - 384
BELEN, NM ..... E80 - 1873
BIG BEAR CITY, CA . L35 - 386
BISHOP, CA ..... BIH - 388
BLANDING, UT ..... BDG - 2184
BLYTHE, CA ..... BLH - 394
BORREGO SPRINGS, CA L08 - 397
BOULDER CITY, NV .. BVU - 2020
BRAWLEY, CA ..... BWC - 400
BRIGHAM CITY, UT .. BMC - 2185
BUENA VISTA, CO ... AEJ - 1458
BULLHEAD CITY, AZ . IFP - 28
BURBANK, CA ..... BUR - 403
BURLINGTON, CO .... ITR - 1460
BYRON, CA ..... C83 - 418
CALIFORNIA CITY, CA L71 - 419
CALIPATRIA, CA .... CLR - 422
CAMARILLO, CA ..... CMA - 423
CANON CITY, CO .... 1V6 - 1463
CARLSBAD, CA ..... CRQ - 428
CARLSBAD, NM ..... CNM - 1875
CARSON CITY, NV ... CXP - 2025
CASA GRANDE, AZ ... CGZ - 32
CEDAR CITY, UT .... CDC - 2187
CHANDLER, AZ ..... CHD - 36
CHANDLER, AZ ..... P19 - 45
CHICO, CA ..... CIC - 434
CHINO, CA ..... CNO - 441
CLAYTON, NM ..... CAO - 1880
CLIFTON-MORENCI, AZ CFT - 48
CLOVERDALE, CA .... O60 - 448
CLOVIS, NM ..... CVN - 1884
CLOVIS, NM ..... CVS - 1889
COLORADO CITY, AZ . AZC - 49
COLORADO SPRING, CO COS - 1464
COLUMBIA, CA ..... O22 - 449
COLUSA, CA ..... O08 - 451
CONCORD, CA ..... CCR - 454
COOLIDGE, AZ ..... P08 - 50
CORONA, CA ..... AJO - 463
CORTEZ, CO ..... CEZ - 1483
CRAIG, CO ..... CAG - 1489
CRESCENT CITY, CA . CEC - 467
DAGGETT, CA ..... DAG - 473
DAVIS-WOODLAND-, CA DWA - 479
DAVIS, CA ..... EDU - 478
DELANO, CA ..... DLO - 481
DELTA, UT ..... DTA - 2190
DEMING, NM ..... DMN - 1906
DENVER, CO ..... APA - 1493
DENVER, CO ..... BJC - 1523
DENVER, CO ..... DEN - 1553
DENVER, CO ..... FTG - 1608
DOUGLAS-BISBEE, AZ DUG - 52
DUCHESNE, UT ..... U69 - 2194
DUGWAY PROVING , UT DPG - 2195
DURANGO, CO ..... DRO - 1640
EAGLE, CO ..... EGE - 1643
EDWARDS, CA ..... EDW - 483
EL CENTRO, CA ..... NJK - 495
EL MONTE, CA ..... EMT - 502
ELKO, NV ..... EKO - 2027
ELY, NV ..... ELY - 2033

ERIE, CO ..... EIK - 1649
EUREKA, CA ..... EKA - 509
FAIRFIELD, CA ..... SUU - 512
FALLBROOK, CA ..... L18 - 524
FALLON, NV ..... FLX - 2036
FALLON, NV ..... NFL - 2038
FARMINGTON, NM .... FMN - 1911
FIREBAUGH, CA ..... F34 - 525
FLAGSTAFF, AZ ..... FLG - 54
FORT CARSON, CO ... FCS - 1650
FORT COLLINS LO, CO FNL - 1652
FORT HUACHUCA-S, AZ FHU - 62
FORTUNA, CA ..... FOT - 526
FRESNO, CA ..... FAT - 529
FRESNO, CA ..... FCH - 548
FULLERTON, CA ..... FUL - 553
GALLUP, NM ..... GUP - 1923
GLENDALE, AZ ..... GEU - 70
GLENDALE, AZ ..... LUF - 77
GLOBE, AZ ..... P13 - 89
GOODYEAR, AZ ..... GYR - 91
GRAND CANYON, AZ .. 40G - 97
GRAND CANYON, AZ .. GCN - 100
GRAND JUNCTION, CO GJT - 1679
GRANTS, NM ..... GNT - 1927
GRASS VALLEY, CA .. GOO - 560
GREELEY, CO ..... GXY - 1690
GROVELAND, CA ..... E45 - 563
GUNNISON, CO ..... GUC - 1717
HALF MOON BAY, CA . HAF - 565
HANFORD, CA ..... HJO - 569
HAWTHORNE, CA ..... HHR - 572
HAYDEN, CO ..... HDN - 1722
HAYWARD, CA ..... HWD - 576
HEBER CITY, UT .... 36U - 2202
HEMET, CA ..... HMT - 587
HERLONG, CA ..... AHC - 588
HOBBS, NM ..... HOB - 1929
HOLLISTER, CA ..... CVH - 590
HOLYOKE, CO ..... HEQ - 1727
HUNTER-LIGGETT, CA HGT - 591
HUNTINGTON, UT .... 69V - 2204
IMPERIAL BEACH, CA NRS - 593
IMPERIAL, CA ..... IPL - 594
INYOKERN, CA ..... IYK - 595
JACKSON, CA ..... JAQ - 598
JAL, NM ..... E26 - 1936
KANAB, UT ..... KNB - 2206
KINGMAN, AZ ..... IGM - 106
KREMMLING, CO ..... 20V - 1730
LA JUNTA, CO ..... LHX - 1732
LA VERNE, CA ..... POC - 600
LAKE HAVASU CIT, AZ HII - 110
LAKEPORT, CA ..... 1O2 - 607
LAMAR, CO ..... LAA - 1734
LANCASTER, CA ..... WJF - 609
LAS CRUCES, NM .... LRU - 1937
LAS VEGAS, NM ..... LVS - 1940
LAS VEGAS, NV ..... HND - 2048
LAS VEGAS, NV ..... LAS - 2056
LAS VEGAS, NV ..... LSV - 2092
LAS VEGAS, NV ..... VGT - 2103
LEADVILLE, CO ..... LXV - 1740
LEMOORE, CA ..... NLC - 614
LINCOLN, CA ..... LHM - 630
LITTLE RIVER, CA .. LLR - 633
LIVERMORE, CA ..... LVK - 635
LODI, CA ..... 1O3 - 640
LOGAN, UT ..... LGU - 2208
LOMPOC, CA ..... LPC - 642
LOMPOC, CA ..... VBG - 644
LONG BEACH, CA .... LGB - 655
LONGMONT, CO ..... LMO - 1743
LOS ALAMITOS, CA .. SLI - 670
LOS ALAMOS, NM .... LAM - 1945
LOS ANGELES, CA ... LAX - 676
LOS ANGELES, CA ... WHP - 749
LOS BANOS, CA ..... LSN - 752
LOVELOCK, NV ..... LOL - 2116
LOVINGTON, NM ..... E06 - 1946
MADERA, CA ..... MAE - 756
MAMMOTH LAKES, CA . MMH - 759
MARINA, CA ..... OAR - 760
MARIPOSA, CA ..... MPI - 764
MARYSVILLE, CA .... BAB - 766
MARYSVILLE, CA .... MYV - 776
MEEKER, CO ..... EEO - 1746
MERCED, CA ..... MCE - 780
MERCED, CA ..... MER - 785
MESA, AZ ..... FFZ - 112
MILFORD, UT ..... MLF - 2212
MINDEN, NV ..... MEV - 2119
MOAB, UT ..... CNY - 2213
MODESTO, CA ..... MOD - 791
MOJAVE, CA ..... MHV - 795
MONTAGUE, CA ..... SIY - 799
MONTE VISTA, CO ... MVI - 1749
MONTEREY, CA ..... MRY - 800
MONTROSE, CO ..... MTJ - 1752
MOUNTAIN VIEW, CA . NUQ - 818
MURRIETA-TEMECU, CA F70 - 828
NAPA, CA ..... APC - 829

NEEDLES, CA ..... EED - 841
NOGALES, AZ ..... OLS - 124
NOVATO, CA ..... DVO - 843
NUCLA, CO ..... AIB - 1760
OAKDALE, CA ..... O27 - 844
OAKLAND, CA ..... OAK - 847
OCEANSIDE, CA ..... NFG - 885
OCEANSIDE, CA ..... OKB - 897
OGDEN, UT ..... HIF - 2215
OGDEN, UT ..... OGD - 2227
ONTARIO, CA ..... ONT - 902
ORLAND, CA ..... O37 - 924
OROVILLE, CA ..... OVE - 925
OXNARD, CA ..... NTD - 927
OXNARD, CA ..... OXR - 937
PAGE, AZ ..... PGA - 127
PAGOSA SPRINGS, CO PSO - 1762
PALM SPRINGS, CA .. PSP - 944
PALM SPRINGS, CA .. TRM - 955
PALM SPRINGS, CA .. UDD - 961
PALMDALE, CA ..... PMD - 966
PALO ALTO, CA ..... PAO - 972
PARKER, AZ ..... P20 - 130
PASO ROBLES, CA ... PRB - 977
PAYSON, AZ ..... PAN - 131
PETALUMA, CA ..... O69 - 980
PHOENIX, AZ ..... DVT - 132
PHOENIX, AZ ..... IWA - 143
PHOENIX, AZ ..... PHX - 157
PLACERVILLE, CA ... PVF - 982
PORTALES, NM ..... PRZ - 1949
PORTERVILLE, CA ... PTV - 983
PRESCOTT, AZ ..... PRC - 217
PRICE, UT ..... PUC - 2234
PROVO, UT ..... PVU - 2238
PUEBLO, CO ..... PUB - 1763
RAMONA, CA ..... RNM - 986
RATON, NM ..... RTN - 1951
RED BLUFF, CA ..... RBL - 990
REDDING, CA ..... RDD - 994
REDLANDS, CA ..... REI - 1002
RENO, NV ..... RNO - 2123
RENO, NV ..... RTS - 2160
RIALTO, CA ..... L67 - 1003
RICHFIELD, UT ..... RIF - 2244
RIDGECREST, CA .... NID - 1007
RIFLE, CO ..... RIL - 1774
RIO VISTA, CA ..... O88 - 1014
RIVERSIDE, CA ..... RAL - 1016
RIVERSIDE, CA ..... RIV - 1026
ROOSEVELT, UT ..... 74V - 2247
ROSWELL, NM ..... ROW - 1955
RUIDOSO, NM ..... SRR - 1965
SACRAMENTO, CA .... MCC - 1040
SACRAMENTO, CA .... MHR - 1046
SACRAMENTO, CA .... SAC - 1052
SACRAMENTO, CA .... SMF - 1056
SAFFORD, AZ ..... SAD - 224
SALIDA, CO ..... ANK - 1786
SALINAS, CA ..... SNS - 1075
SALT LAKE CITY, UT SLC - 2249
SALT LAKE CITY, UT U42 - 2306
SAN ANDREAS, CA ... CPU - 1085
SAN BERNARDINO, CA SBD - 1086
SAN CARLOS, CA .... SQL - 1095
SAN CLEMENTE IS, CA NUC - 1100
SAN DIEGO-EL CA, CA SEE - 1151
SAN DIEGO, CA ..... MYF - 1104
SAN DIEGO, CA ..... NKX - 1107
SAN DIEGO, CA ..... NZY - 1122
SAN DIEGO, CA ..... SAN - 1134
SAN DIEGO, CA ..... SDM - 1148
SAN FRANCISCO, CA . SFO - 1154
SAN JOSE, CA ..... RHV - 1204
SAN JOSE, CA ..... SJC - 1211
SAN LUIS OBISPO, CA SBP - 1245
SAN MARTIN, CA .... E16 - 1253
SAN NICOLAS ISL, CA NSI - 1254
SANTA ANA, CA ..... SNA - 1258
SANTA BARBARA, CA . SBA - 1276
SANTA FE, NM ..... SAF - 1967
SANTA MARIA, CA ... SMX - 1287
SANTA MONICA, CA .. SMO - 1294
SANTA ROSA, CA .... STS - 1302
SANTA TERESA, NM .. 5T6 - 1979
SANTA YNEZ, CA .... IZA - 1312
SCOTTSDALE, AZ .... SDL - 227
SEDONA, AZ ..... SEZ - 243
SHAFTER, CA ..... MIT - 1315
SHOW LOW, AZ ..... SOW - 245
SILVER CITY, NM ... SVC - 1980
SOCORRO, NM ..... ONM - 1985
SOUTH LAKE TAHO, CA TVL - 1317
SPRINGERVILLE, AZ . D68 - 247
SPRINGFIELD, CO ... 8V7 - 1787
ST. GEORGE, UT .... SGU - 2309
ST. JOHNS, AZ ..... SJN - 248
STEAMBOAT SPRIN, CO SBS - 1788
STERLING, CO ..... STK - 1790
STOCKTON, CA ..... SCK - 1324
SUSANVILLE, CA .... SVE - 1330
TAOS, NM ..... SKX - 1988

TAYLOR, AZ ..... TYL - 251
TELLURIDE, CO ..... TEX - 1792
TONOPAH, NV ..... TPH - 2162
TOOELE, UT ..... TVY - 2315
TORRANCE, CA ..... TOA - 1333
TRACY, CA ..... TCY - 1337
TRINIDAD, CO ..... TAD - 1795
TRUCKEE, CA ..... TRK - 1342
TRUTH OR CONSEQ, NM TCS - 1990
TUCSON, AZ ..... AVQ - 253
TUCSON, AZ ..... DMA - 258
TUCSON, AZ ..... RYN - 266
TUCSON, AZ ..... TUS - 271
TUCUMCARI, NM ..... TCC - 1992
TULARE, CA ..... TLR - 1344
TWENTYNINE PALM, CA NXP - 1346
TWENTYNINE PALM, CA TNP - 1353
UKIAH, CA ..... UKI - 1355
UPLAND, CA ..... CCB - 1358
VACAVILLE, CA ..... VCB - 1360
VAN NUYS, CA ..... VNY - 1364
VERNAL, UT ..... VEL - 2319
VICTORVILLE, CA ... VCV - 1374
VISALIA, CA ..... VIS - 1379
WALDEN, CO ..... 33V - 1797
WATSONVILLE, CA ... WVI - 1383
WENDOVER, UT ..... ENV - 2321
WILLCOX, AZ ..... P33 - 289
WILLITS, CA ..... O28 - 1387
WILLOWS, CA ..... WLW - 1391
WINDOW ROCK, AZ ... RQE - 291
WINNEMUCCA, NV .... WMC - 2165
WINSLOW, AZ ..... INW - 294
WOODLAND, CA ..... O41 - 1393
WRAY, CO ..... 2V5 - 1799
YUMA PROVING GR, AZ LGF - 295
YUMA, AZ ..... NYL - 299
ZUNI PUEBLO, NM ... ZUN - 1997

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL ..... **RNAV (GPS) Rwy 16[12]**
RNAV (GPS) Rwy 34[34]
VOR/DME Rwy 34[15]

[1]NA when local weather not available.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 2200-2; Categories C, D, 2200-3.

CEDAR CITY, UT

CEDAR CITY RGNL ..... **ILS Rwy 20**
VOR Rwy 20

Category D, 900-2¾.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS INTL ..... **VOR/DME or GPS Rwy 17**
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL..... **LDA/DME RWY 23[1]**
RNAV (GPS) Rwy 23[2]
VOR -A[3]
VOR/DME-B[4]

[1]Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.
[4]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME — ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM ..... **ILS or LOC/DME Rwy 21[12]**
VOR-A[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF ..... **ILS or LOC Rwy 26**
NDB Rwy 26
RNAV (GPS) Rwy 8[1]
VOR Rwy 26

NA when control tower closed.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK ..... **ILS or LOC/DME Rwy 3**

NA when control tower closed.
Category D, 700-2.

VALLE ..... **VOR/DME Rwy 19**

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI ..... **RNAV (GPS) Rwy 1**

Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY ..... **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C, 1000-2¾; Category D, 1000-3.

LAS VEGAS, NV

HENDERSON EXECUTIVE ..... **RNAV (GPS)-B**[1]
VOR-C[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L**[1]
ILS or LOC Rwy 25R[1]
ILS or LOC/DME Rwy 1L[2]
RNAV (GPS) Rwy 1R[3]
RNAV (GPS) Rwy 19L[45]
RNAV (GPS) Rwy 19R[45]
VOR/DME -A[2]
VOR Rwy 25L/R[3]
[1]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.
[2]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.
[3]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV

DERBY FIELD ..... **VOR or GPS-C**[1]
VOR/DME or GPS-A[2]
[1]Categories A,B, 1900-2; Categories C,D, 1900-3.
[2]Categories A,B, 900-2; Category C,900-2¾; Category D, 900-3.

MESA, AZ

FALCON FIELD ..... **NDB-A**
RNAV (GPS) Rwy 4L
RNAV (GPS) Rwy 4R
RNAV (GPS)-B
NA when control tower closed.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD ..... **VOR or GPS-A**
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

OGDEN, UT

OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3**[12]
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3
NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

PHOENIX, AZ

PHOENIX DEER VALLEY ..... **RNAV (GPS)-B**[12]
RNAV (GPS)-C[3]
RNAV(GPS) Rwy 7R[14]
RNAV (GPS) Rwy 25L[14]
[1]NA when local weather not available.
[2]Categories A, B, 1000-2; Category C, 1000-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-
MESA GATEWAY ..... **ILS or LOC Rwy 30C**[12]
RNAV (GPS) Rwy 30C[1]
RNAV (GPS) Rwy 30L[3]
VOR or TACAN Rwy 30C[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

PHOENIX
SKY HARBOR INTL ..... **ILS or LOC Rwy 7R**[1]
ILS or LOC Rwy 7L[1]
ILS or LOC Rwy 8[3]
ILS or LOC Rwy 25L[2]
ILS or LOC Rwy 26[2]
RNAV (GPS) Y Rwy 7R[2]
RNAV (GPS) Y Rwy 7L[2]
RNAV (GPS) Y Rwy 8[4]
RNAV (GPS) Y Rwy 25L[2]
RNAV (GPS) Y Rwy 25R[2]
RNAV (GPS) Y Rwy 26[2]
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

PRESCOTT, AZ

ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L**[12]
RNAV (GPS) Rwy 21L[4]
VOR Rwy 12[3]
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]Category D, 1000-3.

NAME ALTERNATE MINIMUMS

PRICE, UT

CARBON COUNTY RGNL/
BUCK DAVIS FIELD ..... **VOR/DME Rwy 36**
VOR Rwy 36[1]
Category C, 900-2½; Category D, 1100-3.
[1]Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13,**700-2
NA when control tower closed.

RENO, NV

RENO/TAHOE INTL ..... **ILS Rwy 16R,** 2100-7[1]
ILS or LOC/DME Rwy 34L[2]
LOC Rwy 16R[3]
RNAV (GPS) X Rwy 34L[4]
RNAV (GPS) X Rwy 34R[4]
RNAV (GPS) Y Rwy 16L[5]
RNAV (GPS) Y Rwy 16R[6]
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3
[1]LOC, NA.
[2]ILS,LOC, Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1400-2; Categories C,D, 1400-3.
[6]Categories A,B, 1800-2; Categories C,D, 1800-3.

SAFFORD, AZ

SAFFORD RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

ST. GEORGE, UT

ST. GEORGE MUNI ..... **RNAV (GPS) Rwy 34**[1]
VOR or GPS-B,1300-2[2]
VOR-C,1800-3[2]
VOR/DME Rwy 34[23]
[1]Categories A,B 1100-2¼; Categories C,D, 1100-3.
[2]NA except for operators with approved weather reporting service.
[3]Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

SCOTTSDALE, AZ

SCOTTSDALE ..... **RNAV (GPS)-D**[1]
RNAV (GPS)-E[1]
VOR or GPS-A[23]
VOR-C[14]
[1]NA when local weather not available.
[2]NA when Scottsdale altimeter not available.
[3]Categories A, B, C, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-3.

TONOPAH, NV

TONOPAH ..... **VOR or GPS-A**
Category D, 800-2¼.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY ..... **ILS or LOC/DME Rwy 17**[1]
RNAV (GPS) Rwy 17
NA when local weather not available.
[1]ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL ..... **ILS or LOC Rwy 11L**[1]
LOC/DME BC Rwy 29R[2]
RNAV (GPS) Z Rwy 11L[2]
RNAV (GPS) Rwy 29R[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 29L[4]
RNAV (GPS) Z Rwy 29R[2]
VOR or TACAN Rwy 11L[2]
VOR/DME or TACAN Rwy 29R[5]
[1]ILS,LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.
[2]Category E, 1100-3.
[3]Categories A,B,C,D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category E, 1200-3.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WENDOVER, UT

WENDOVER ..... **VOR/DME-B**[1]
VOR/DME or TACAN Rwy 26[2]

[1]Categories A,B, 1700-2; Categories C,D,E, 1700-3.
[2]Category E, 800-2¾.

WINDOW ROCK, AZ

WINDOW ROCK ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS)-B[2]
VOR/DME-A[3]

[1]Category C, 800-2¼.
[2]Categories A, B, 1000-2; Category C, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

WINNEMUCCA, NV

WINNEMUCCA MUNI .... **RNAV (GPS) Rwy 14**[12]
RNAV (GPS) Rwy 32[1]
VOR/DME Rwy 14[3]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 1300-3.

21 OCT 2010 to 18 NOV 2010

DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (Amdt 1, 10294 USAF) ELEV 2704

RADAR[1] - **(E)** 118.5 125.1 318.1 297.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	30	3.0°/59/1320	ABCDE	**2954**/40	250	(300-¾)
	12	3.0°/59/950	ABCDE	**2839**/40	250	(200-¾)

[1]No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777).

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (10210 USN) ELEV 3934

RADAR[1] - **(E)** 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	31L	3.5°/55/906	ABCDE	**4126**-¾	200	(200-¾)
	31R	3.5°/54/872	ABCDE	**4128**-¾	200	(200-¾)
	13L	3.0°/46/885	ABCDE	**4134**-¾	200	(200-¾)
	13R	3.0°/48/915	ABCDE	**4134**-¾	200	(200-¾)
	7	3.0°/36/672	ABCDE	**4129**-¾	200	(200-¾)
ASR	31R		ABCDE	**4200**-1	272	(300-1)
	31L		ABCDE	**4200**-1	274	(300-1)
	13R		ABCD	**4260**-1	326	(400-1)
			E	**4260**-1¼	326	(400-1¼)
	13L		ABC	**4280**-1	346	(400-1)
			DE	**4280**-1¼	346	(400-1¼)
	7		AB	**4340**-1	411	(500-1)
			CD	**4340**-1¼	411	(500-1¼)
			E	**4340**-1½	411	(500-1½)
CIR	All Rwy		AB	**4400**-1	466	(500-1)
			C	**4400**-1½	466	(500-1½)
			D	**4520**-2	586	(600-2)
			E	**4980**-3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 7400

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	260	520	780	1040	1300	1560
	13L/R	FPM	260	520	780	1040	1300	1560
	31L/R	FPM	270	540	810	1080	1350	1620

[1]No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

FORT HUACHUCA/SIERRA VISTA, AZ Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF

RADAR[1] - (E) 127.05 254.35 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	8		ABCDE	**4919**-¾	200	(200-¾)				
	26		ABCDE	**4829**-¾	200	(200-¾)				
ASR	26		ABC	**5000**-1	371	(400-1)	DE	**5000**-1¼	371	(400-1¼)
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)
CIR[3]	26		A	**5100**-1	381	(400-1)	B	**5180**-1	461	(500-2)
			C	**5180**-1½	461	(500-1½)	D	**5280**-2	561	(600-2)
			E	**5400**-2½	681	(700-2½)				
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)

[1]Opr 1500-2300Z Monday-Friday, except for holidays. [2]No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. [3]Circling not authorized south of runways 8 and 30.

21 OCT 2010 to 18 NOV 2010

YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN) ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R[1]	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R[2]			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R[3]		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR[4]	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

[1]When ALS inop, increase CAT ABCDE vis to ¾ mile. [2]When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. [4]When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME	TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceding on course. **Rwy 35,** climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceding on course.

NOTE: **Rwy 17,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

21 OCT 2010 to 18 NOV 2010

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C, D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...

climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV

FALLON MUNI (FLX)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climbing right turn...**Rwys 3, 13, 31,** climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3,** vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13,** trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21,** vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31,** trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

FALLON NAS(VAN VOORHIS FLD)(KNFL)

FALLON, NV. 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R,** Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R,** Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7,** Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25,** Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF (FHU)

AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. **All Aircraft** climb to 9500 to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

KANAB, UT

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 171° to 6800 before turning. **Rwy 1,** climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

NOTE: **Rwy 1,** vent on building 554' from DER, 370' left of centelrine, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19,** trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

21 OCT 2010 to 18 NOV 2010

LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (LAS)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R,** std. w/ min. climb of 210' per NM to 2600. **Rwy 25R,** 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R,** climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R,** climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25 L/R,** climb heading 255° to 2800 ,then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19 L/R,** climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L,** building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R,** sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L,** trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R,** tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L,** multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R,** trees 1563' from DER, 329' left of centerline, up to 55' AGL/ 2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy25L,** multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R,** multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29'AGL/2208' MSL.

LAS VEGAS, NV (CON'T)

NORTH LAS VEGAS (VGT)
AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1,** turn right. **Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD (FFZ)
AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND,UT
....Amdt 1, 09099
Rwy 12, 4700-3*
* Or standard with minimum climb of 305 ft/NM to 6100.
DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY BRISCOE FIELD
TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV
MINDEN-TAHOE
TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

MOAB,UT
CANYONLANDS FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.
NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)
LAS VEGAS, NV 08241
Rwy 3L/R, 10,200-3* SR-SS
Rwy 21L/R, 10,200-3* SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ
NOGALES INTL (OLS)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT
OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY (IWA)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

21 OCT 2010 to 18 NOV 2010

RICHFIELD, UT

RICHFIELD MUNI (RIF)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL (SAD)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - Airspace.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use SAFFORD RNAV DEPARTURE.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32,** climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14,** antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L,** vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ
SCOTTSDALE (SDL)
AMDT 8 10042 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 21,** use MARICOPA DEPARTURE.

SEDONA, AZ
SEDONA (SEZ)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

SHOW LOW, AZ
SHOW LOW RGNL
DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.
DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ
TAYLOR MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.
DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

TONOPAH, NV
TONOPAH
TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.
DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT
BOLINDER FIELD-TOOELE VALLEY
TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.
DEPARTURE PROCEDURE: Use STACO DEPARTURE.
NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ
MARANA RGNL
TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles
DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.
NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD (RYN)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33,** NA, ATC.
DEPARTURE PROCEDURE: **Rwys 6R, 24L,** use ALMON DEPARTURE.

TUCSON INTL (TUS)
AMDT 4A 08241 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.
DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.
NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT
VERNAL RGNL
TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.
DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT
WENDOVER
TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.
DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ
COCHISE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

Rwy 17: Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)
AL-6967 (FAA)
BULLHEAD CITY, ARIZONA

AWOS-3
119.825
BULLHEAD TOWER
123.9
GND CON
118.25

D

FIELD ELEV 701

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

35°10.0'N
35°09.5'N
35°09.0'N

ELEV 625
91
A1
164.4°
1.0% UP
A
FIRE STATION
TERMINAL
A2
A3
A3
A
RWY 16-34
S-75, D-200, 2D-400
897
A4
7500 X 150
VAR 12.1° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
A5
A5
CONTROL TOWER
A
A6
A
344.4°
A7
ELEV 699
A8
34

114°34.0'W
114°33.5'W
114°33.0'W

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

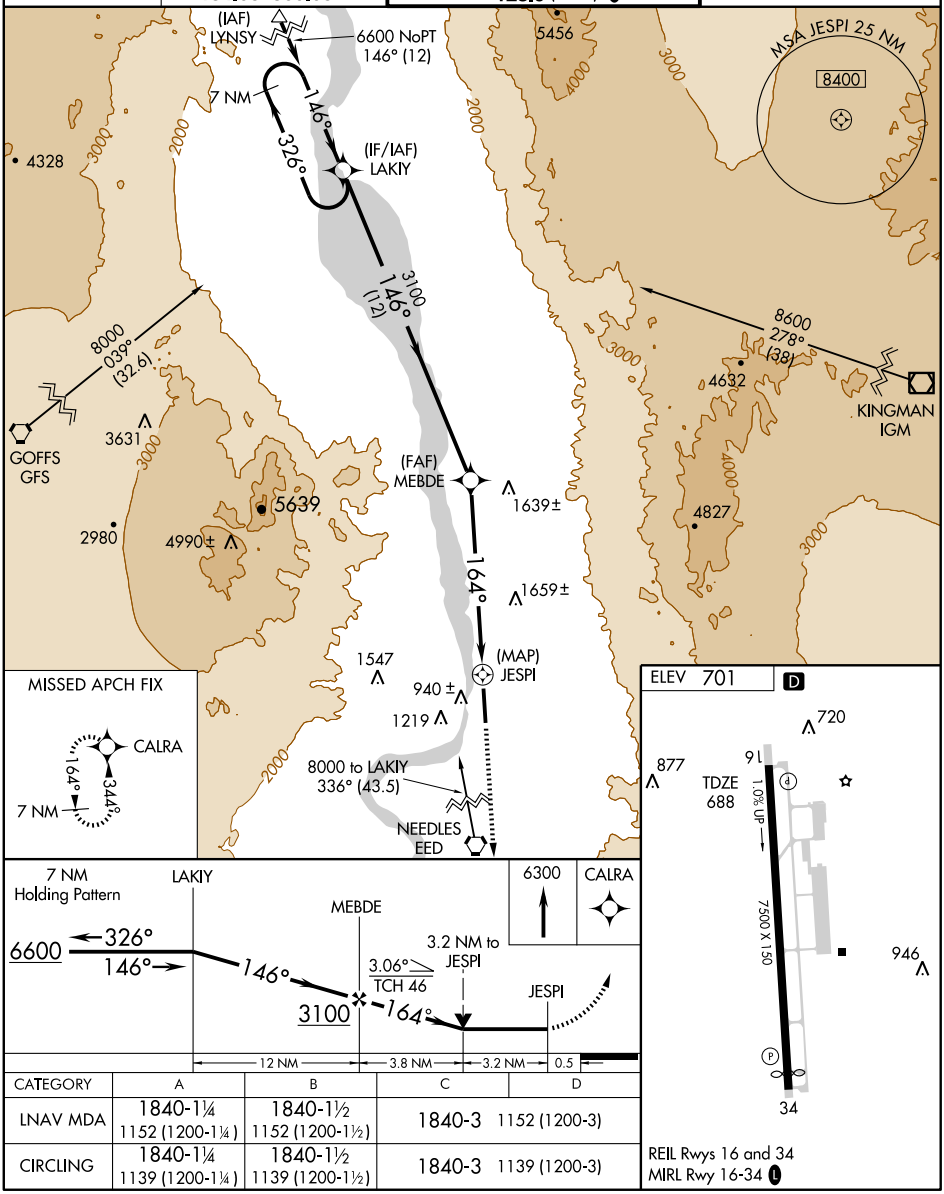
BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

APP CRS	Rwy Idg	7500
164°	TDZE	688
	Apt Elev	701

T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct CALRA and hold, continue climb-in-hold to 6300.

AWOS-3	LOS ANGELES CENTER	LAUGHLIN/BULLHEAD TOWER★	GND CON
119.825	134.65 360.65	123.9 (CTAF) L	118.25



CATEGORY	A	B	C	D
LNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3 1152 (1200-3)	
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3 1139 (1200-3)	

REIL Rwys 16 and 34
MIRL Rwy 16-34 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 82602	344°	TDZE	699
W34A		Apt Elev	701

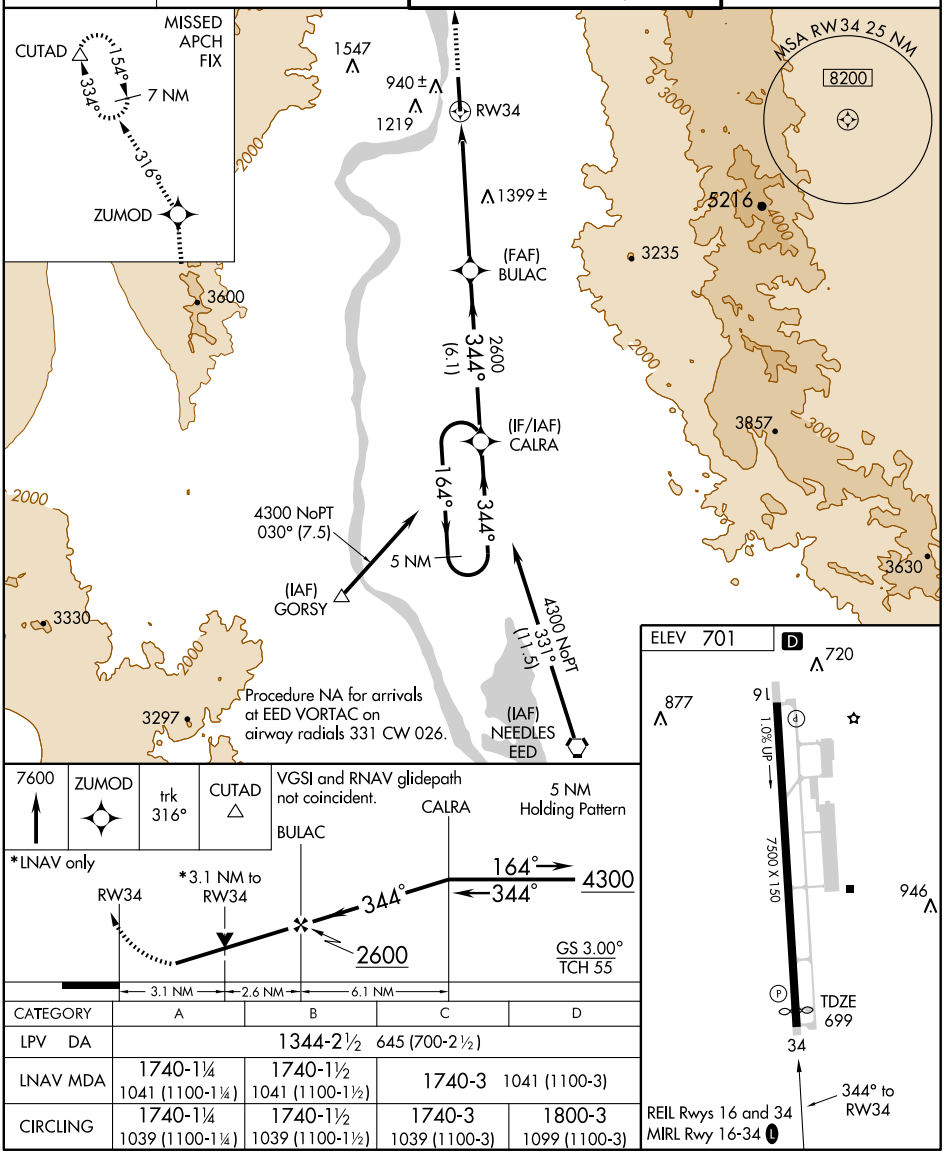
RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

Circling to Rwy 16 NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.
VDP NA when using Needles altimeter setting.

MISSED APPROACH: Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3	LOS ANGELES CENTER	LAUGHLIN/BULLHEAD TOWER★	GND CON
119.825	134.65 360.65	123.9 (CTAF) L	118.25



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
LNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3 1041 (1100-3)	
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EED	APP CRS	Rwy Idg 7000
115.2	335°	TDZE 699
Chan 99		Apt Elev 701

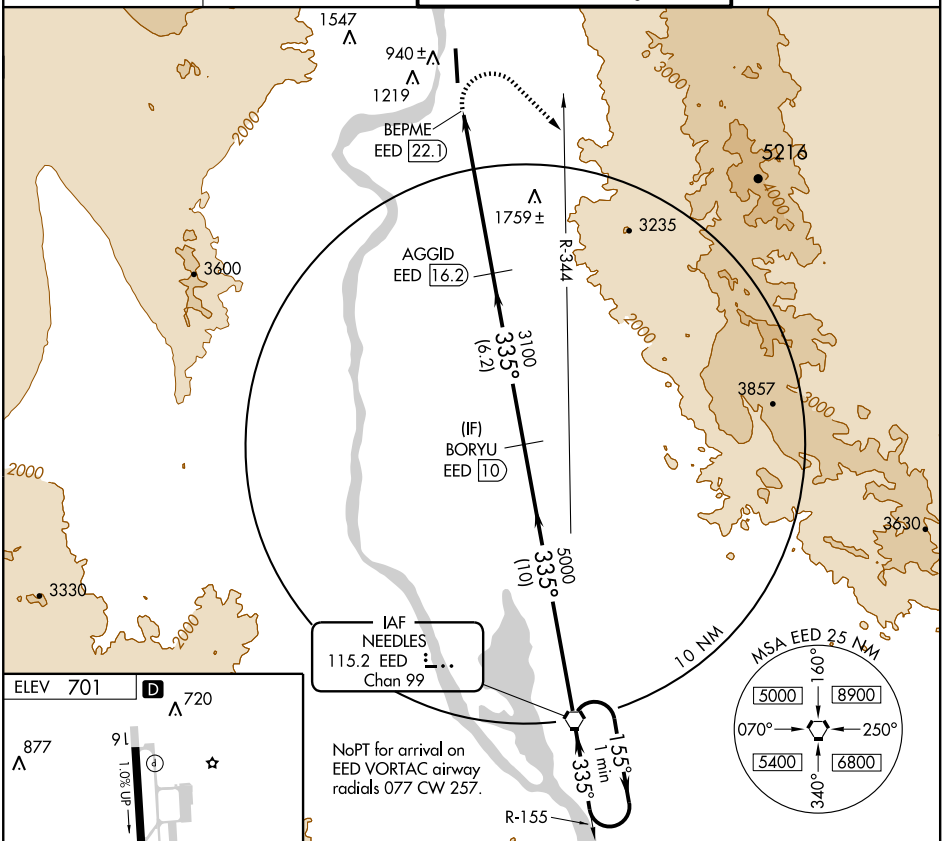
VOR/DME RWY 34

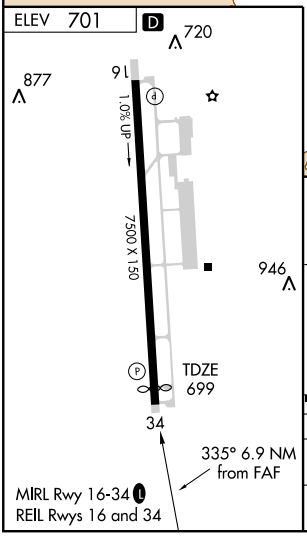
BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

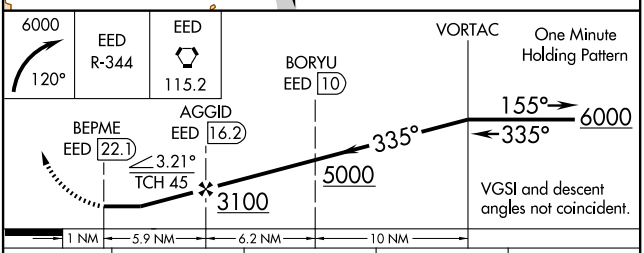
Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3	LOS ANGELES CENTER	LAUGHLIN/BULLHEAD TOWER ★	GND CON
119.825	134.65 360.65	123.9 (CTAF) L	118.25







CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3 2141 (2200-3)	
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3 2139 (2200-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
048°	TDZE	1456
	Apt Elev	1462

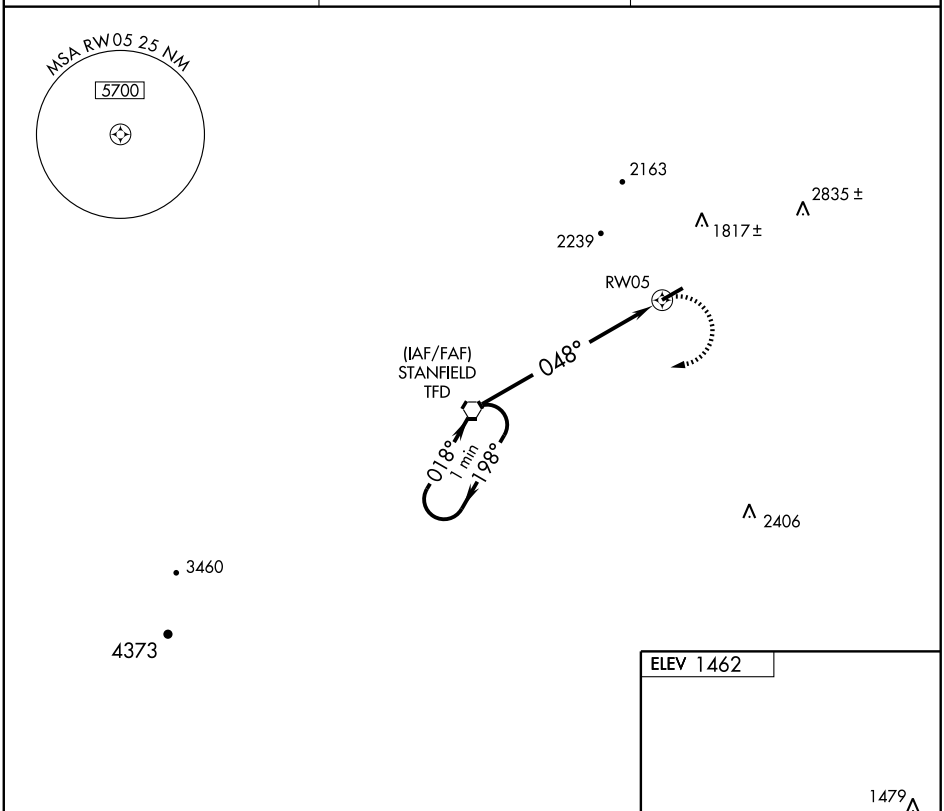
GPS RWY 5
CASA GRANDE MUNI (CGZ)

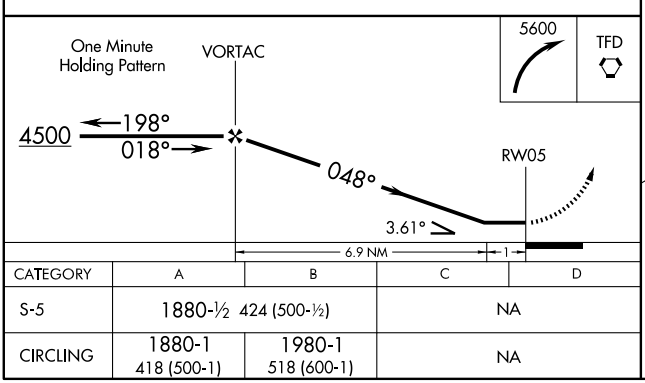
NA

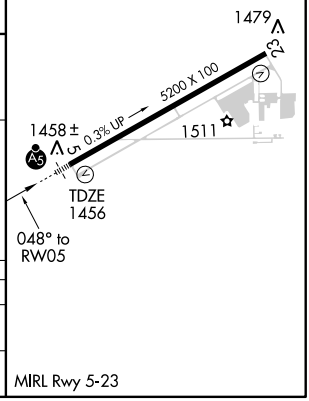
MALSR

MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
132.175	125.4 269.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1880-½ 424 (500-½)		NA	
CIRCLING	1880-1 418 (500-1)	1980-1 518 (600-1)	NA	

MIRL Rwy 5-23

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

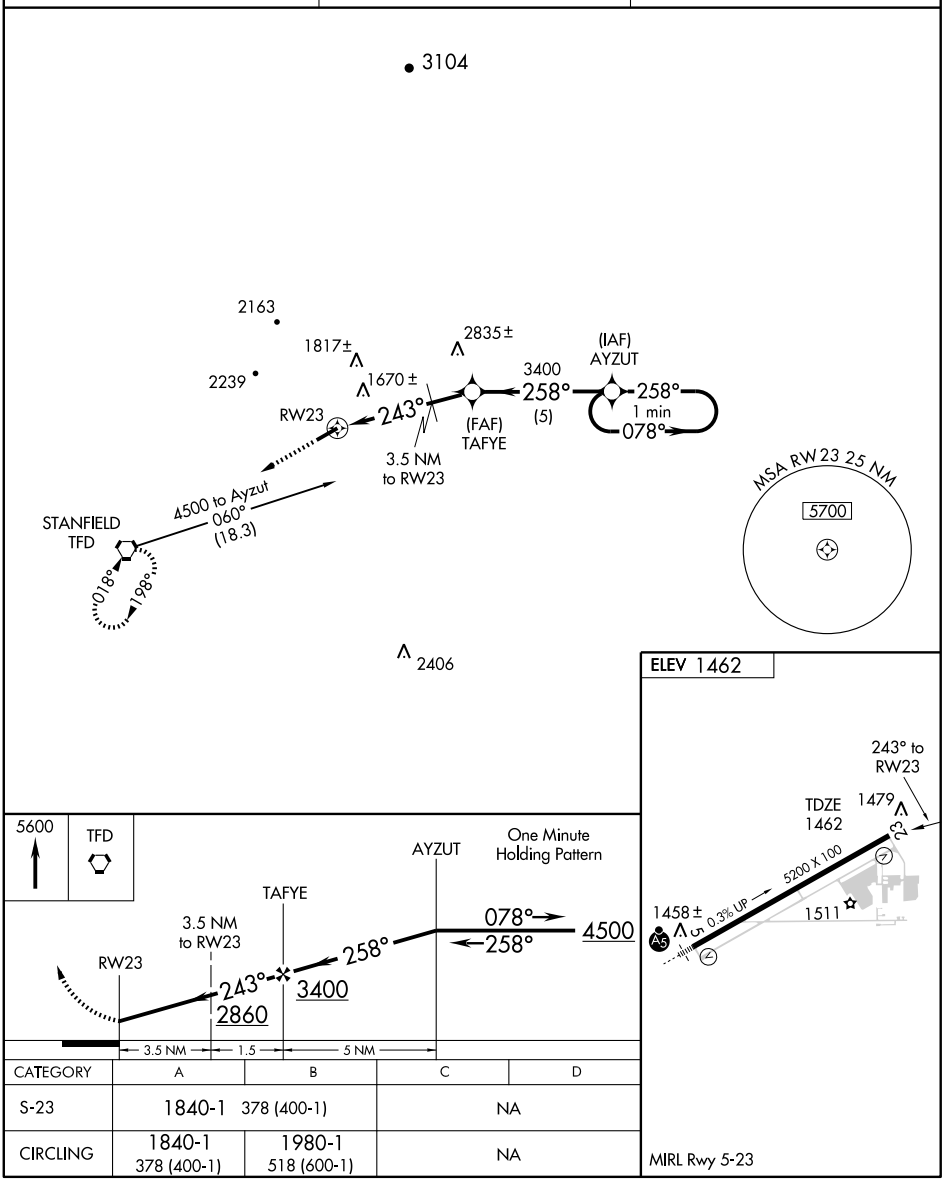
APP CRS	Rwy Idg	5200
243°	TDZE	1462
	Apt Elev	1462

GPS RWY 23
CASA GRANDE MUNI (CGZ)

NA

MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
132.175	125.4 269.3	122.7 (CTAF)



CATEGORY	A	B	C	D
S-23	1840-1	378 (400-1)	NA	
CIRCLING	1840-1 378 (400-1)	1980-1 518 (600-1)	NA	

MIRL Rwy 5-23

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-CGZ	APP CRS	Rwy Idg	5200
111.15	048°	TDZE	1458
		Apt Elev	1464

ILS or LOC/DME RWY 5

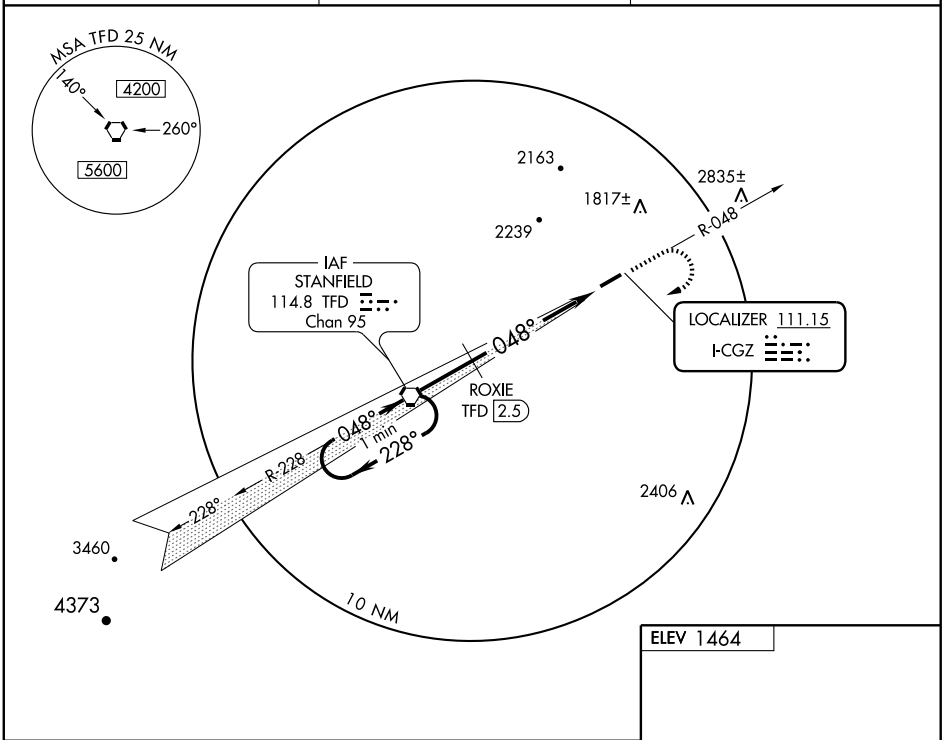
CASA GRANDE MUNI (CGZ)

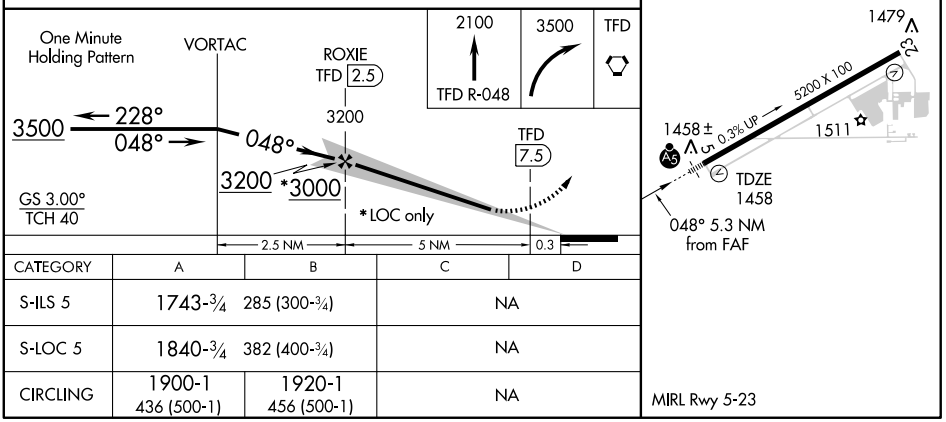
NA — DME from TFD VORTAC; simultaneous reception of I-CGZ and TFD DME required. Autocoupled approach NA below 1650. Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 5. For inoperative MALSR, increase S-LOC 5 Cats A/B visibility to 1.

MALSR

MISSED APPROACH: Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
132.175	125.4 269.3	122.7 (CTAF)





CATEGORY	A	B	C	D
S-ILS 5	1743-¾ 285 (300-¾)		NA	
S-LOC 5	1840-¾ 382 (400-¾)		NA	
CIRCLING	1900-1 436 (500-1)	1920-1 456 (500-1)	NA	

MIRL Rwy 5-23

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TFD	APP CRS	Rwy Idg	5200
114.8	048°	TDZE	1456
Chan 95		Apt Elev	1462

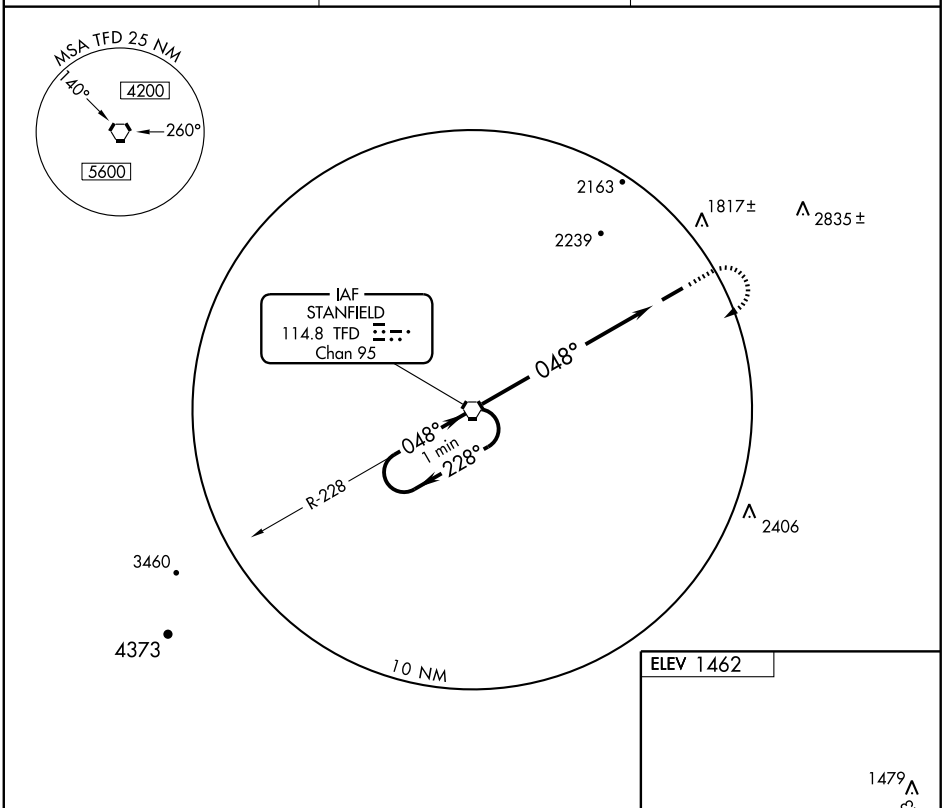
VOR RWY 5

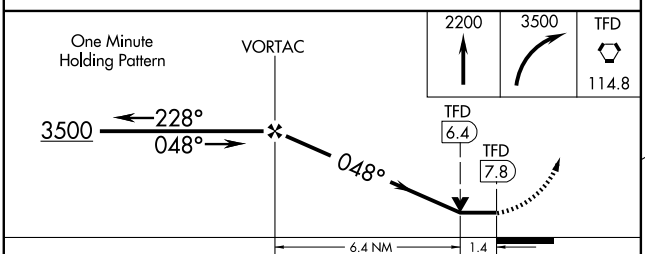
CASA GRANDE MUNI (CGZ)

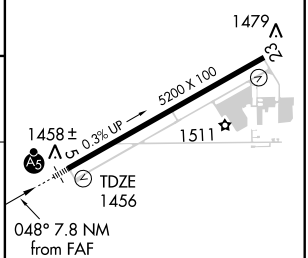
MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
132.175	125.4 269.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1960-½ 504 (500-½)		NA	
CIRCLING	1960-1 498 (500-1)		NA	

MIRL Rwy 5-23

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

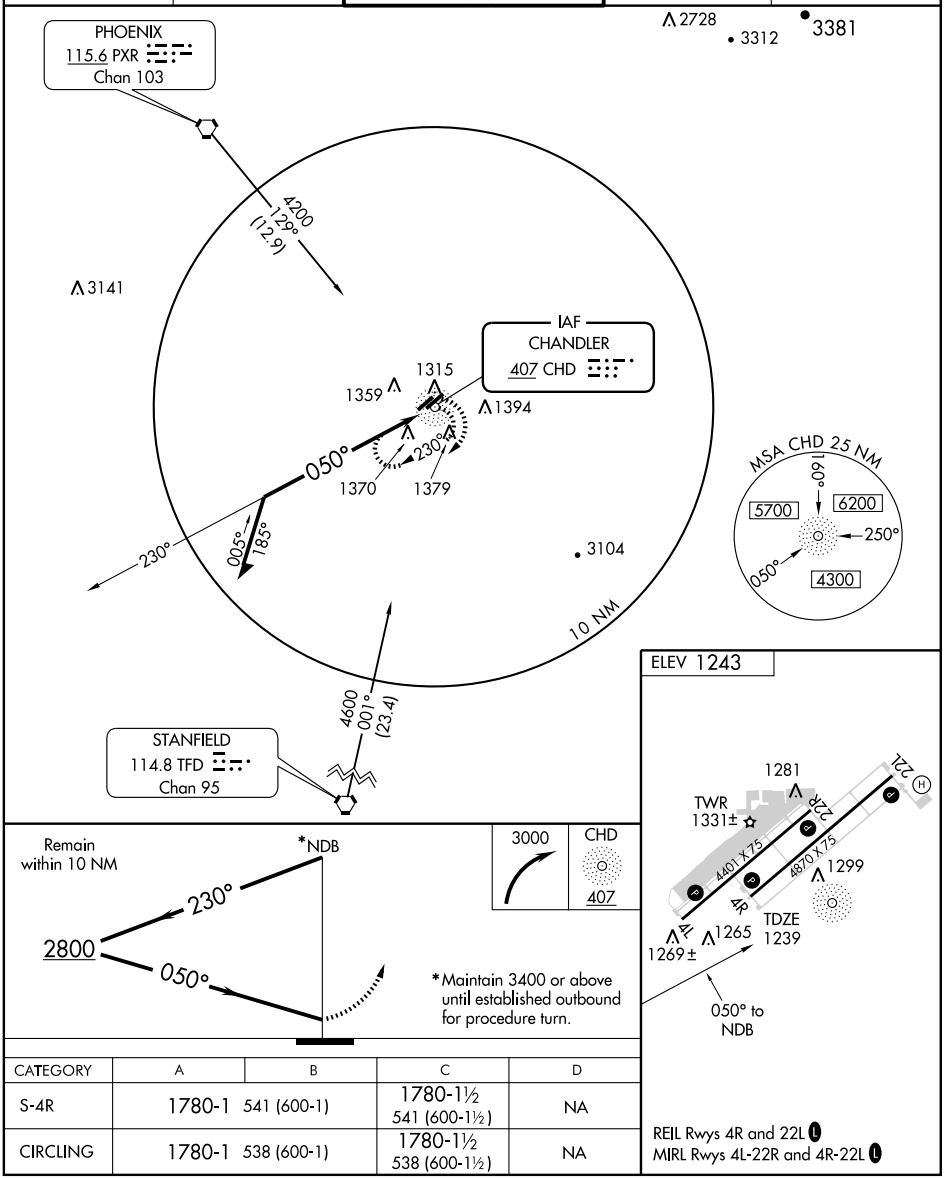
NDB CHD	APP CRS	Rwy Idg	4870
407	050°	TDZE	1239
		Apt Elev	1243

NDB RWY 4R
CHANDLER MUNI (CHD)

T NA When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 3000 in CHD holding pattern.

ATIS	PHOENIX APP CON	CHANDLER TOWER*		GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) L (North and West)	133.1 (South and East)	124.4	122.95



CATEGORY	A	B	C	D
S-4R	1780-1 541 (600-1)		1780-1½ 541 (600-1½)	NA
CIRCLING	1780-1 538 (600-1)		1780-1½ 538 (600-1½)	NA

REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R and 4R-22L L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AL-6494 (FAA)

RNAV (GPS) RWY 4R

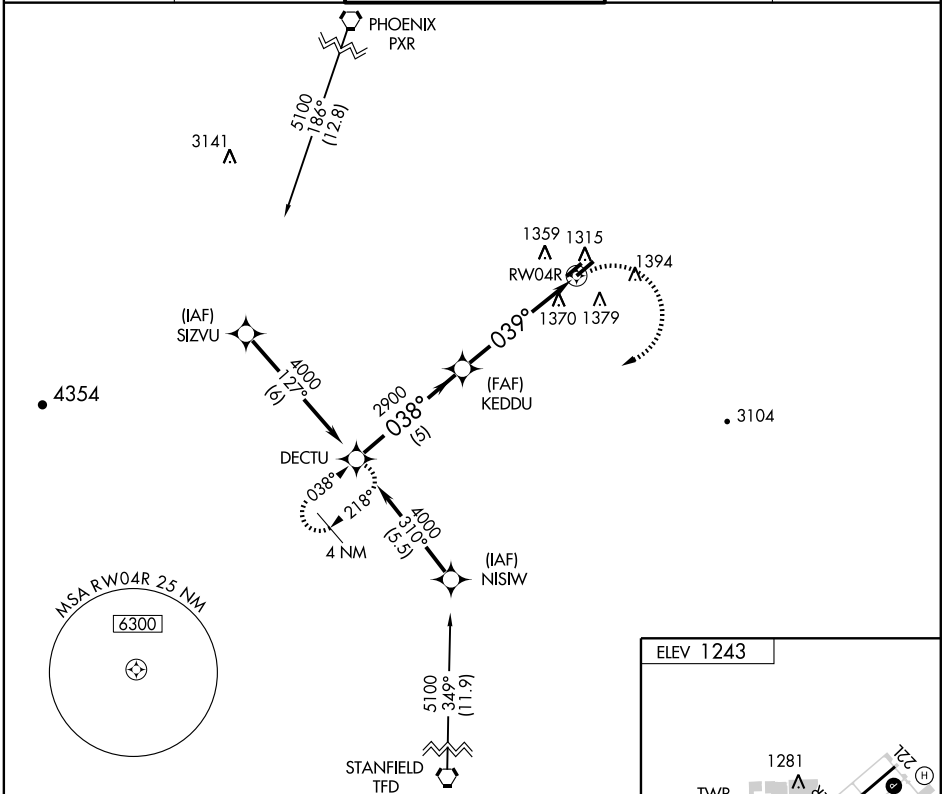
CHANDLER MUNI (CHD)

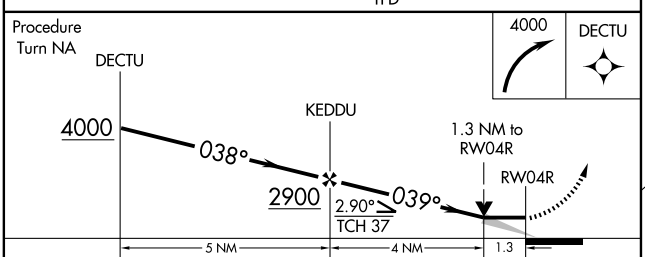
APP CRS	Rwy ldg	4870
039°	TDZE	1240
	Apt Elev	1243

T NA GPS or RNP- 0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 4L NA at night.

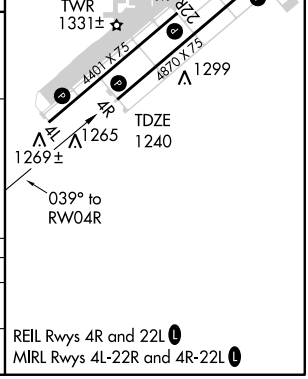
MISSED APPROACH: Climbing right turn to 4000 direct to DECTU WP and hold.

ATIS	PHOENIX APP CON	CHANDLER TOWER ★	GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) 133.1 (North and West) (South and East)	124.4	122.95





CATEGORY	A	B	C	D
LNAV MDA	1680-1 440 (500-1)		1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1 477 (500-1)		1720-1½ 477 (500-1½)	NA



REIL Rwys 4R and 22L (L)
MIRL Rwys 4L-22R and 4R-22L (L)

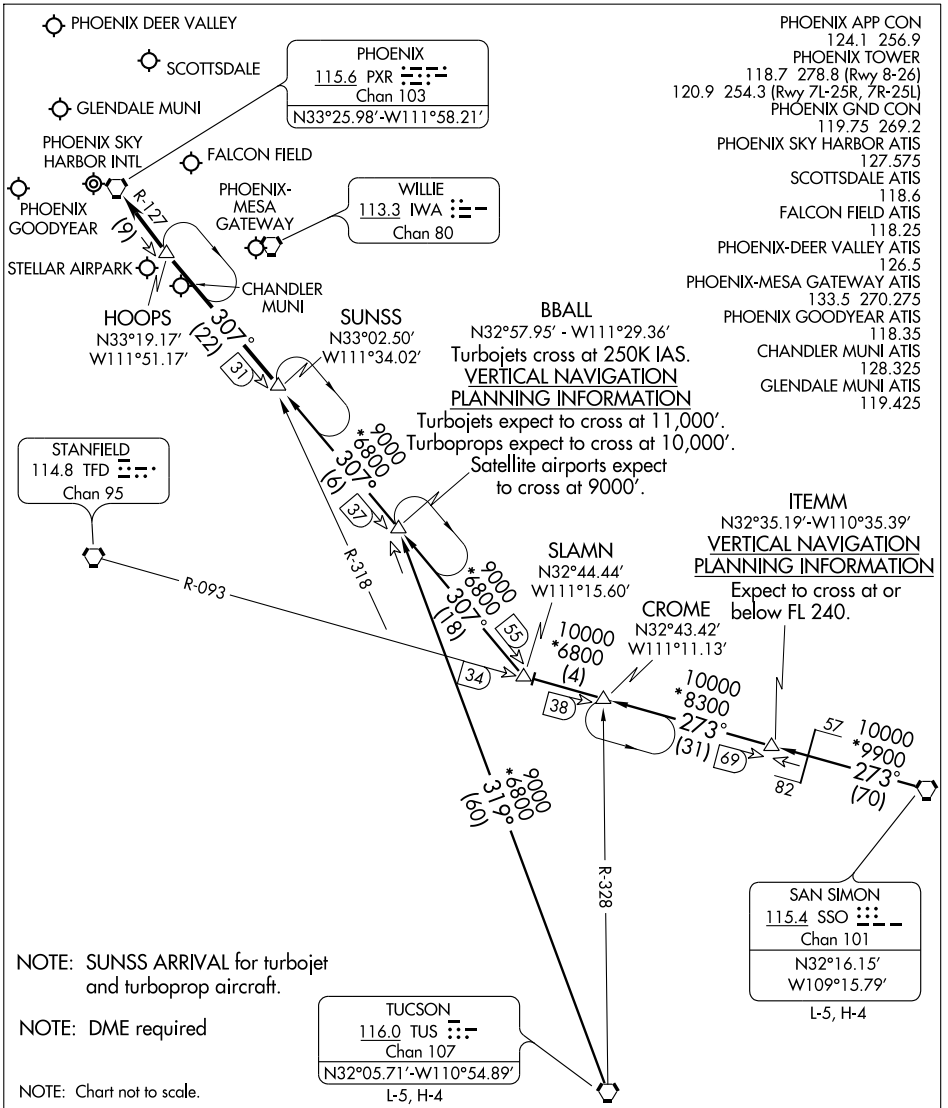
33° 16′ N - 111° 49′ W

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

VORTAC IWA	APP CRS	Rwy Idg	4870
113.3	062°	TDZE	1240
Chan 80		Apt Elev	1243

AL-6494 (FAA)

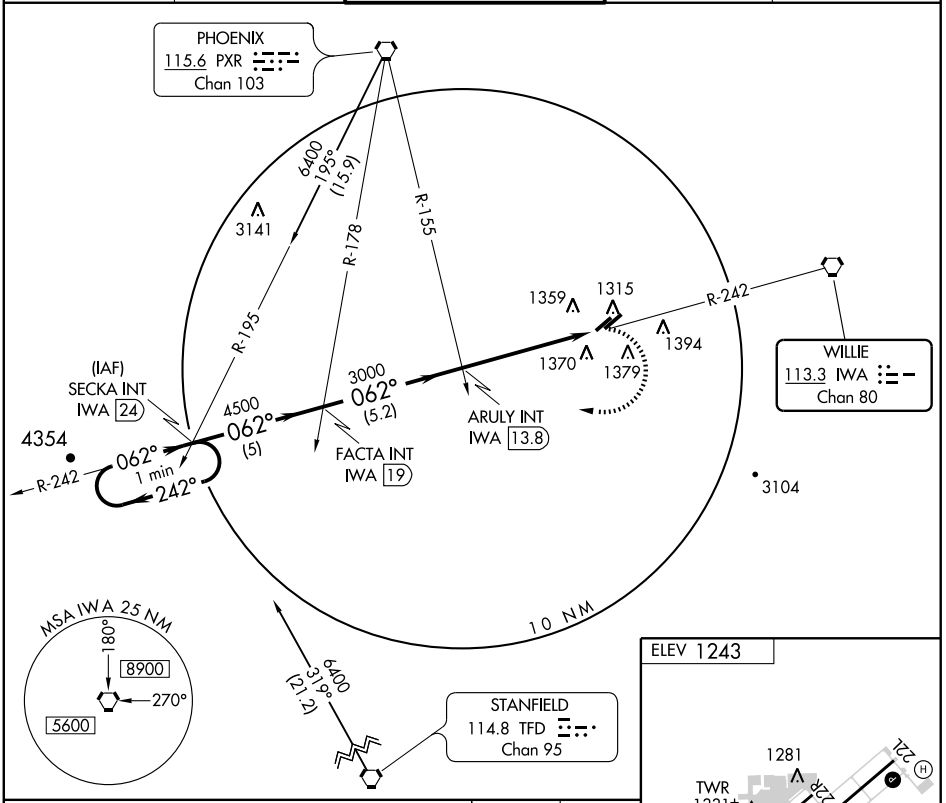
VOR RWY 4R

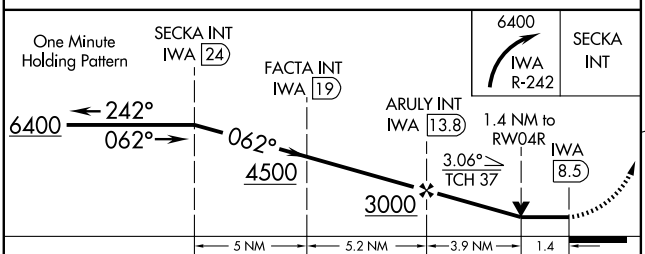
CHANDLER MUNI (CHD)

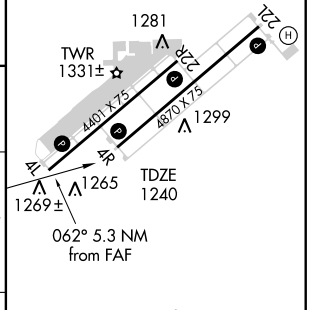
When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

ATIS	PHOENIX APP CON	CHANDLER TOWER★		GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) L (North and West)	133.1 (South and East)	124.4	122.95







CATEGORY	A	B	C	D
S-4R	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA

REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R and 4R-22L L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

VORTAC PXR	APP CRS	Rwy Idg	N/A
115.6	330°	TDZE	N/A
Chan 103		Apt Elev	1180

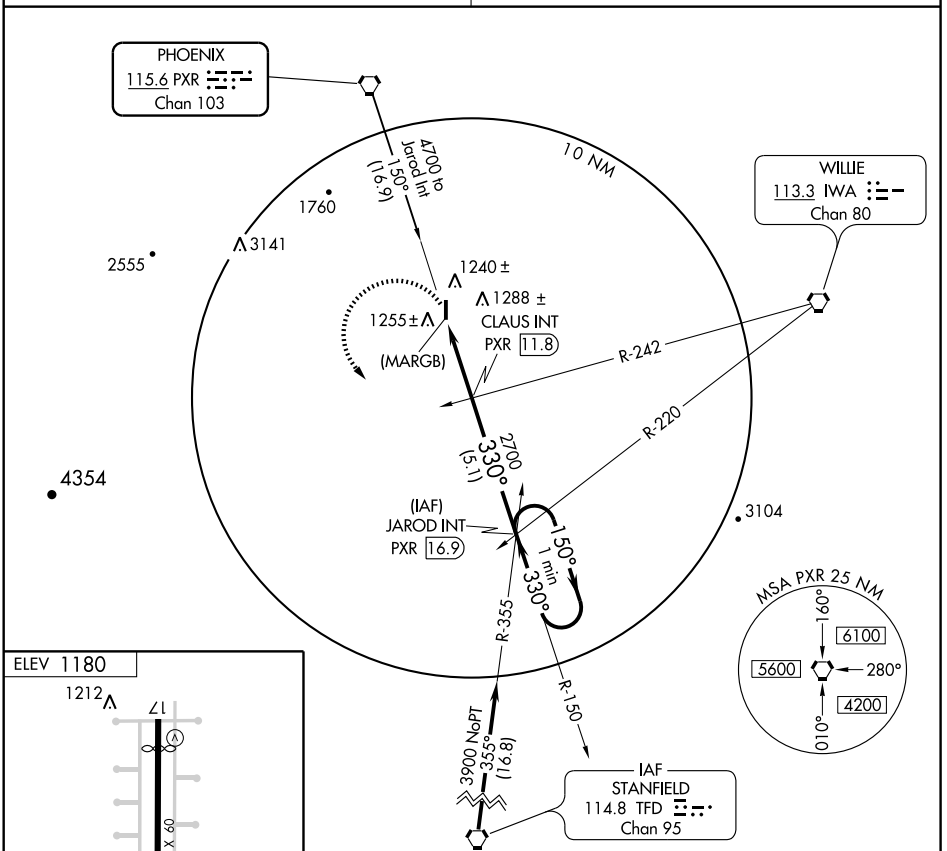
VOR or GPS-A

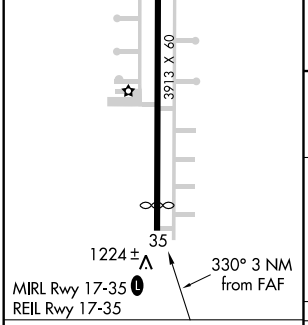
CHANDLER/ STELLAR AIRPARK (P19)

Use Phoenix Sky Harbor Intl altimeter setting.
NA Procedure not authorized at night.

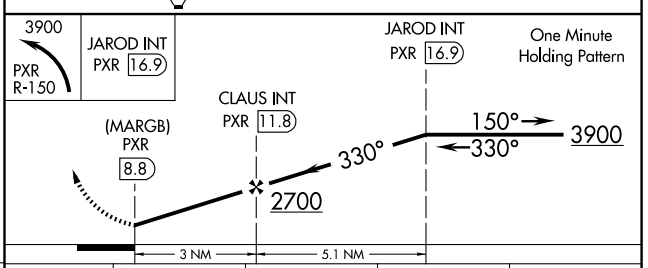
MISSED APPROACH: Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON	CTAF
123.7 363.0	122.9 L





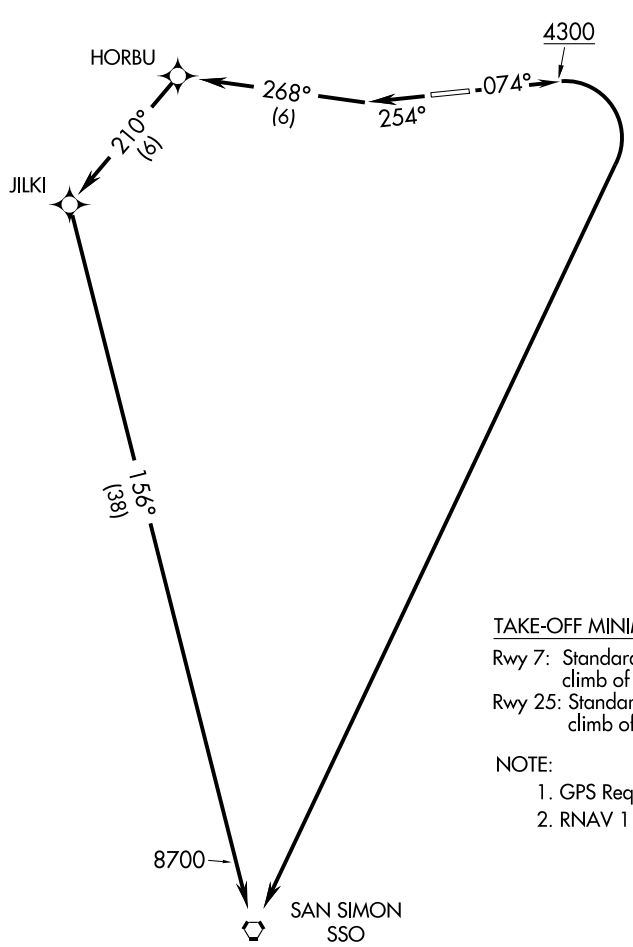
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
CIRCLING	1600-1 420 (500-1)	1640-1 460 (500-1)	1640-1½ 460 (500-1½)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 7: Standard with a minimum climb of 320′ per NM to 5100.
Rwy 25: Standard with a minimum climb of 310′ per NM to 5500.

NOTE:
1. GPS Required
2. RNAV 1

TAKE-OFF OBSTACLES

Rwy 7: Multiple bushes, poles and trmsn towers beginning 221′ from DER, 60′ left of centerline, up to 139′ AGL/4139′ MSL.
Rwy 25: Vehicles on road traversing northeast to southwest beginning 67′ from DER, up to 15′ AGL/3734′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 074° to 4300, then climbing right turn to 8700 direct SSO VORTAC.

TAKE-OFF RUNWAY 25: Climb to 8700 on heading 254° to intercept course 268° to HORBU and on track 210° to JILKI and on track 156° to SSO VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

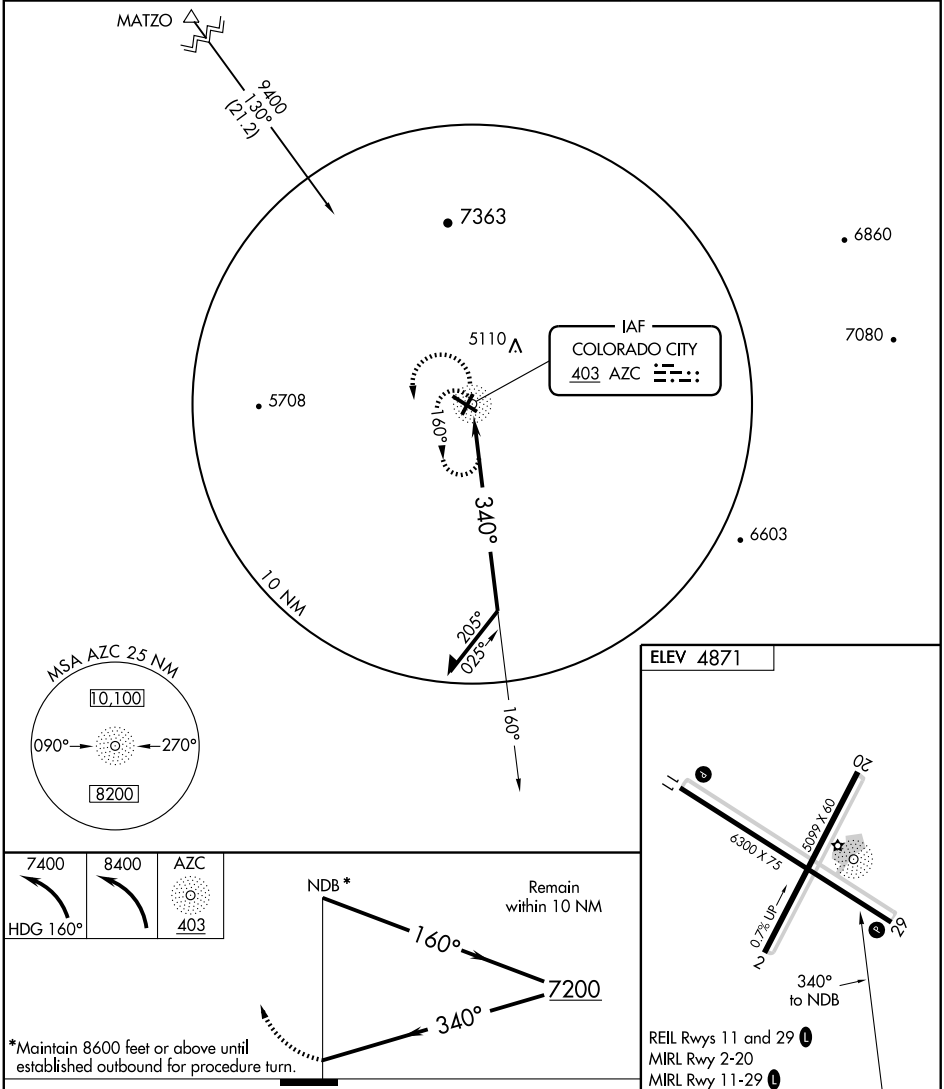
NDB AZC 403	APP CRS 340°	Rwy Idg N/A TDZE N/A Apt Elev 4871

NDB or GPS-A
COLORADO CITY MUNI (AZC)

▼ When local altimeter setting not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climbing left turn to 7400 via heading 160°, then climbing left turn to 8400 direct AZC NDB and hold.

AWOS-3	LOS ANGELES CENTER	UNICOM
118.375	124.2 343.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5700-1 829 (900-1)	5700-1¼ 829 (900-1¼)	5700-2½ 829 (900-2½)	5700-2¾ 829 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5528
228°	TDZE	1574
	Apt Elev	1574

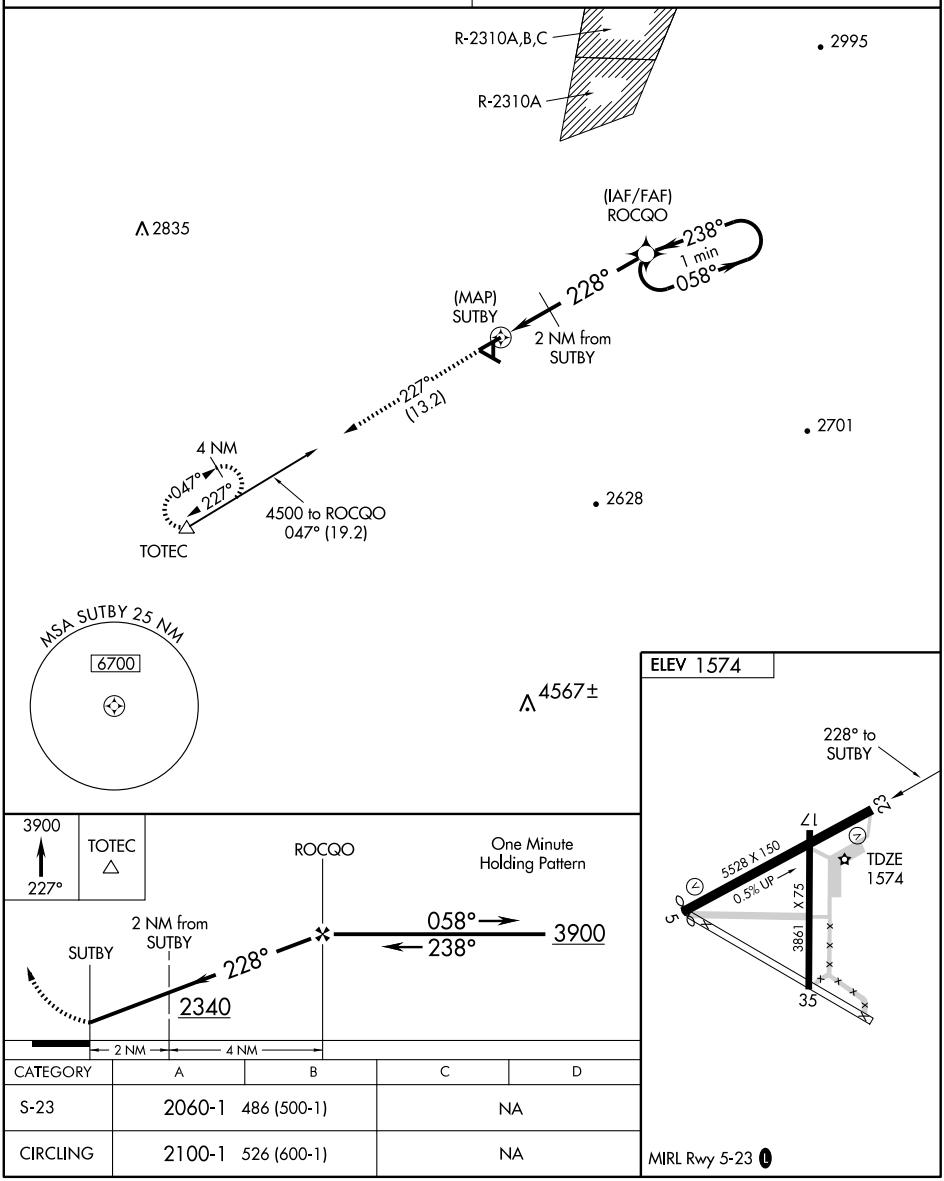
GPS RWY 23
COOLIDGE MUNI (P08)

NA

Use Casa Grande Muni altimeter setting.

MISSED APPROACH: Climb to 3900 via 227° course to TOTEC and hold.

ALBUQUERQUE CENTER	UNICOM
125.4 269.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TFD 114.8 Chan 95	APP CRS 071°	Rwy Idg 5478 TDZE 1548 Apt Elev 1574

VOR/DME RWY 5

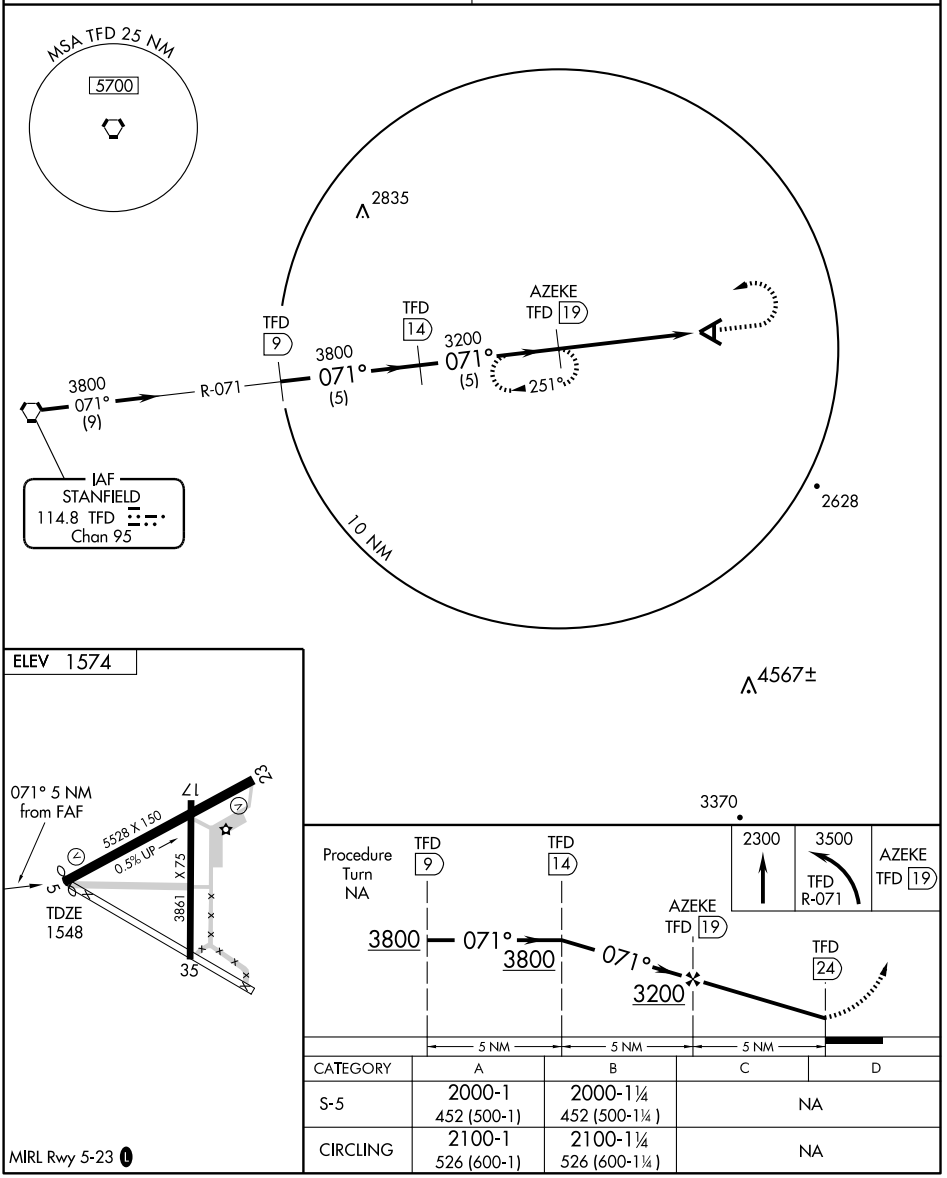
COOLIDGE MUNI (P08)

NA

Use Casa Grande Muni altimeter setting.

MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.

ALBUQUERQUE CENTER	UNICOM
125.4 269.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-5	2000-1 452 (500-1)	2000-1¼ 452 (500-1¼)	NA	
CIRCLING	2100-1 526 (600-1)	2100-1¼ 526 (600-1¼)	NA	

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

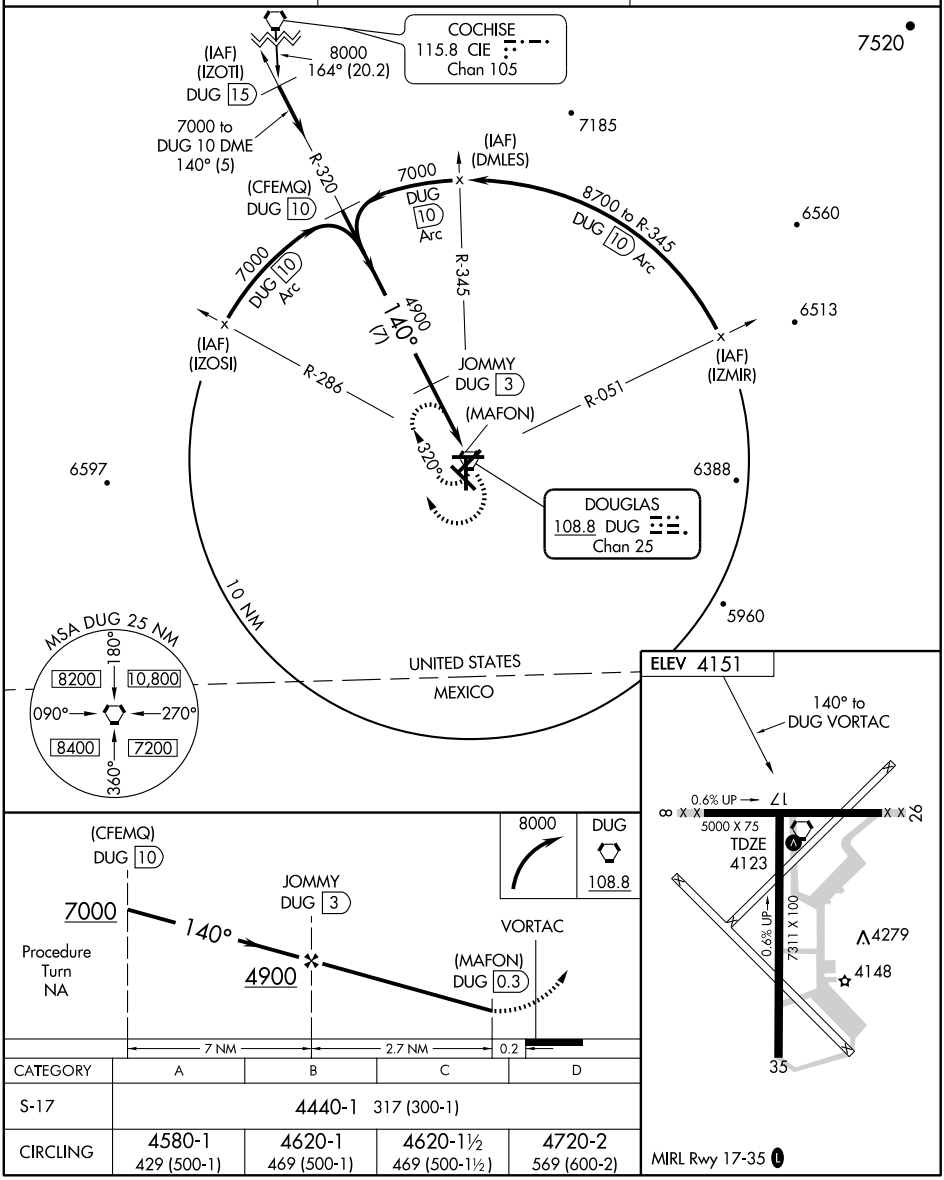
VORTAC DUG 108.8 Chan 25	APP CRS 140°	Rwy Idg 7311 TDZE 4123 Apt Elev 4151

VOR/DME or GPS RWY 17

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
S-17	4440-1 317 (300-1)			
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

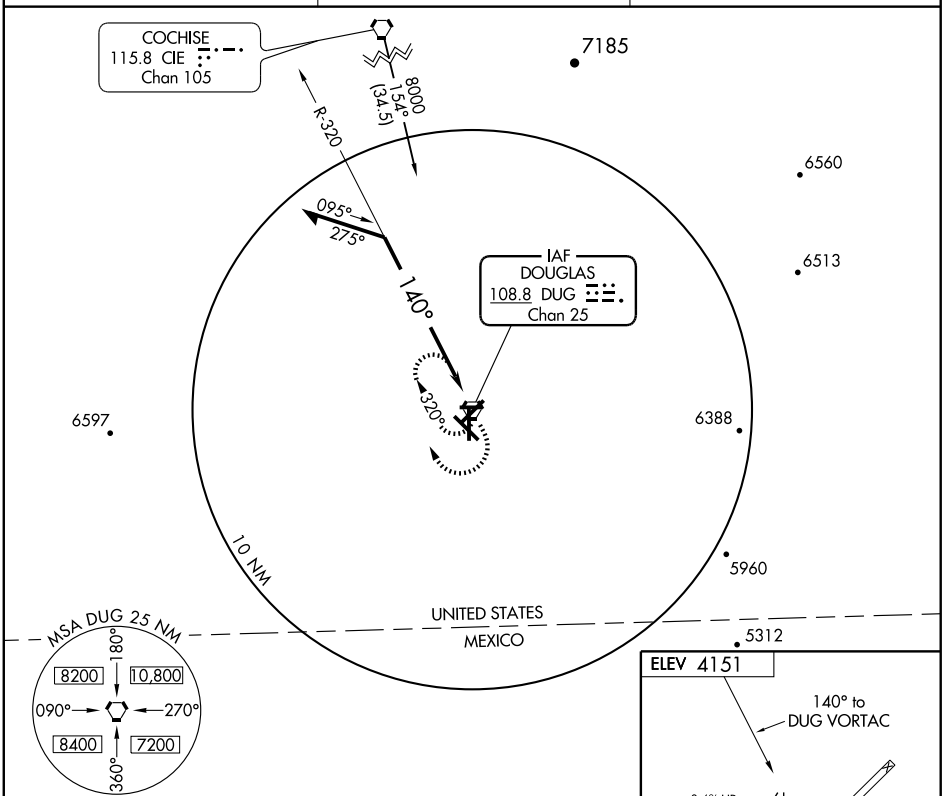
VORTAC DUG 108.8 Chan 25	APP CRS 140°	Rwy Idg 7311 TDZE 4123 Apt Elev 4151

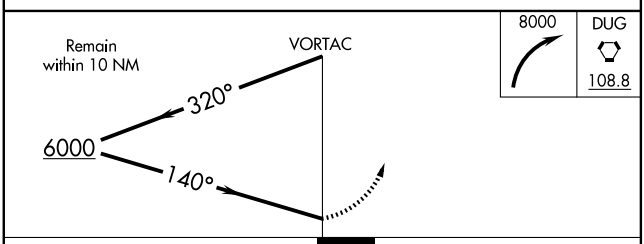
VOR RWY 17

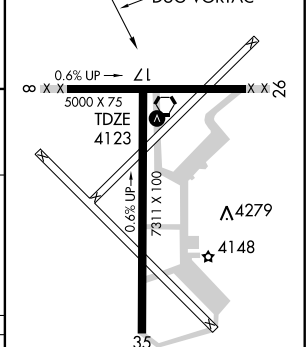
DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	4580-1 457 (500-1)		4580-1¼ 457 (500-1¼)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

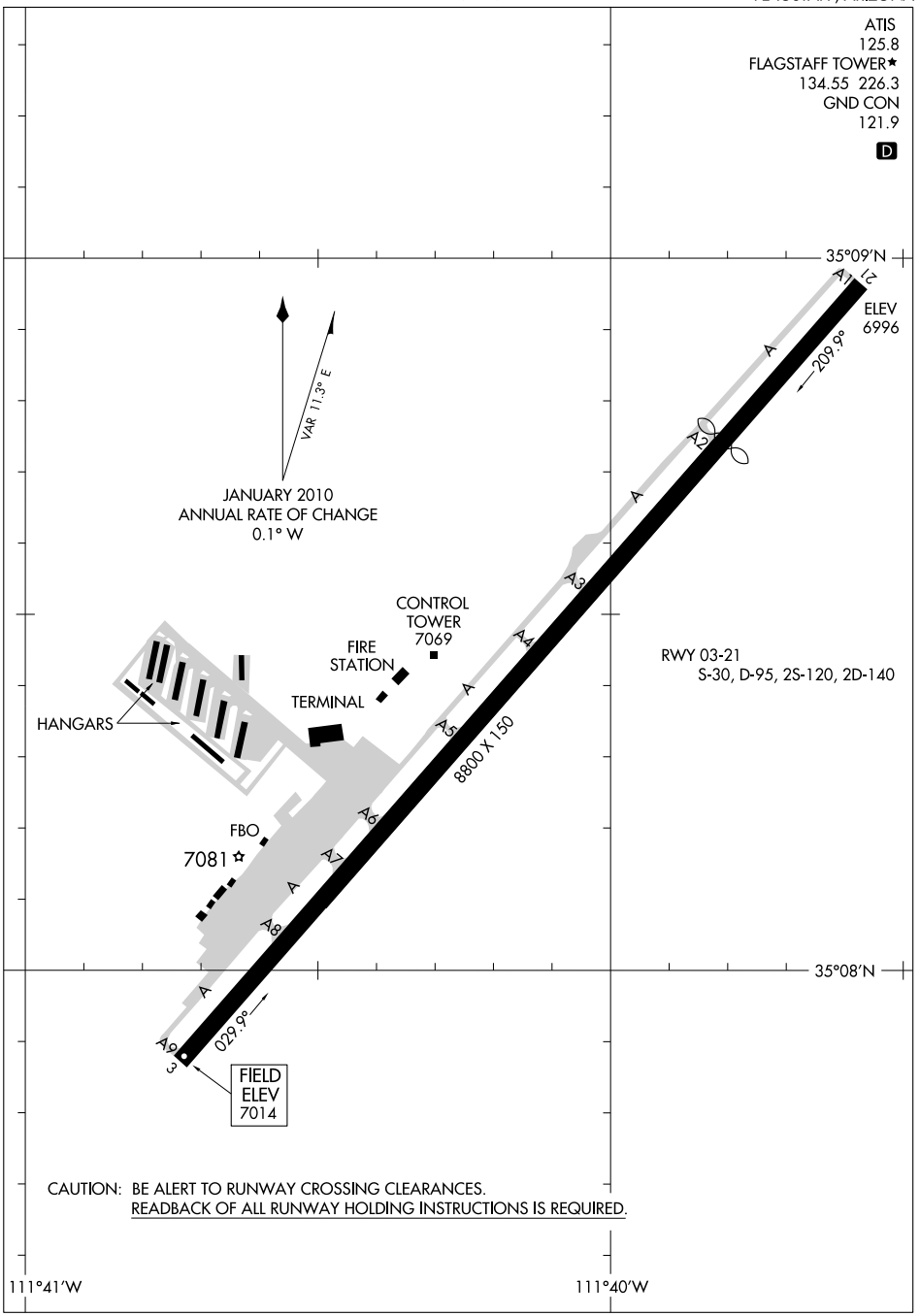
MIRL Rwy 17-35 L

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-FLG	APP CRS	Rwy Idg	7000
110.5	210°	TDZE	7000
		Apt Elev	7011

ILS or LOC/DME RWY 21

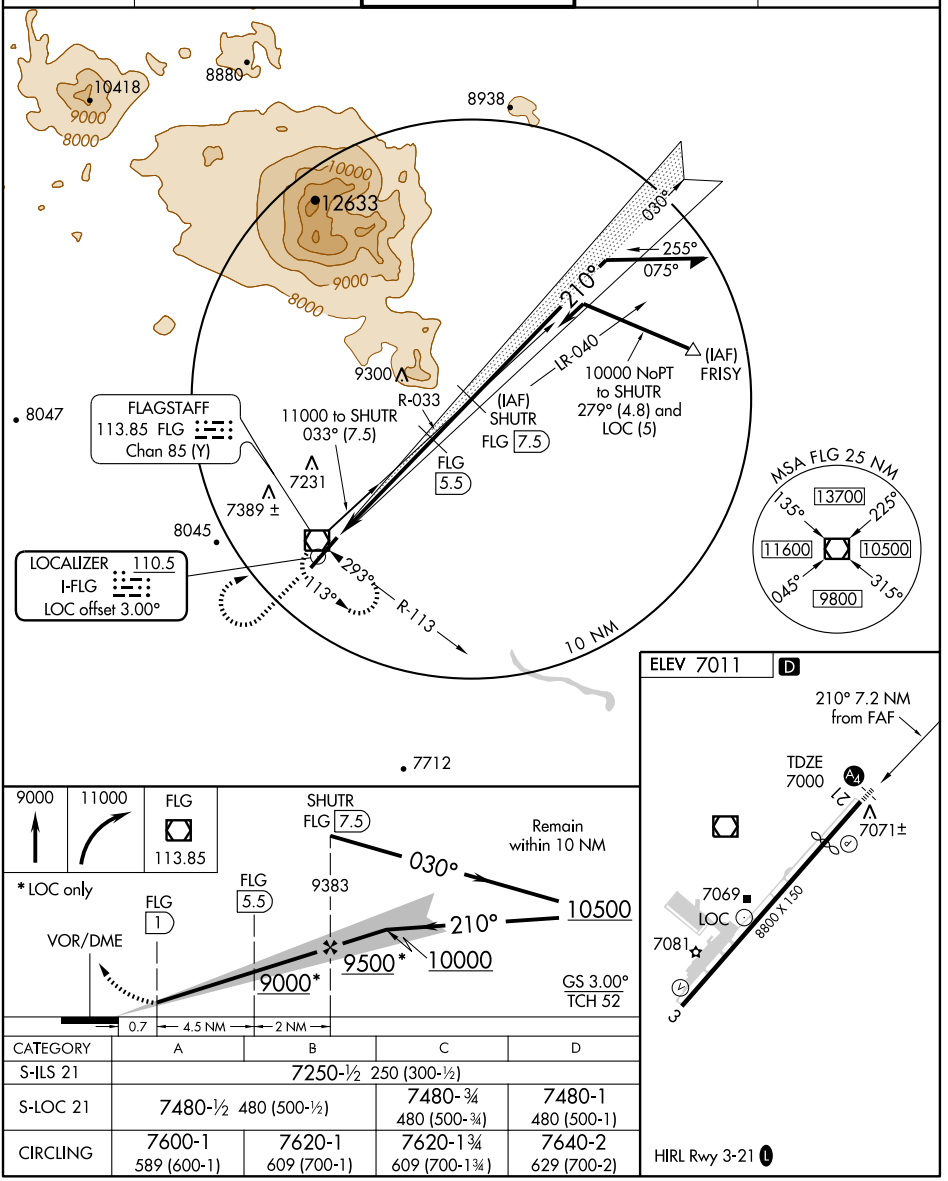
FLAGSTAFF PULLIAM (FLG)

DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required.
Auto coupled approach not authorized below 7640 feet MSL.

MALS

MISSED APPROACH: Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 21	7250-½ 250 (300-½)			
S-LOC 21	7480-½ 480 (500-½)		7480-¾ 480 (500-¾)	7480-1 480 (500-1)
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1¾ 609 (700-1¾)	7640-2 629 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
261°	TDZE	N/A
	Apt Elev	7014

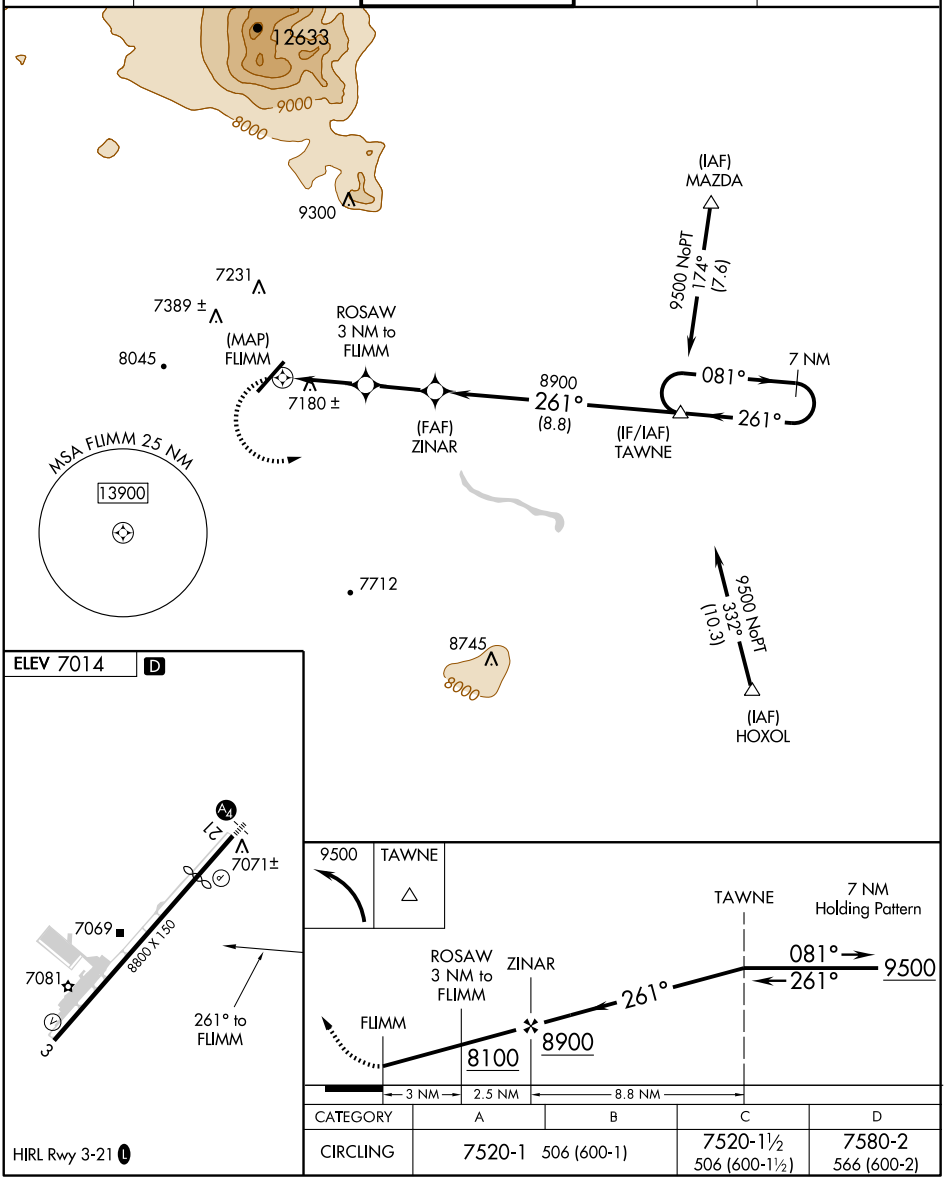
RNAV (GPS)-B

FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9500 direct TAWNE and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95



CATEGORY	A	B	C	D
CIRCLING	7520-1	506 (600-1)	7520-1½ 506 (600-1½)	7580-2 566 (600-2)

HIRL Rwy 3-21 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8800
CH 45718	027°	TDZE	7014
W03A		Apt Elev	7014

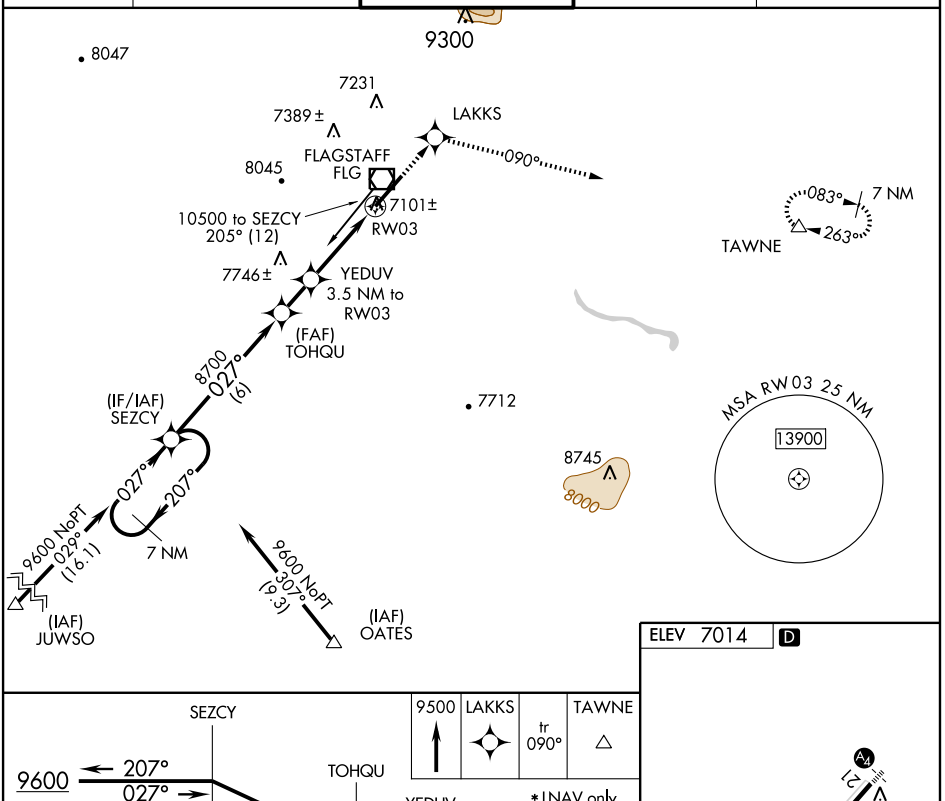
RNAV (GPS) RWY 3

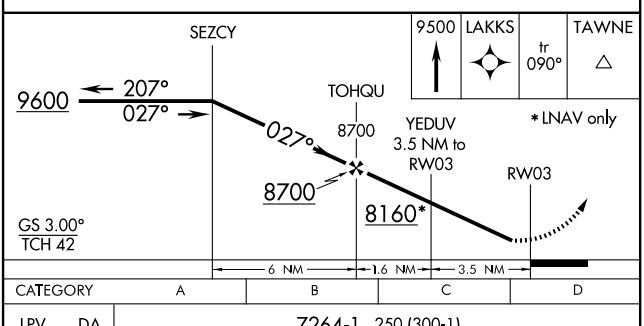
FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

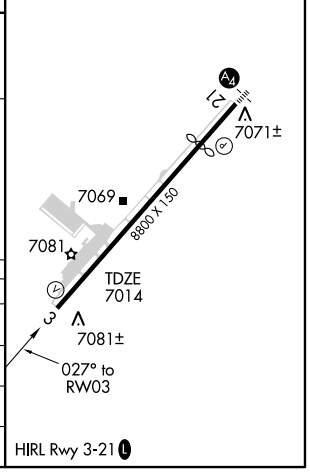
MISSED APPROACH: Climb to 9500 direct LAKKS and on track 090° to TAWNE and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	7264-1 250 (300-1)			
LNAV/VNAV DA	7479-1¾ 465 (500-1¾)			
LNAV MDA	7360-1 346 (400-1)			7360-1¼ 346 (400-1¼)
CIRCLING	7520-1 506 (600-1)		7520-1½ 506 (600-1½)	7580-2 566 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 21

FLAGSTAFF PULLIAM (FLG)

APP CRS	Rwy Idg	7000
222°	TDZE	7003
	Apt Elev	7014

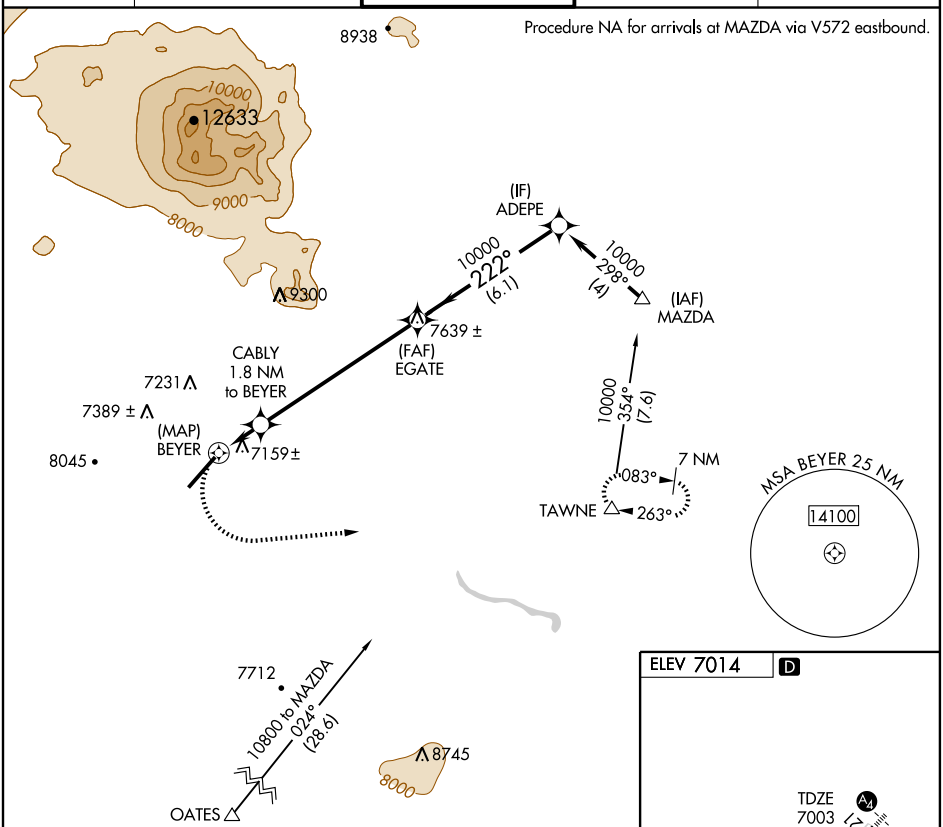
When local altimeter setting not received, procedure NA.
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

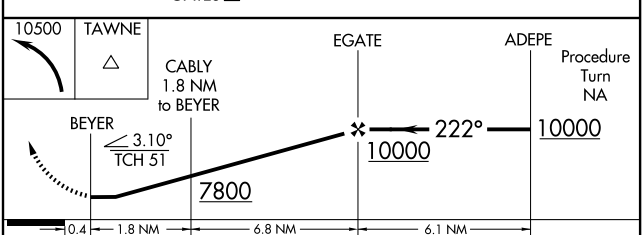
MALS

MISSED APPROACH: Climbing left turn to 10500 direct TAWNE and hold, continue climb-in-hold to 10500.

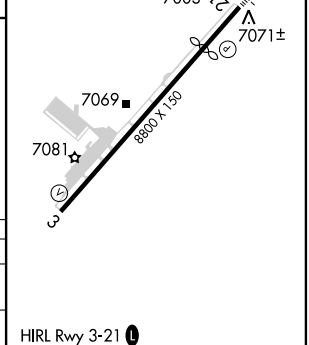
ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95

Procedure NA for arrivals at MAZDA via V572 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	7420-1	417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 65711	210°	TDZE	7003
W21A		Apt Elev	7014

RNAV (GPS) Z RWY 21

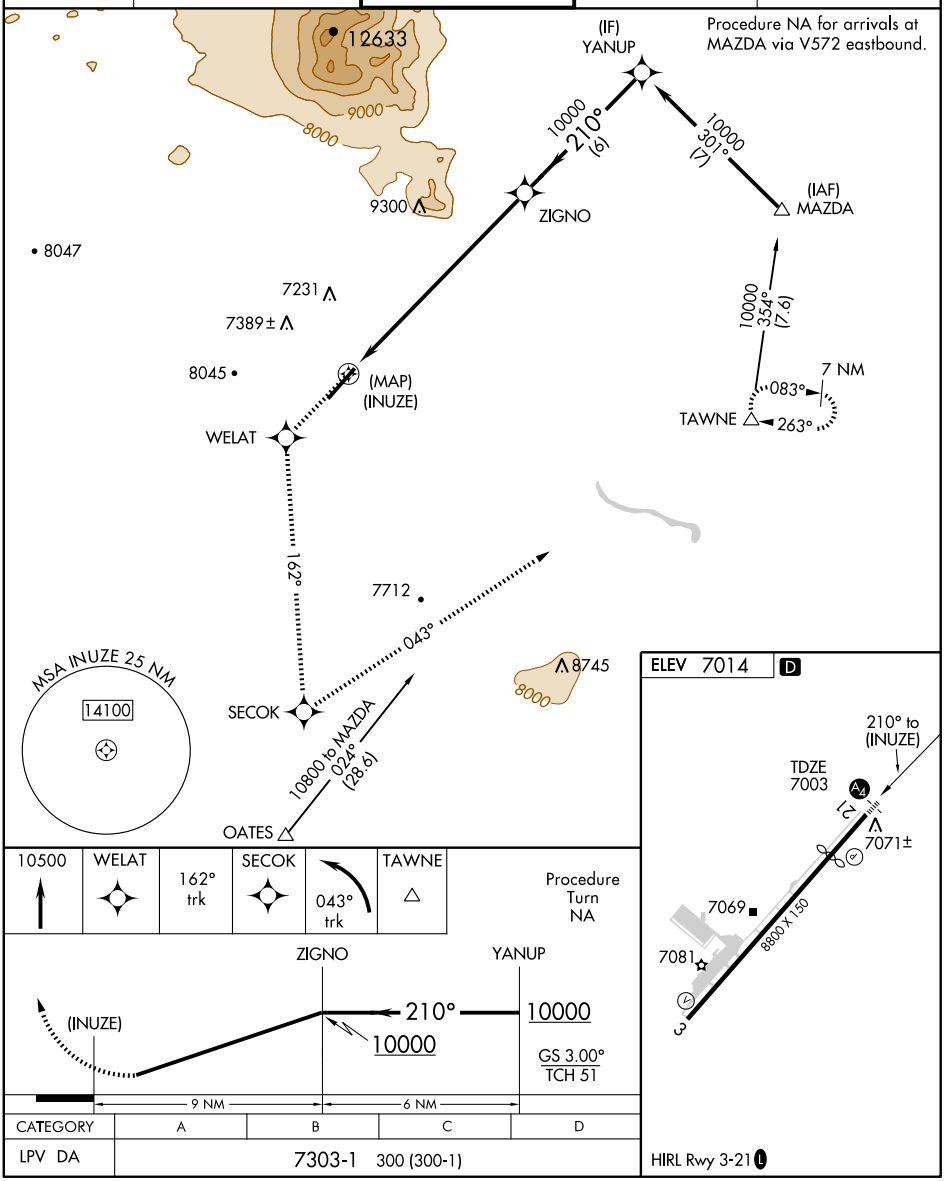
FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLG	APP CRS	Rwy Idg N/A
113.85	293°	TDZE N/A
Chan 85 (Y)		Apt Elev 7014

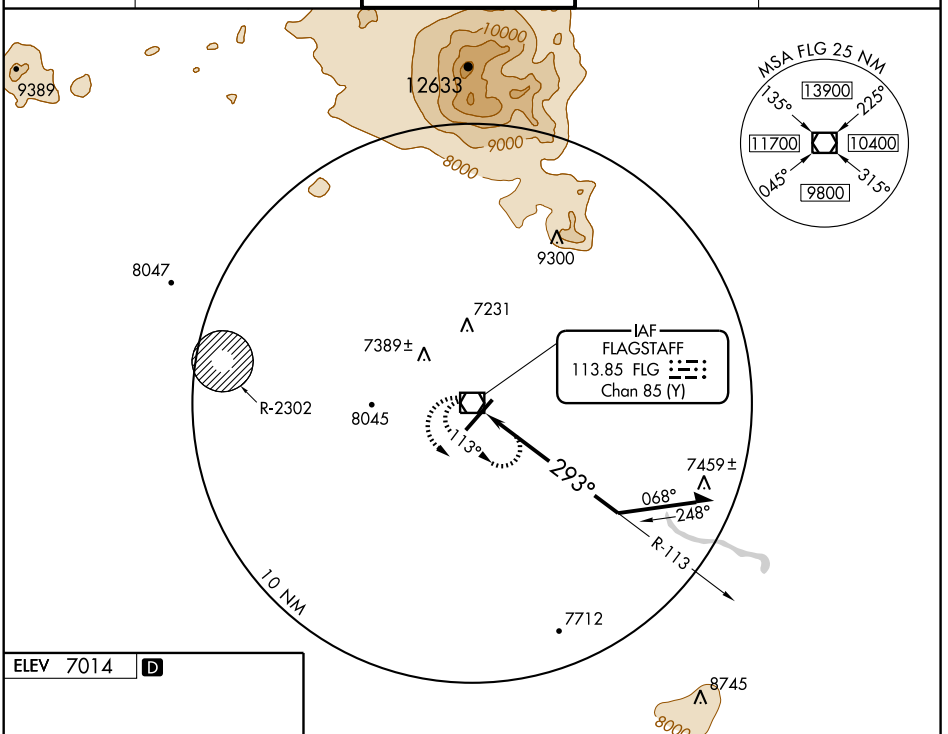
VOR-A

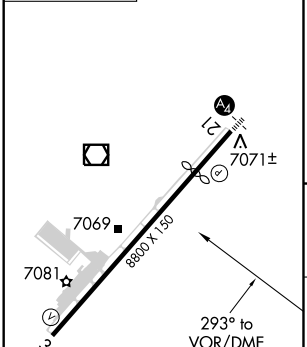
FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA.

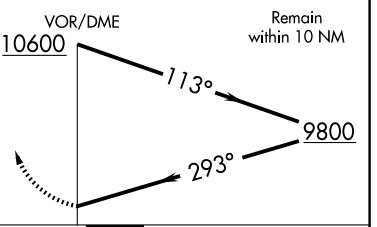
MISSED APPROACH: Climbing left turn to 9800 via FLG VOR/DME R-113 outbound then climbing left turn to 11000 via FLG VOR/DME R-113 inbound to FLG VOR/DME and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95





9800	11000	FLG
FLG R-113 outbd	FLG R-113 inbd	



CATEGORY	A	B	C	D
CIRCLING	8300-1¼ 1286 (1300-1¼)	8300-1½ 1286 (1300-1½)	8300-3 1286 (1300-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLG 113.85 Chan 85 (Y)	APP CRS 236°	Rwy Idg 7000 TDZE 7000 Apt Elev 7011

VOR/DME RWY 21

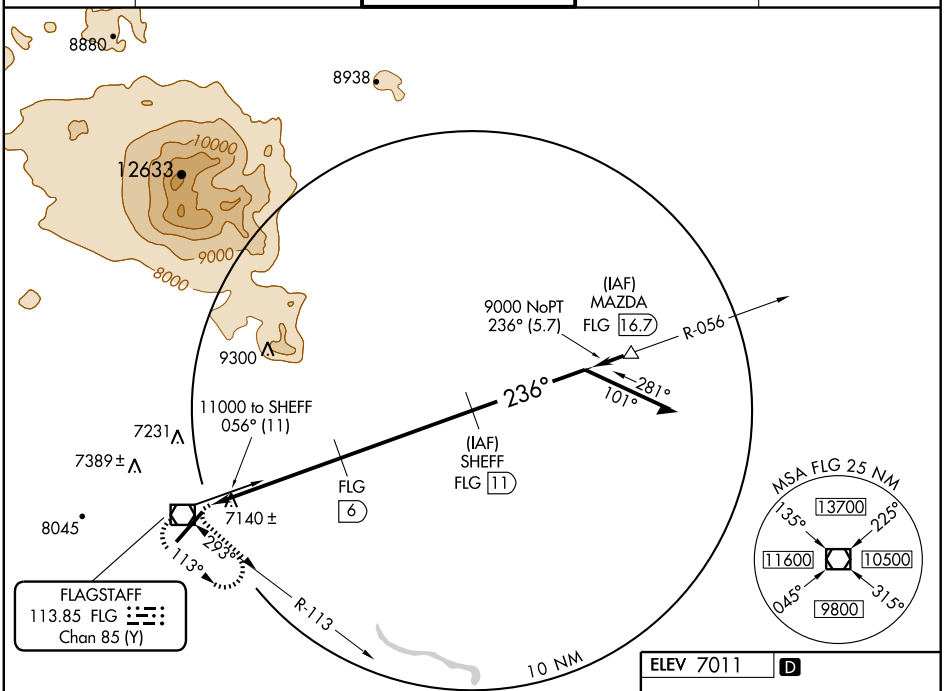
FLAGSTAFF PULLIAM (FLG)

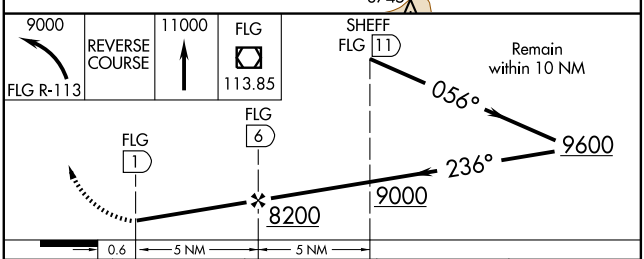
Inoperative table does not apply.

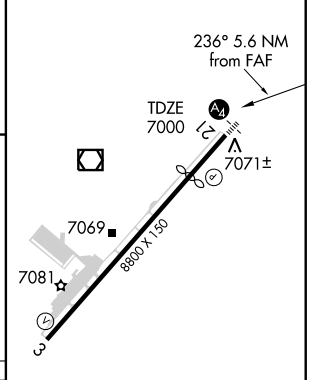
MALS

MISSED APPROACH: Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS	ALBUQUERQUE CENTER	FLAGSTAFF TOWER ★	GND CON	UNICOM
125.8	124.5 306.2	134.55 (CTAF) L 226.3	121.9	122.95



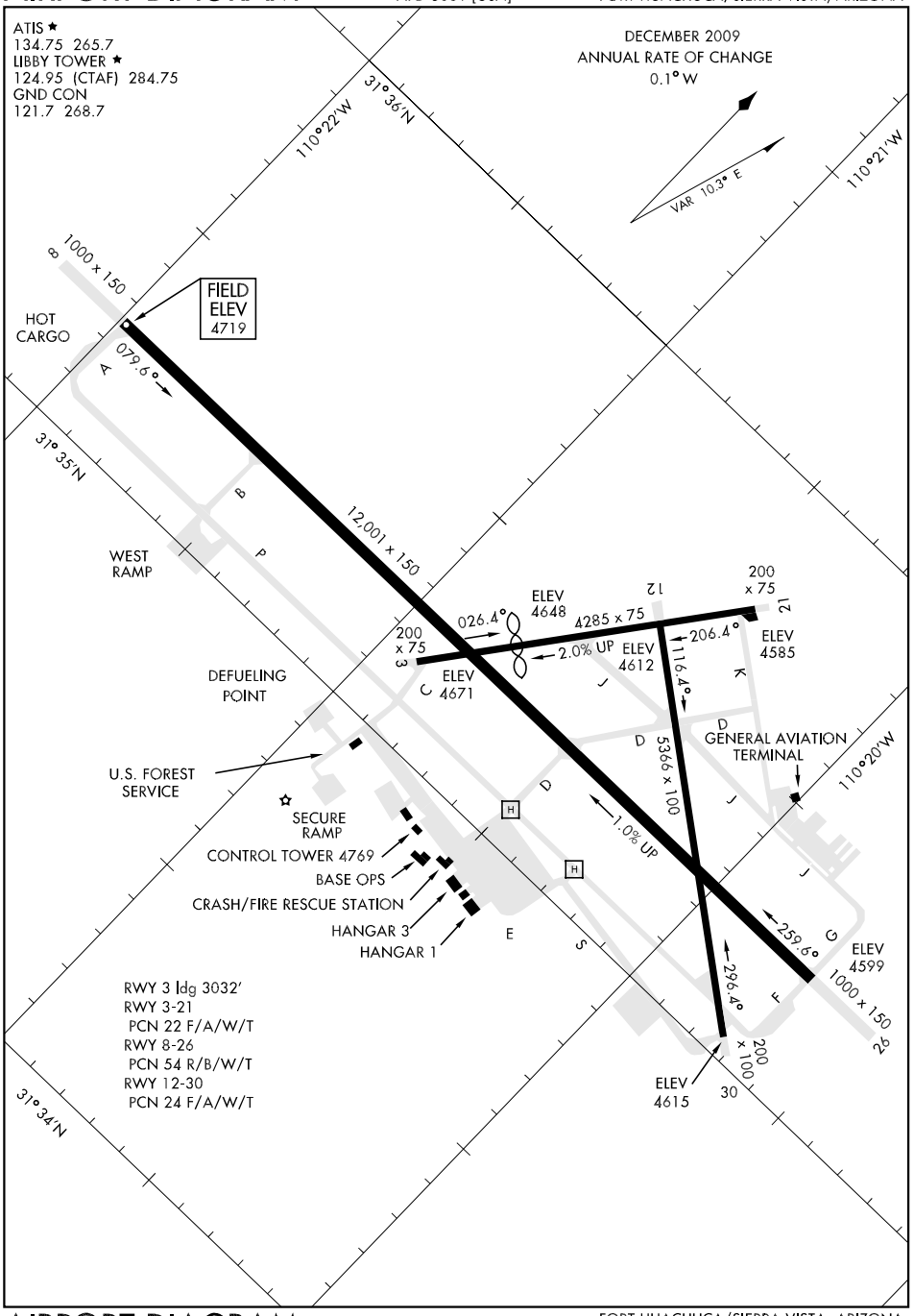




CATEGORY	A	B	C	D
S-21	7800-1 800 (800-1)	7800-1¼ 800 (800-1¼)	7800-2¼ 800 (800-2¼)	7800-2½ 800 (800-2½)
CIRCLING	7800-1 789 (800-1)	7800-1¼ 789 (800-1¼)	7800-2 ¼ 789 (800-2¼)	7800-2½ 789 (800-2½)

HIRL Rwy 3-21 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-FHU	APP CRS	Rwy Idg	12001
109.9	257°	TDZE	4629
		Apt Elev	4719

ILS or LOC RWY 26

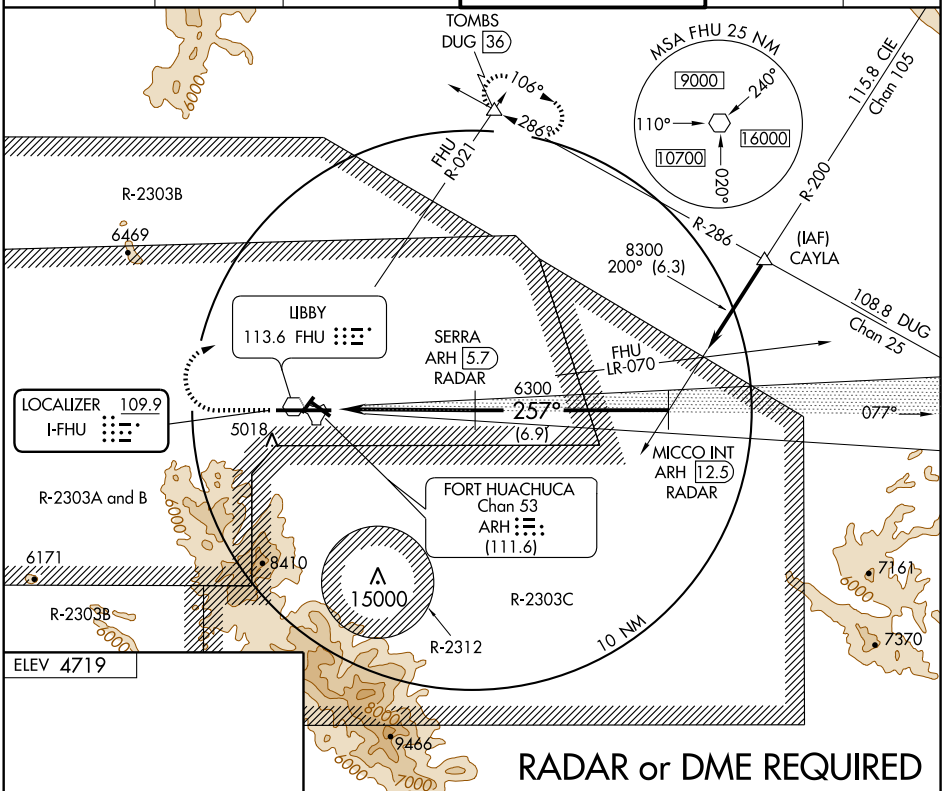
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ASR/PAR

Circling not authorized south of Rwys 8 and 30.

MISSED APPROACH: Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold.

ATIS	ASOS	LIBBY AAF GCA★	LIBBY TOWER★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) Ⓛ 284.75	121.7 268.7	122.95

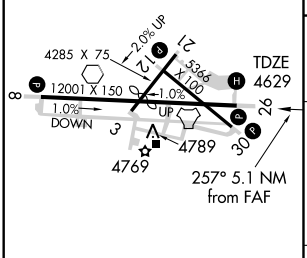


SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

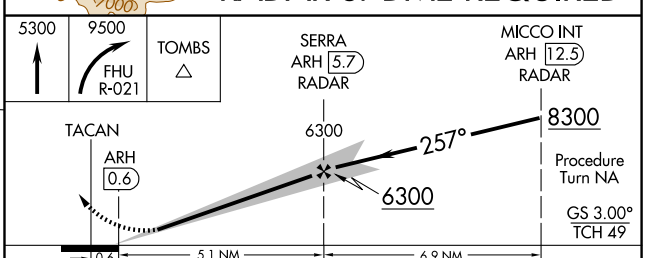
ELEV 4719

RADAR or DME REQUIRED



HIRL Rwy 8-26 Ⓛ
MIRL Rwys 3-21 and 12-30 Ⓛ

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 26	4829-¾ 200 (200-¾)			
S-LOC 26	4920-1 291 (300-1)			
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

NDB DAO	APP CRS	Rwy Idg	12001
410	255°	TDZE	4629
		Apt Elev	4719

NDB RWY 26

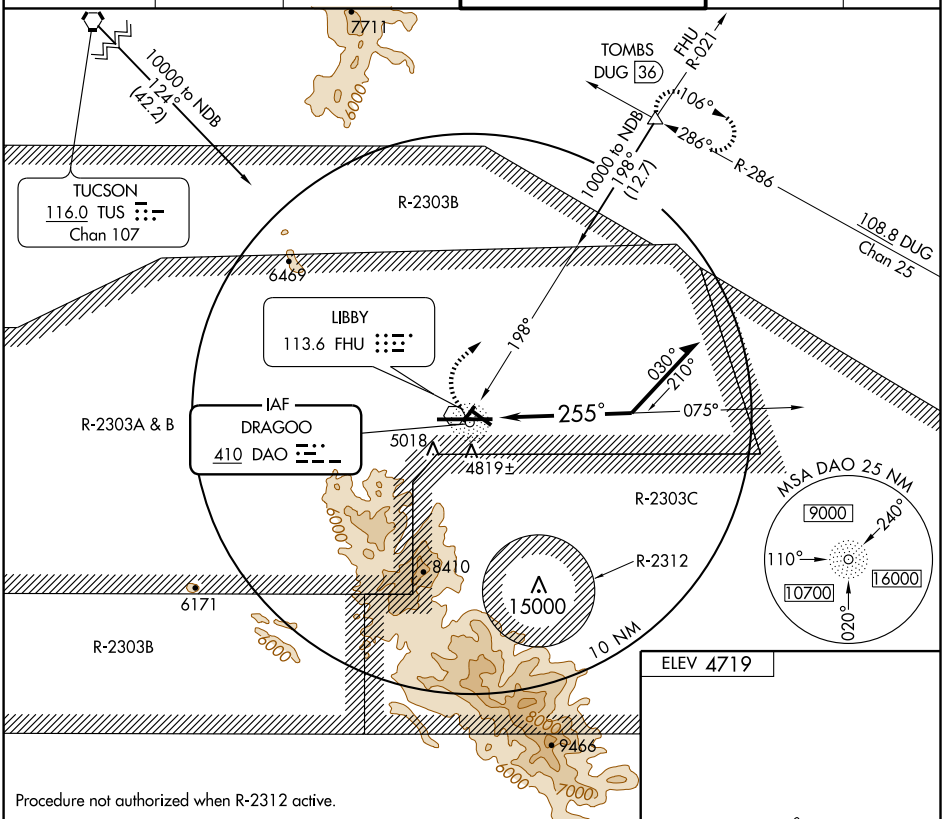
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

T
A
ASR/PAR

Circling not authorized south of Rwys 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 via DAO NDB 018° bearing to TOMBS Int/DUG 36 DME and hold.

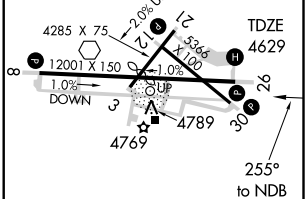
ATIS	ASOS	LIBBY AAF GCA★	LIBBY TOWER★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) L 284.75	121.7 268.7	122.95



SW-4, 21 OCT 2010 to 18 NOV 2010

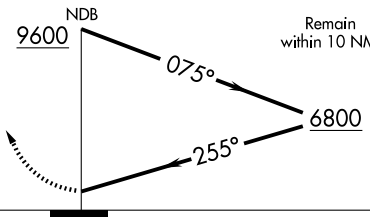
SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 4719



9500
DAO
018°

TOMBS



CATEGORY	A	B	C	D
S-26	5300-1	671 (600-1)	5300-2 671 (600-2)	5300-2 ¼ 671 (600-2 ¼)
CIRCLING	5300-1	581 (600-1)	5300-2 581 (600-2)	5300-2 ¼ 581 (600-2 ¼)

HIRL Rwy 8-26 L
MIRL Rwys 3-21 and 12-30 L

APP CRS	Rwy Idg	12001
077°	TDZE	4719
	Apt Elev	4719

RNAV (GPS) RWY 8

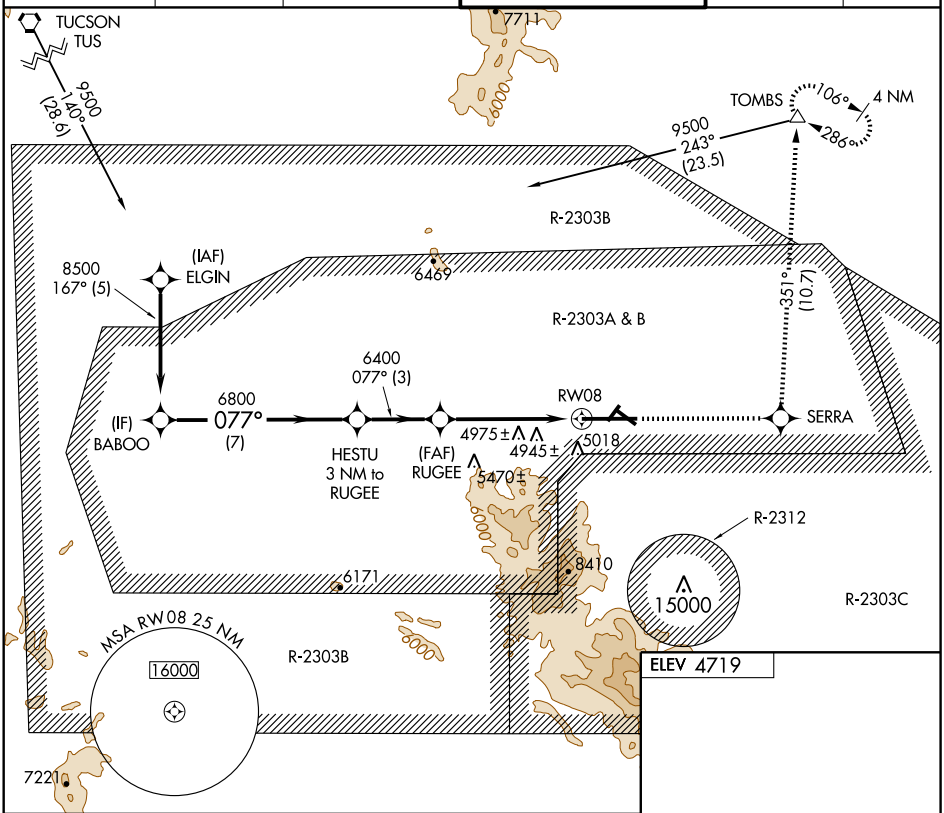
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

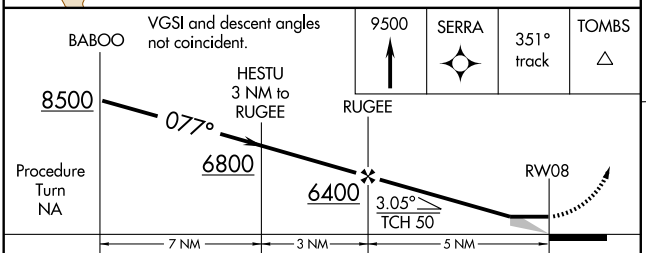
ASR/PAR

DME/DME RNP-0.3 NA.
Circling not authorized south of runways 8 and 30.

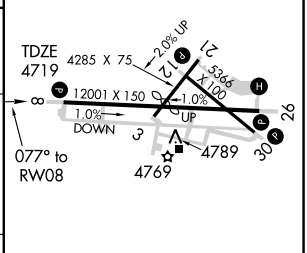
MISSED APPROACH: Climb to 9500 direct SERRA and via 351° track to TOMBS and hold.

ATIS	ASOS	LIBBY AAF GCA★	LIBBY TOWER★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) L 284.75	121.7 268.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	
CIRCLING	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	



HIRL Rwy 8-26 L
MIRL Rwys 3-21 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12001
257°	TDZE	4629
	Apt Elev	4719

RNAV (GPS) RWY 26

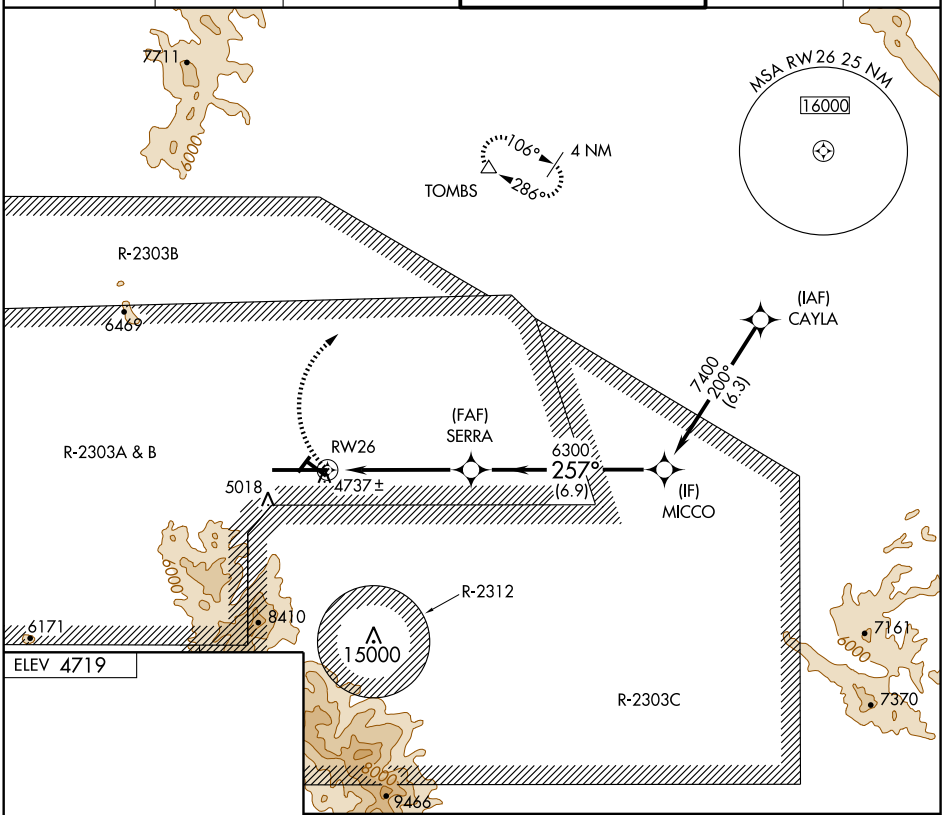
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ASR/PAR

DME/DME RNP-0.3 NA.
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS	ASOS	LIBBY AAF GCA★	LIBBY TOWER★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) Ⓛ 284.75	121.7 268.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	5040-1 411 (400-1)		5040-1¼ 411 (400-1¼)	
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26 Ⓛ
MIRL Rwys 3-21 and 12-30 Ⓛ

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 8

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
ARH Chan 53	081°	12,001	4719	4719

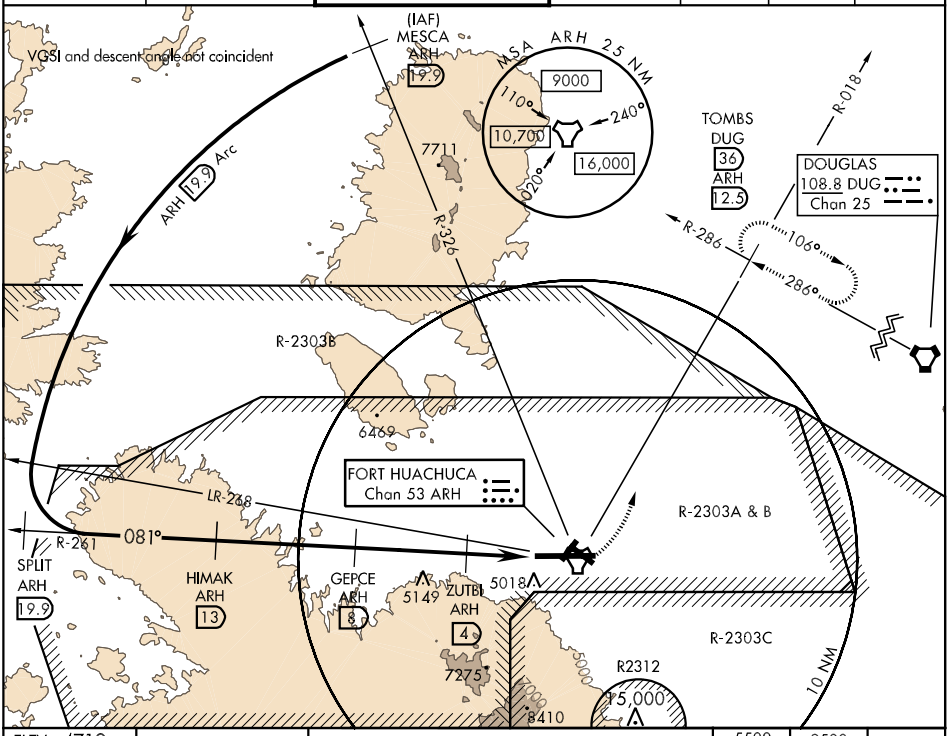
AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (KFHU)

▼ * Circling not authorized South of Rwys 8 and 30.

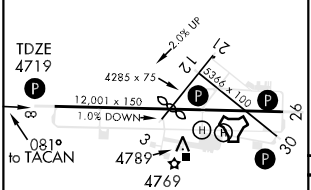
MISSED APPROACH: Climb to 5500 then climbing left turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

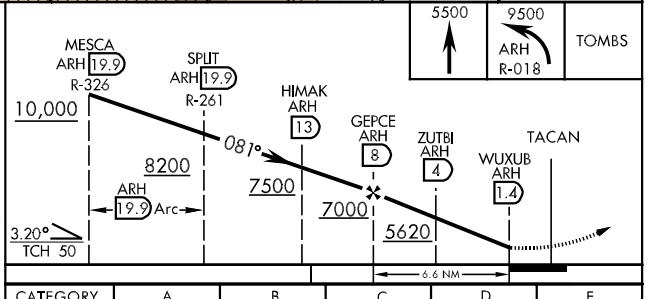
ATIS *	LIBBY AAF GCA	LIBBY TOWER *	GND CON	ASR/PAR	UNICOM	AWOS-3
134.75 265.7	127.05 254.35	124.95 (CTAF) L 284.75	121.7 268.7		122.95	119.675



SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 4719 | Rwy 3 ldg 3032'





CATEGORY	A	B	C	D	E
S-8	5260-1 541 (600-1)		5260-1½ 541 (600-1½)	5260-1¾ 541 (600-1¾)	5260-2 541 (600-2)
CIRCLING *	5260-1 541 (600-1)		5260-1½ 541 (600-1½)	5280-2 561 (600-2)	

MIRL Rwy 3-21 L
HIRL Rwy 8-26 L
MIRL Rwy 12-30 L

TACAN RWY 26

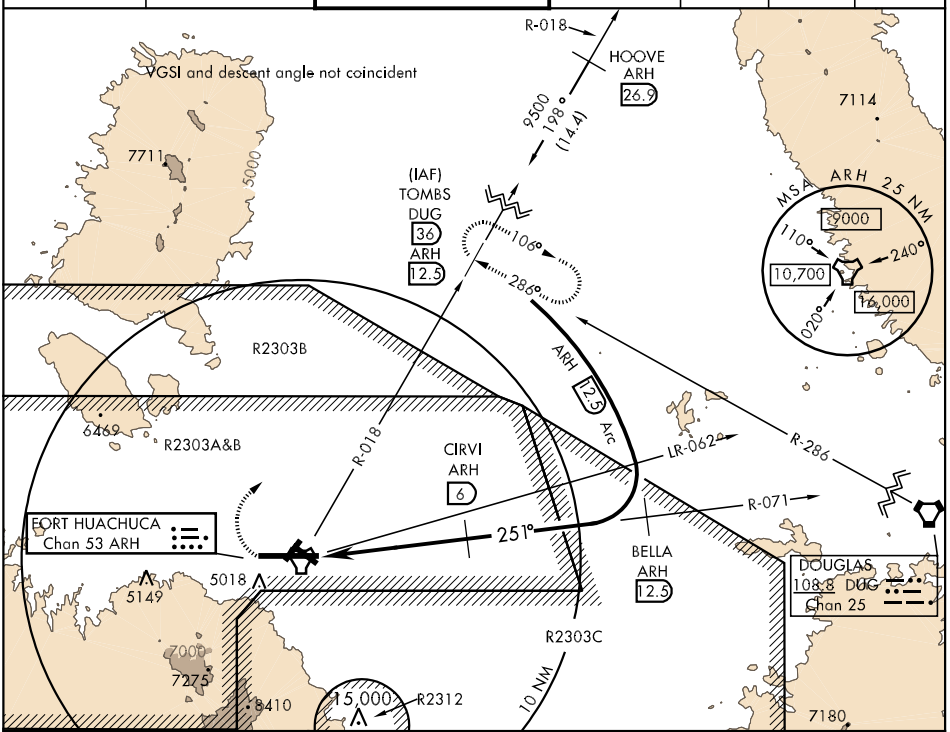
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (KFHU)

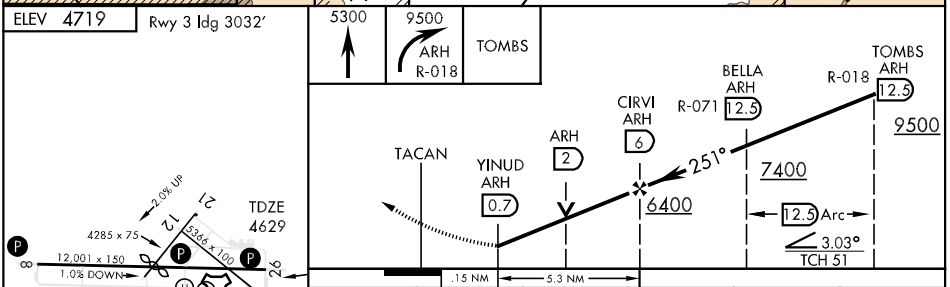
TACAN ARH Chan 53	APCH CRS 251°	Rwy ldg 12,001 TDZE 4629 Arpt Elev 4719	AL-5081 [USA]

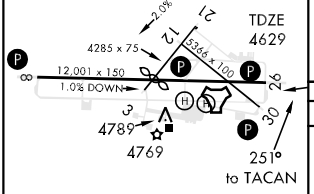
▼ * Circling not authorized South of Rwys 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS *	LIBBY AAF GCA	LIBBY TOWER *	GND CON	ASR/PAR	UNICOM	AWOS-3
134.75 265.7	127.05 254.35	124.95 (CTAF) L 284.75	121.7 268.7		122.95	119.675







CATEGORY	A	B	C	D	E
S-26	5100-1 471 (500-1)		5100-1¼ 471 (500-1¼)	5100-1½ 471 (500-1½)	5100-1¾ 471 (500-1¾)
CIRCLING *	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)	

MIRL Rwy 3-21 L
HIRL Rwy 8-26 L
MIRL Rwy 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR FHU	APP CRS	Rwy Idg	12001
113.6	259°	TDZE	4629
		Apt Elev	4719

VOR RWY 26

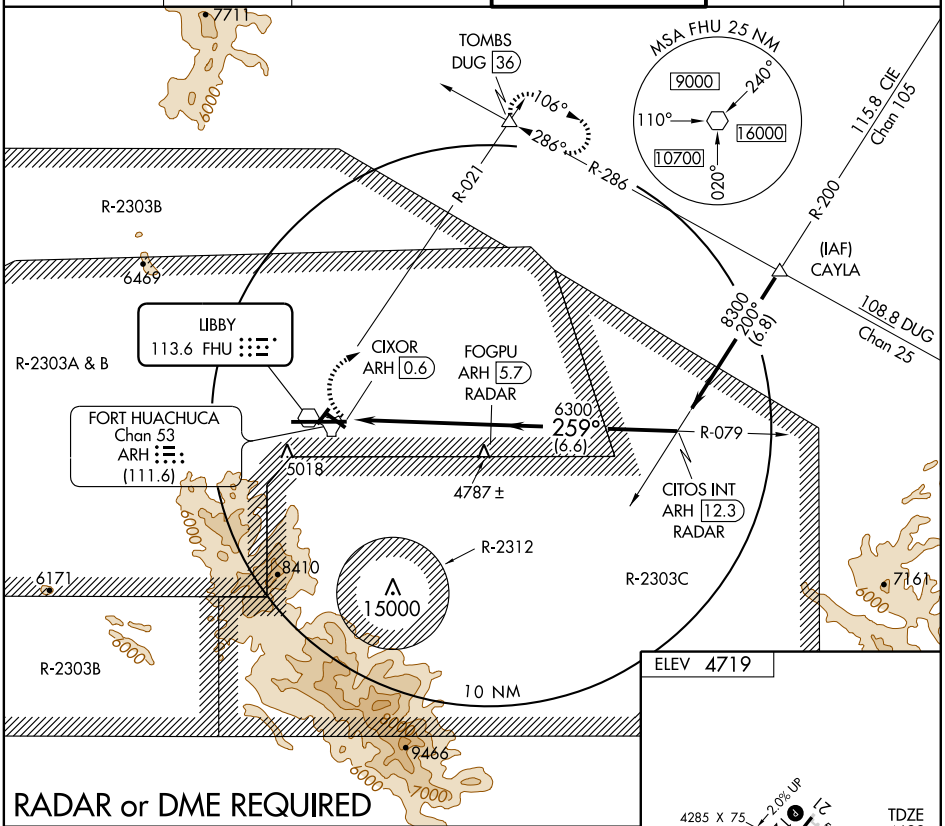
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

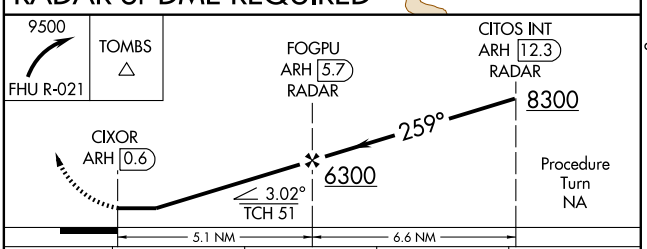
ASR/PAR

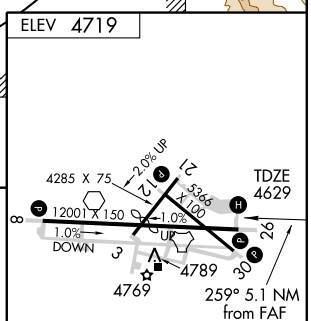
Circling not authorized south of Rwys 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 via FHU R-021 to TOMBS Int/DUG 36 DME and hold.

ATIS	ASOS	LIBBY AAF GCA ★	LIBBY TOWER ★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) L 284.75	121.7 268.7	122.95







CATEGORY	A	B	C	D
S-26	5140-1 511 (500-1)		5140-1½	511 (500-1½)
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26 L
MIRL Rwys 3-21 and 12-30 L

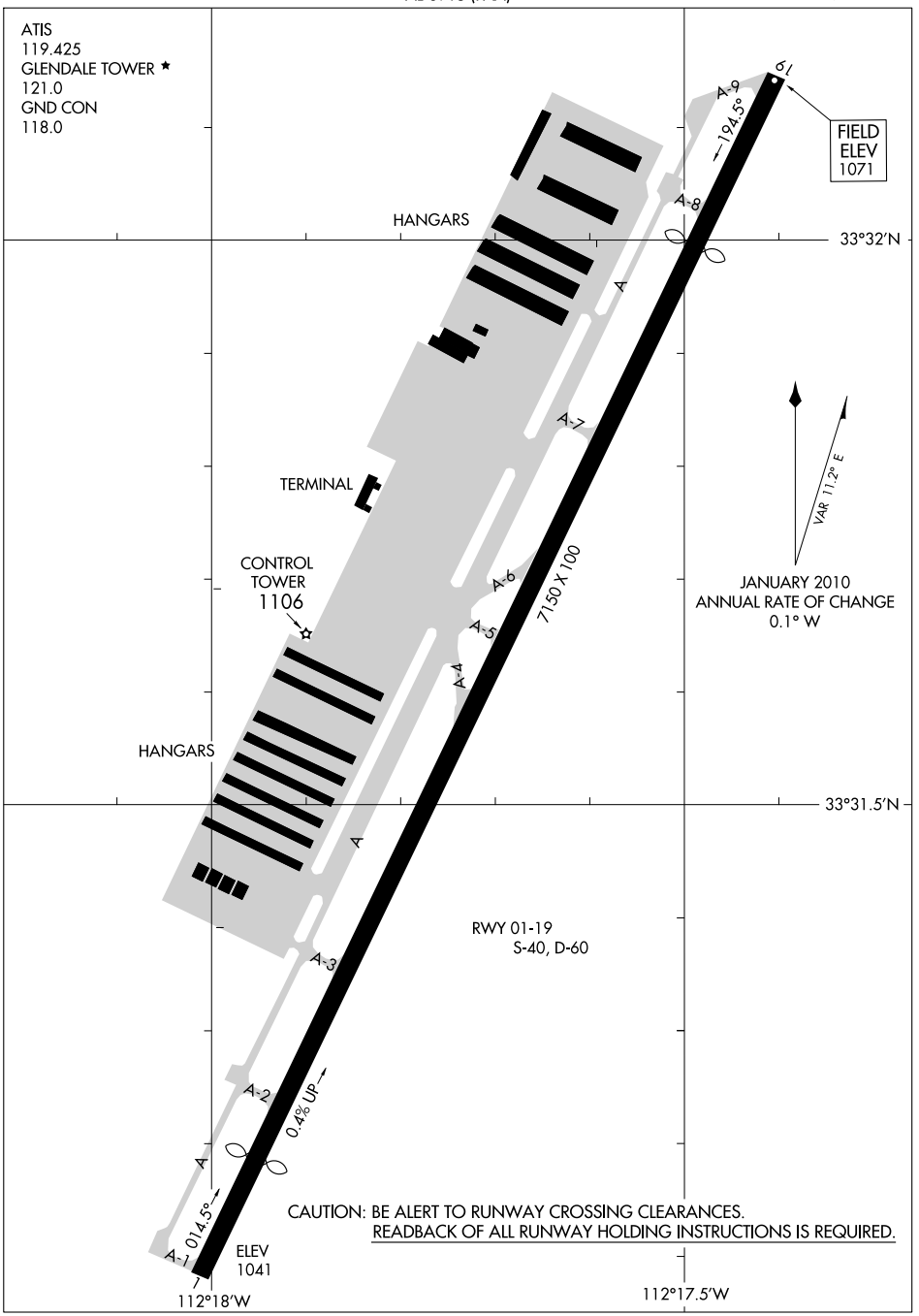
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6915 (FAA)

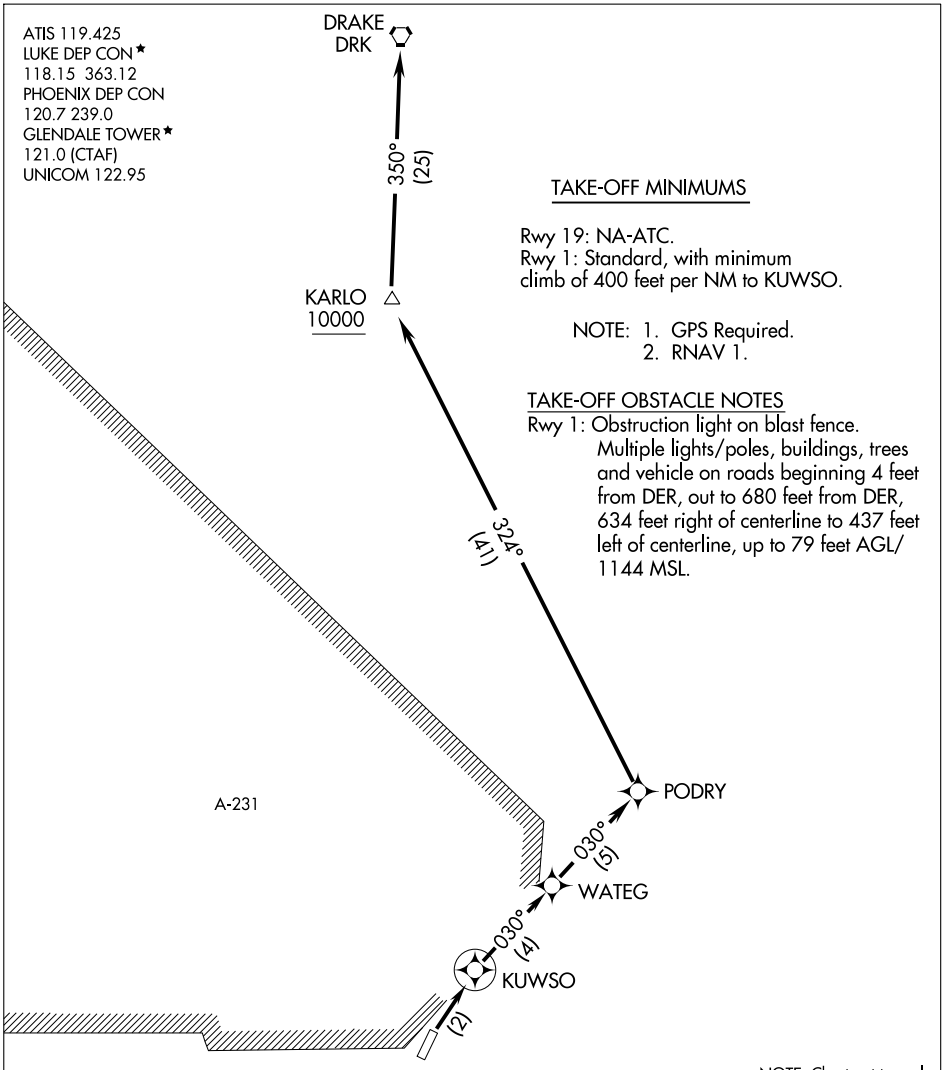
GLENDALE MUNI (GEU)
GLENDALE, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO at or above 10,000.

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6449
CH 90306	014°	TDZE	1049
W01A		Apt Elev	1071

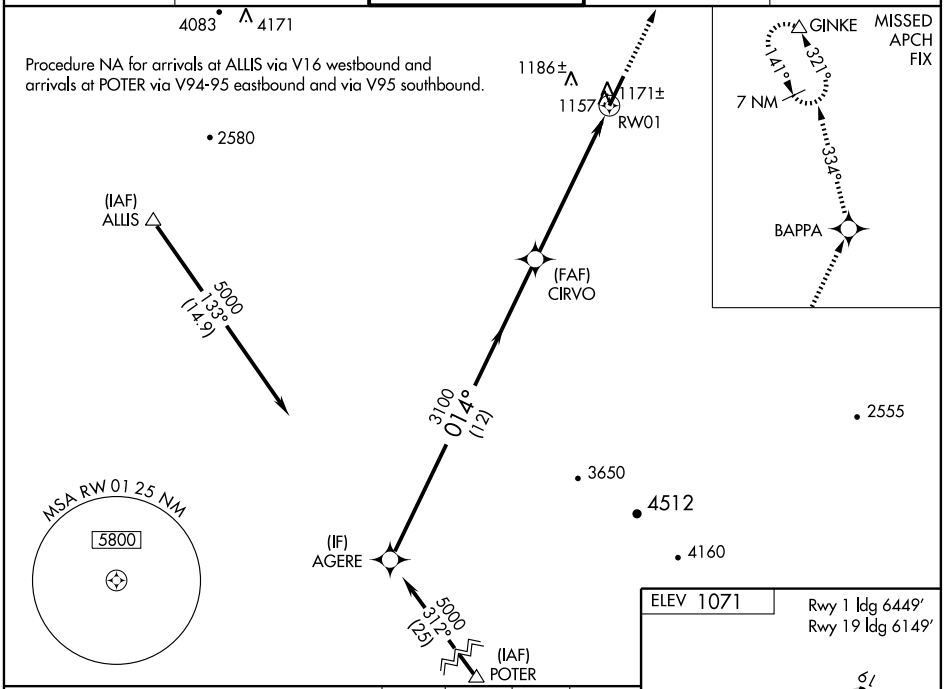
RNAV (GPS) RWY 1

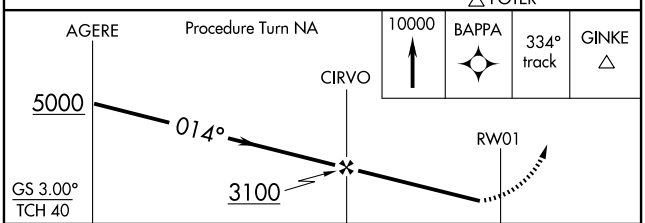
GLENDALE MUNI (GEU)

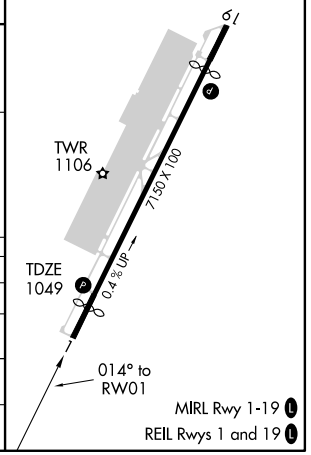
Circling not authorized west of Rwy 1-19. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS	LUKE APP CON ★	GLENDALE TOWER ★	GND CON	UNICOM
119.425	118.15 363.12	121.0 (CTAF) L	118.0	122.95







CATEGORY	A	B	C	D
LPV DA	1378-1¼ 329 (400-1¼)			
LNAV/VNAV DA	1457-1½ 408 (400-1½)			
LNAV MDA	1440-1 391 (400-1)			1440-1¼ 391 (400-1¼)
CIRCLING	1460-1 389 (400-1)	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1640-2 569 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87004 W19A	APP CRS 194°	Rwy ldg 6149 TDZE 1065 Apt Elev 1071

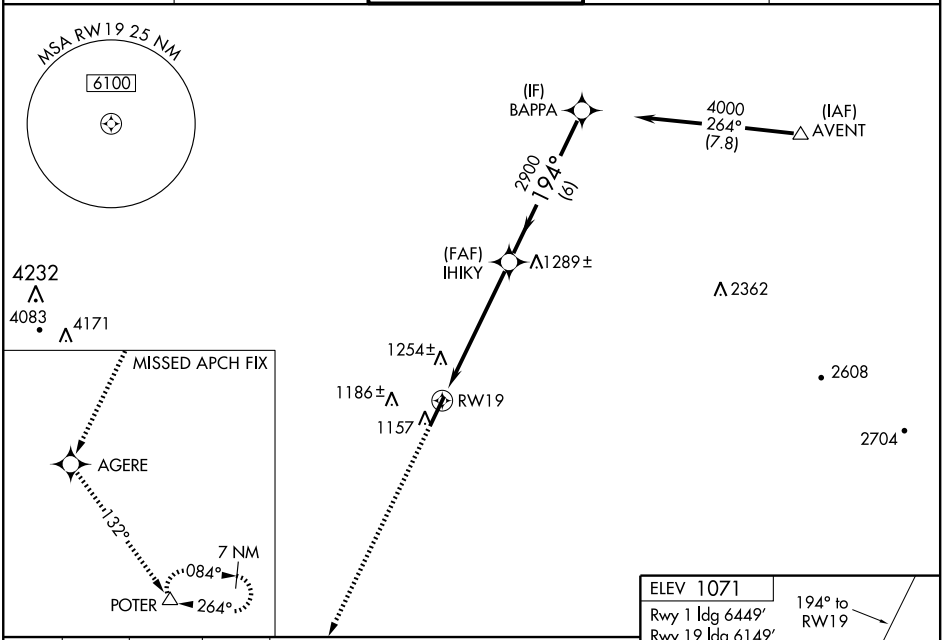
RNAV (GPS) RWY 19

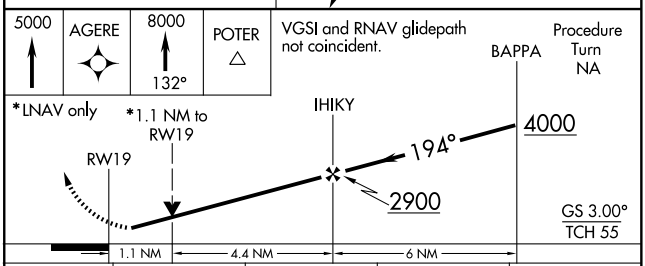
GLENDALE MUNI (GEU)

Circling not authorized west of Rwy 1-19. DME/DME RNP- 0.3 NA. If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

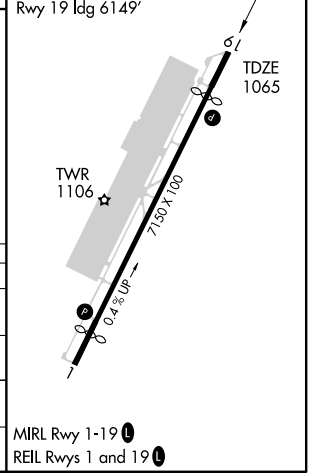
MISSED APPROACH: Climb to 5000 direct AGERE then climb to 8000 via 132° track to POTER and hold.

ATIS	LUKE APP CON★	GLENDALE TOWER★	GND CON	UNICOM
119.425	118.15 363.12	121.0 (CTAF) L	118.0	122.95





CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/VNAV DA	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)		1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)
CIRCLING	1540-1 469 (500-1)		1540-1½ 469 (500-1½)	1640-2 569 (600-2)

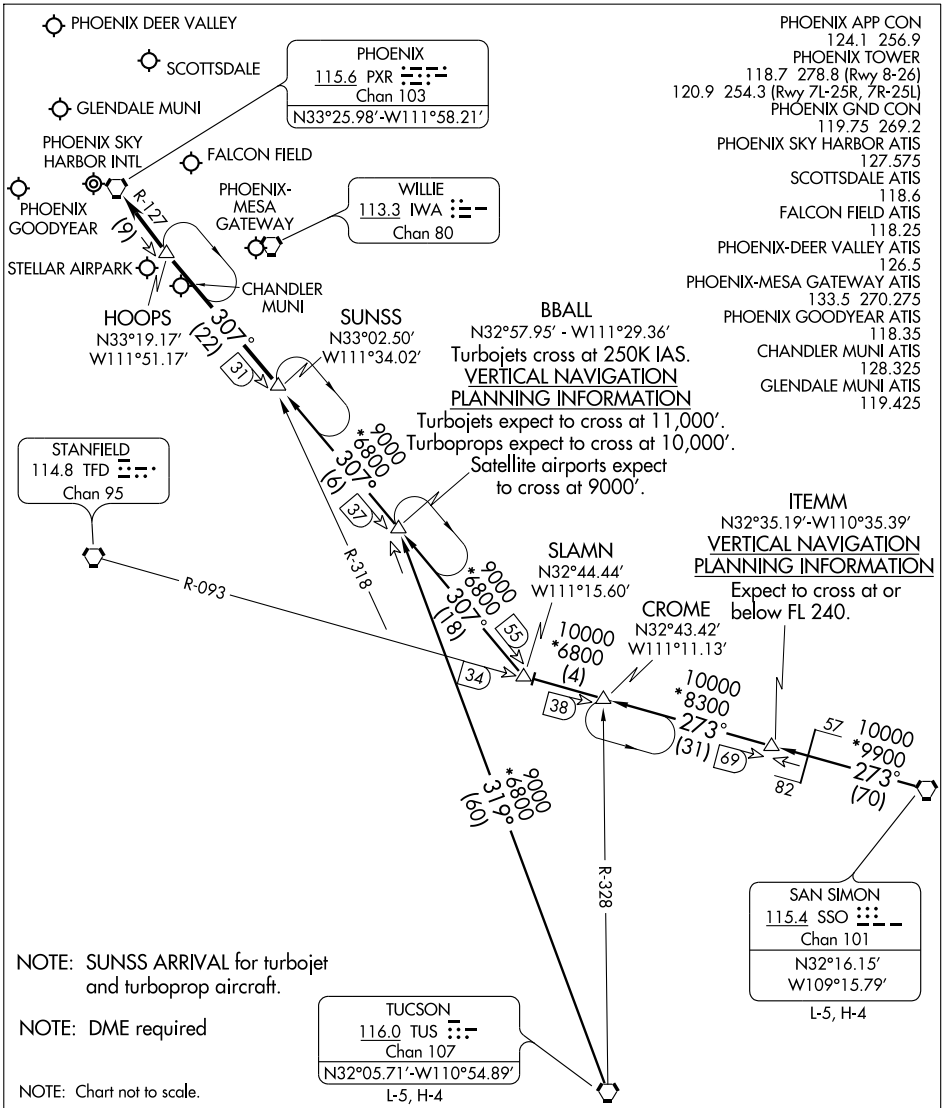


SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

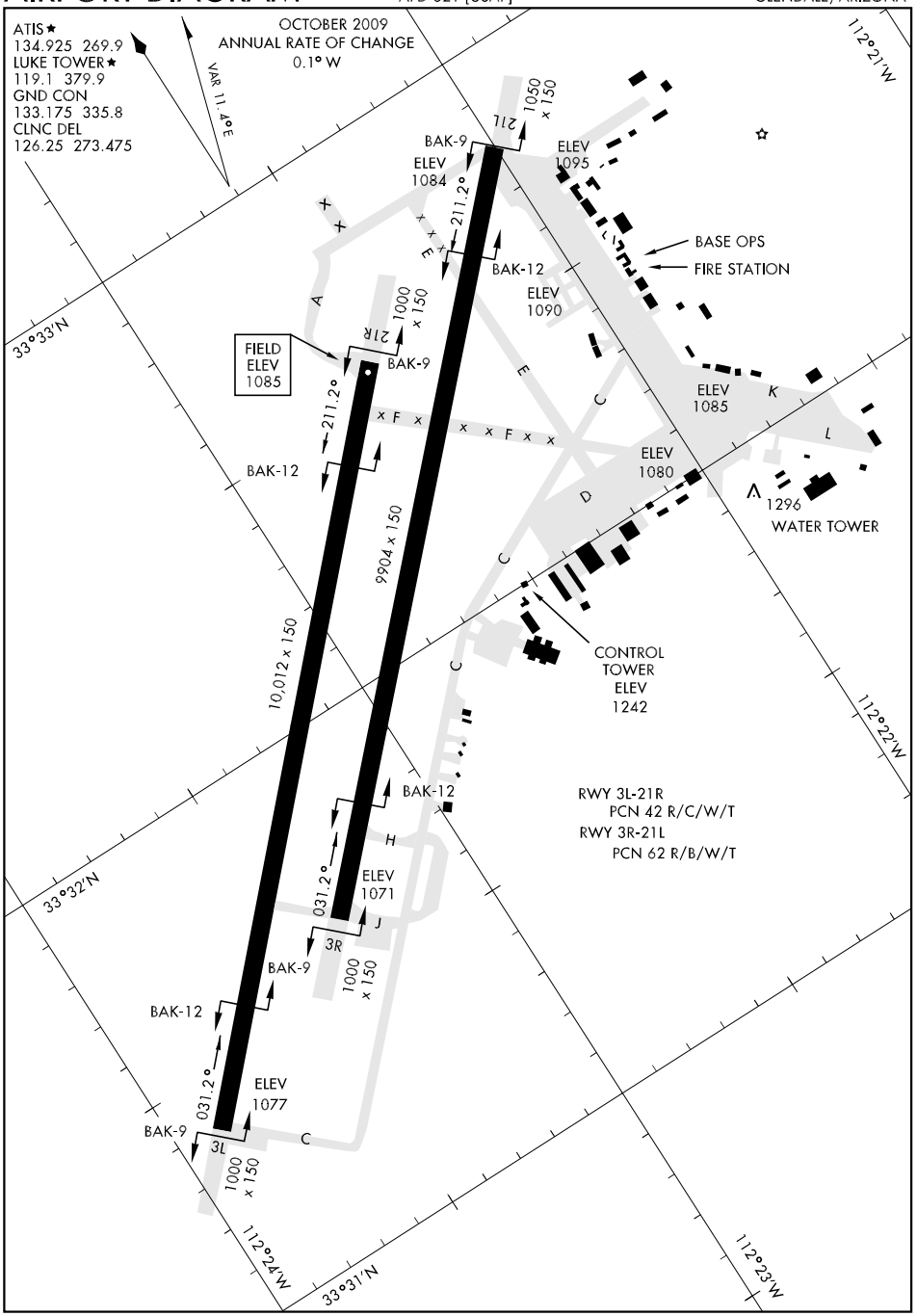
TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

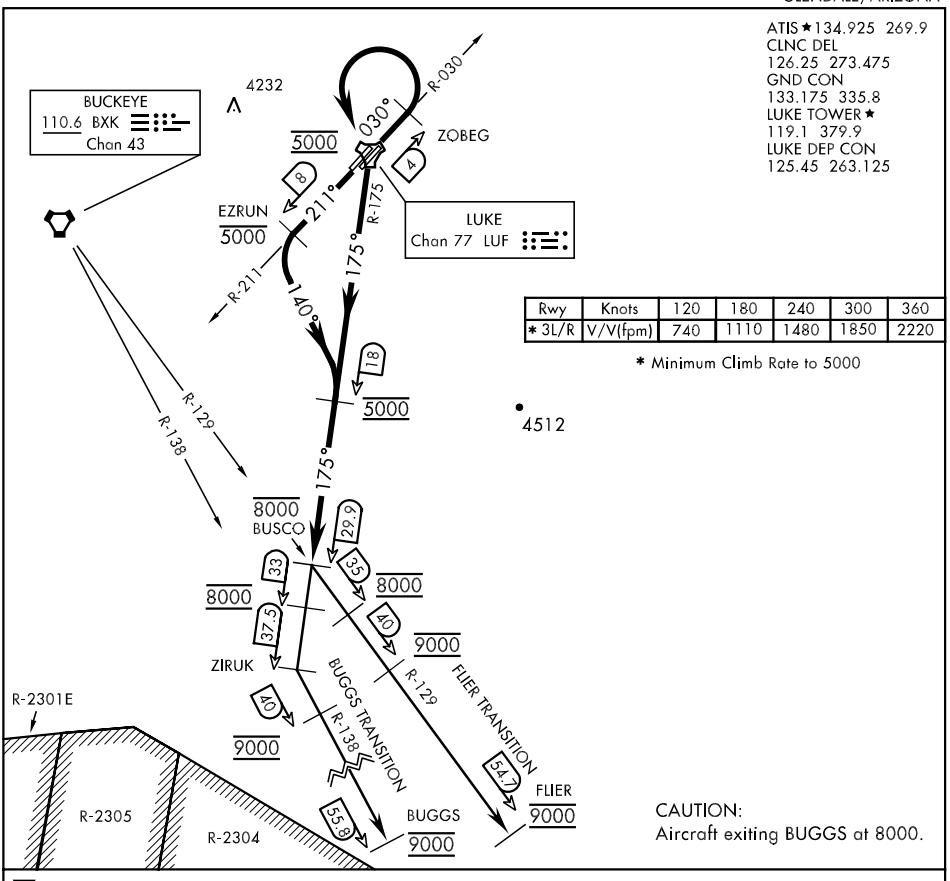
(SUNSS.SUNSS6) 09127



SW-4, 21 OCT 2010 to 18 NOV 2010

BUSCO-NINE DEPARTURE

SH-321 [USAF]



Rwy	Knots	120	180	240	300	360
* 3L/R	V/V(fpm)	740	1110	1480	1850	2220

* Minimum Climb Rate to 5000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

TAKE-OFF RWY 21L/R: Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

BUGGS TRANSITION (BUSCO9•BUGGS): Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via BXK VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/ 33 DME at 8000, cross BXK R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). CAUTION: Aircraft exiting BUGGS at 8000.

FLIER TRANSITION (BUSCO9•FLIER): Intercept and proceed via the BXK VORTAC R-129 to 54.7 DME (FLIER). Cross BXK 35 DME at 8000, cross BXK 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC)

BUSCO-NINE DEPARTURE

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LUF	APCH CRS	Rwy ldg / THRE / Arpt Elev
108.7	030°	9904 / 1071 / 1085

JAL-321 [USAF]

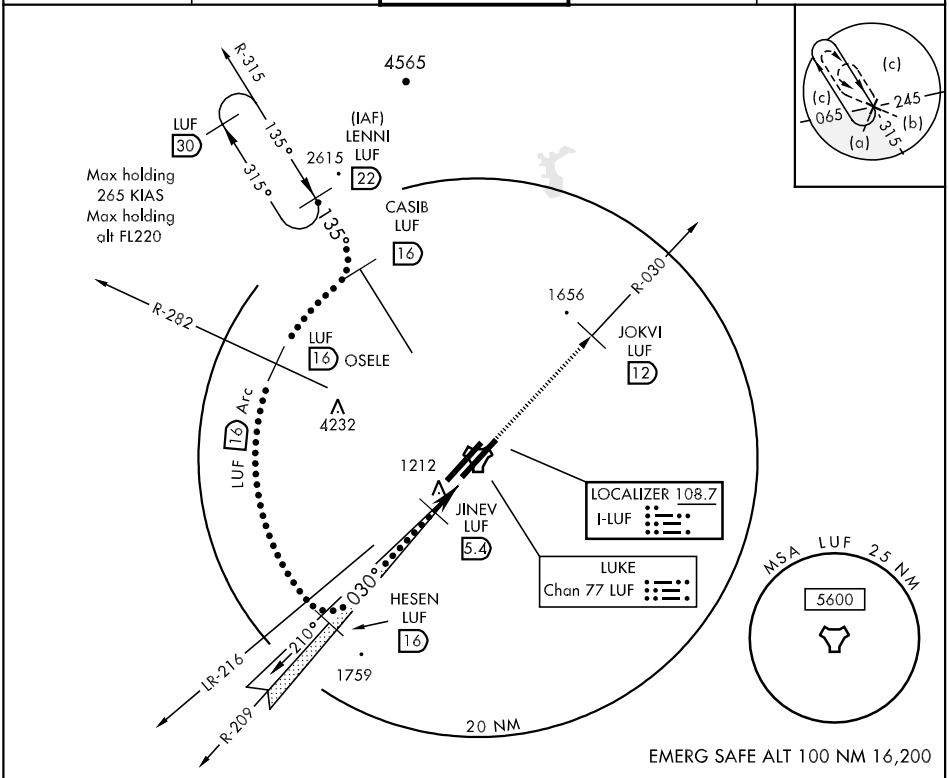
LUKE AFB (KLUF)

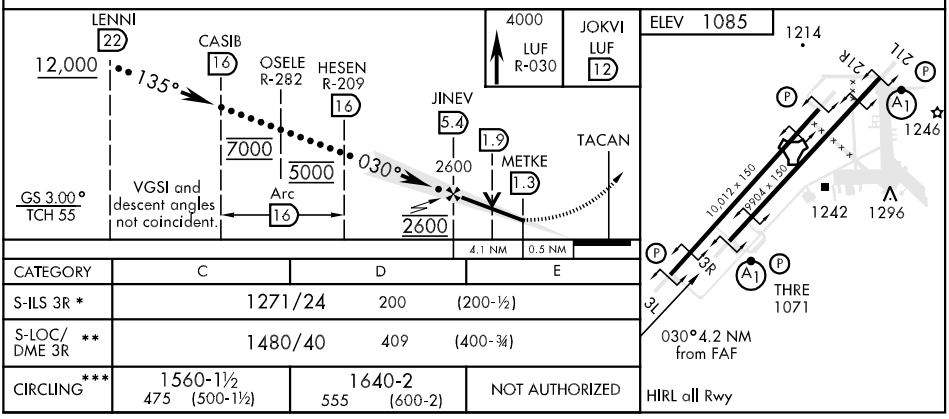
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 60 and vis 1⅛ miles.
*** Circling not authorized E of Rwy 3R-21L.

ALSF-1

MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475





CATEGORY	C	D	E
S-ILS 3R *	1271/24 200 (200-½)		
S-LOC/ DME 3R **	1480/40 409 (400-¾)		
CIRCLING ***	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

SW-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 21L

LOC I-EMJ	APCH CRS	Rwy ldg	TDZE	Arpt Elev
110.9	210°	9904	1084	1085

JAL-321 [USAF] LUKE AFB (KLUF)

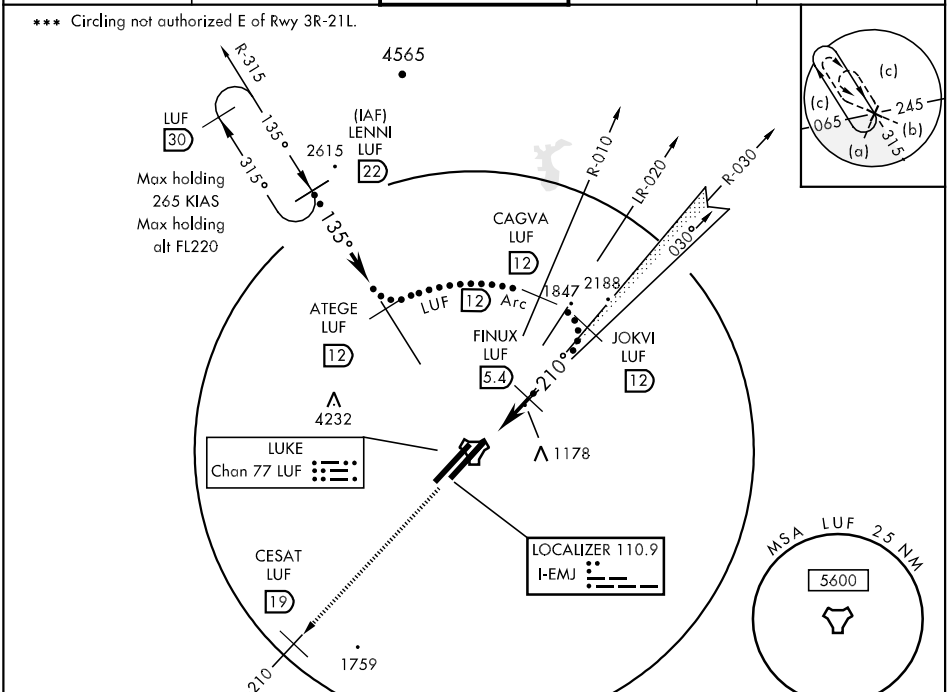
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis to 1⅜ miles.

ALSF-1

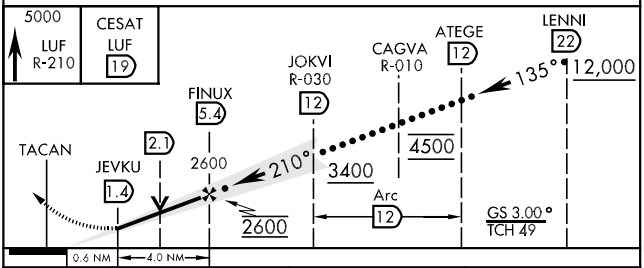
MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475

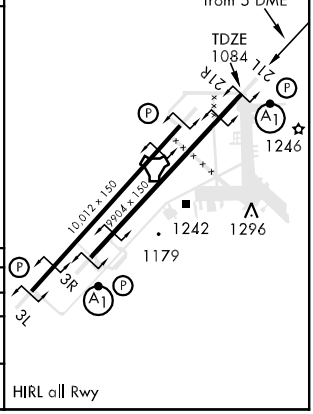
*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16, 200



CATEGORY	C	D	E
S-ILS 21L *	1284/24	200 (200-½)	
S-LOC/ ** DME 21L	1540/45	456 (500-⅞)	
CIRCLING ***	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



HI-ILS or LOC/DME RWY 21L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
LUF Chan 77	032°	10,012	1077	1085

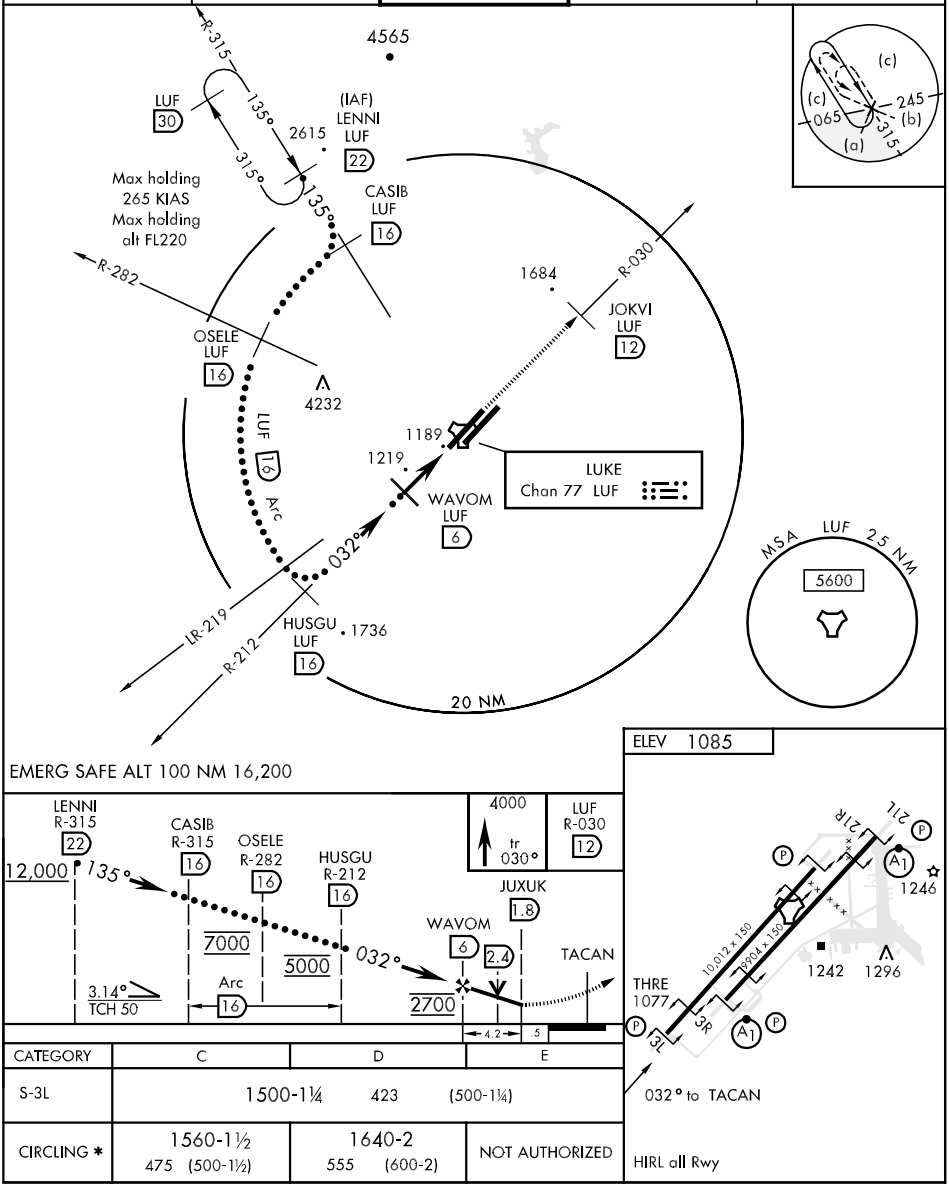
JAL-321 [USAF]

LUKE AFB (KLUF)

* Circling not authorized E of Rwy 03L-21R.

MISSED APPROACH: Track heading 030°to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475



CATEGORY	C	D	E
S-3L	1500-1¼ 423 (500-1¼)		
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

HI-TACAN RWY 3R

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
LUF Chan 77	026°	9904	1071	1085

JAL-321 [USAF]

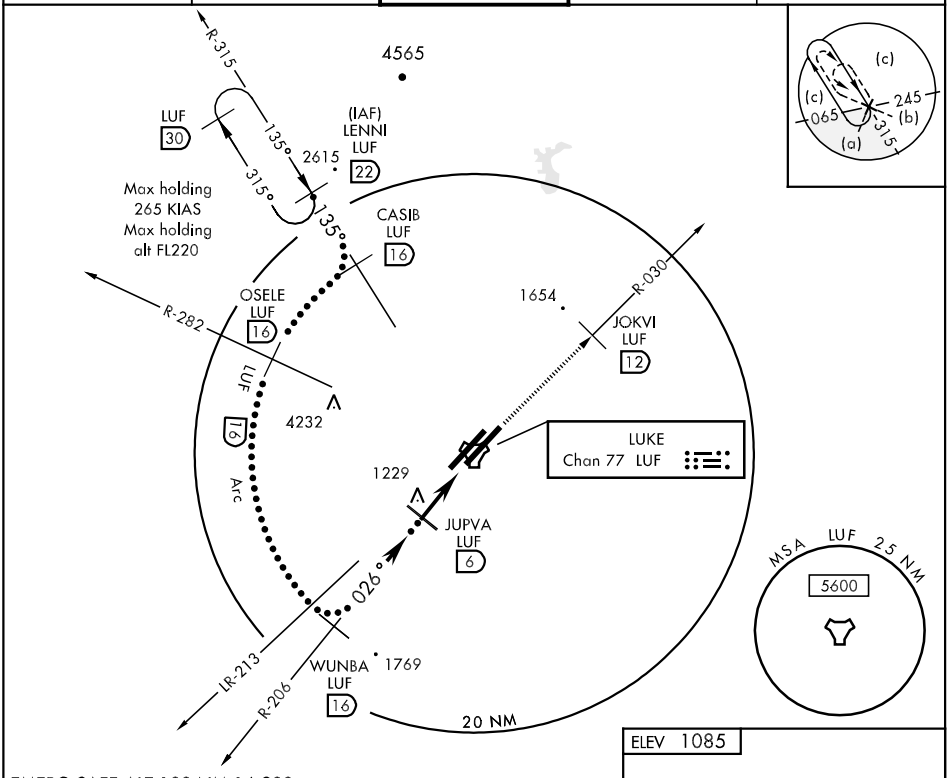
LUKE AFB (KLUF)

▼ * When ALS inop, increase vis to 1¼ miles.
** Circling not authorized E of Rwy 3R-21L.

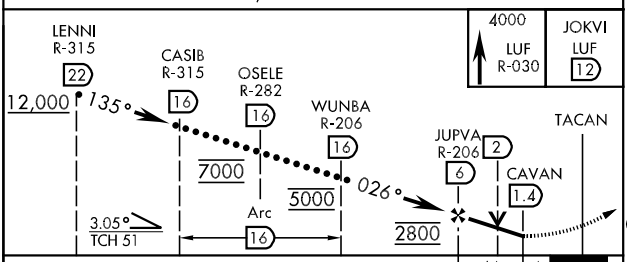
ALSF-1

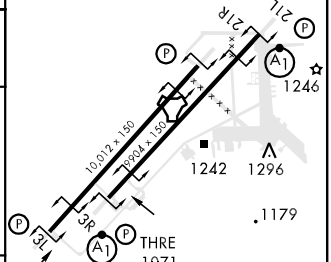
MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475



EMERG SAFE ALT 100 NM 16,200





CATEGORY	C	D	E
S-3R *	1500/40 429 (500-¾)		
CIRCLING **	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 21L

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
LUF Chan 77	213°	9904	1084	1085

JAL-321 [USAF]

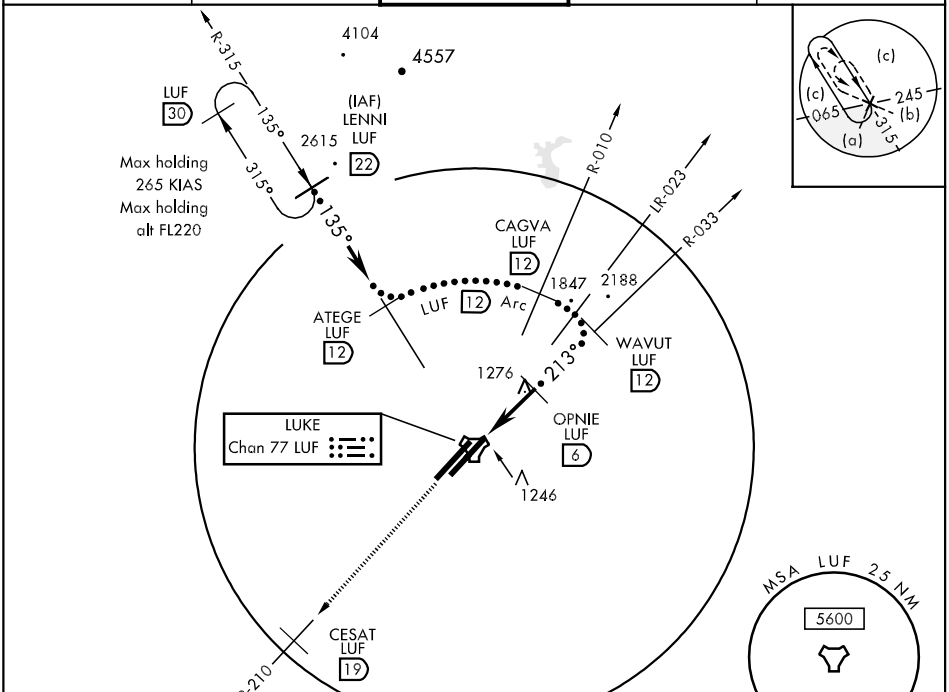
LUKE AFB (KLUF)

▼ * When ALS inop, increase vis to 1⅜ miles.
** Circling not authorized E of Rwy 3R-21L.

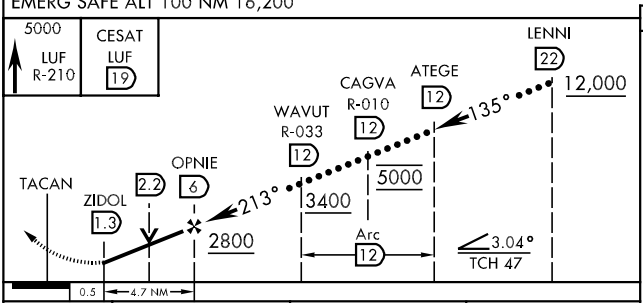
ALSF-1

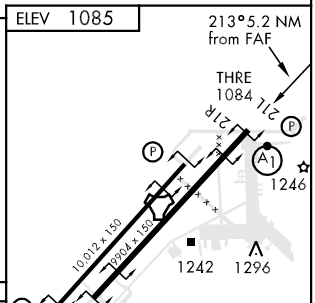
MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475



EMERG SAFE ALT 100 NM 16,200





CATEGORY	C	D	E
S-21L *	1580/50 496 (500-1)		
CIRCLING **	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 21R

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
LUF Chan 77	205°	10,012	1085	1085

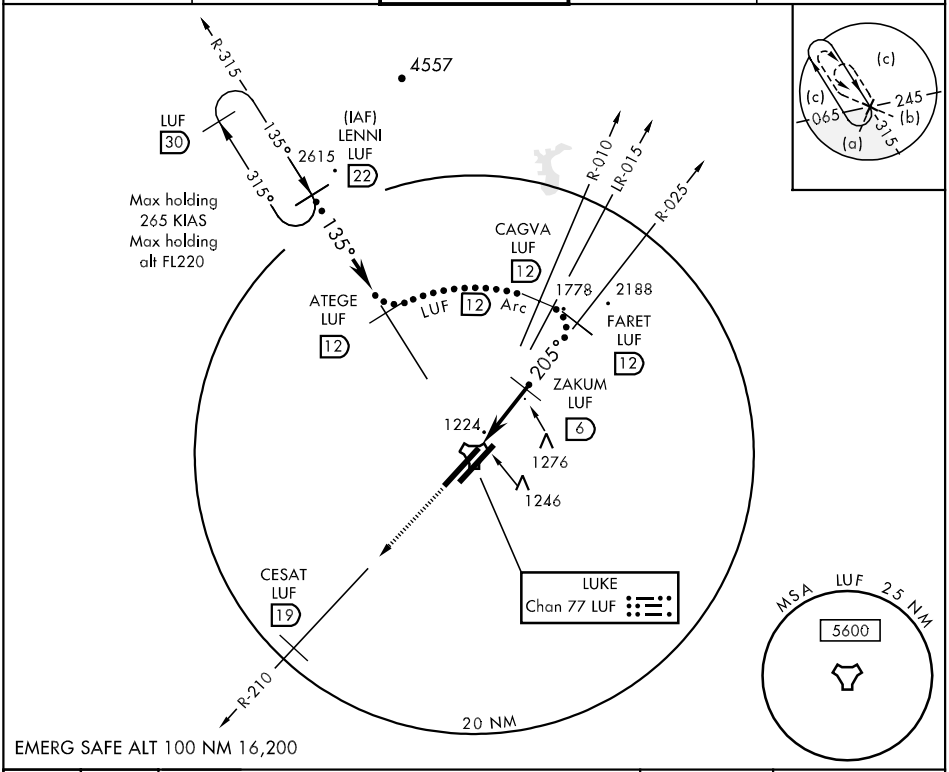
JAL-321 [USAF]

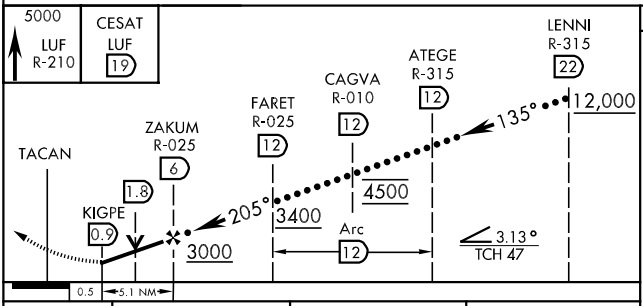
LUKE AFB (KLUF)

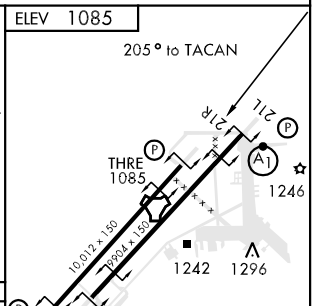
* Circling not authorized E of Rwy 3R-21L.

MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

ATIS ★	LUKE APP CON	LUKE TOWER ★	GND CON	CLNC DEL
134.925 269.9	118.15 363.12	119.1 379.9	133.175 335.8	126.25 273.475







CATEGORY	C	D	E
S-21R	1580-1⅜ 495 (500-1⅜)		
CIRCLING *	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

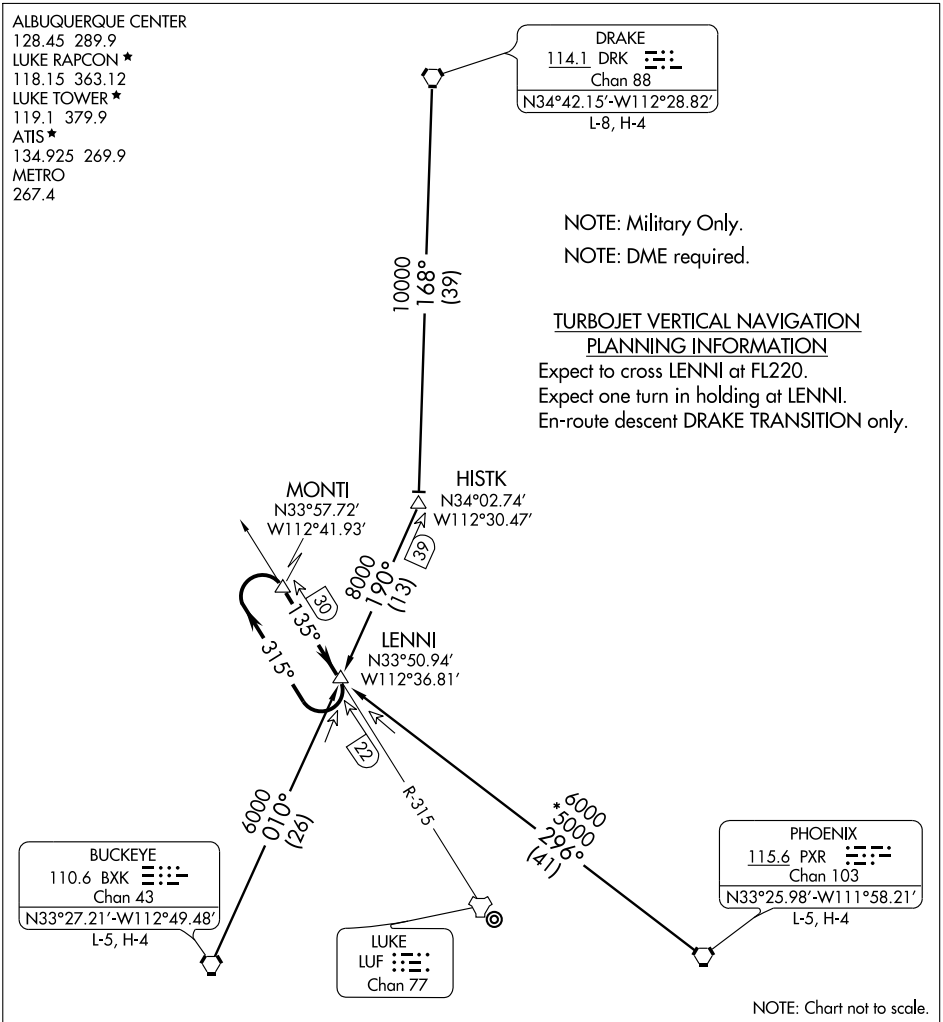
HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE
GLENDALE, ARIZONA



BUCKEYE TRANSITION (BXK.LENNI3): From over BXK VORTAC via BXK R-010 to LENNI INT. Thence . . . .

DRAKE TRANSITION (DRK.LENNI3): From over DRK VORTAC via DRK R-168 and BXK R-010 to LENNI INT. Thence . . . .

PHOENIX TRANSITION (PXR.LENNI3): From over PXR VORTAC via PXR R-296 to LENNI INT. Thence . . . .

. . . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

LENNI THREE ARRIVAL
(LENNI.LENNI3) 08325

GLENDALE, ARIZONA
LUKE AIR FORCE BASE

SW-4, 21 OCT 2010 to 18 NOV 2010

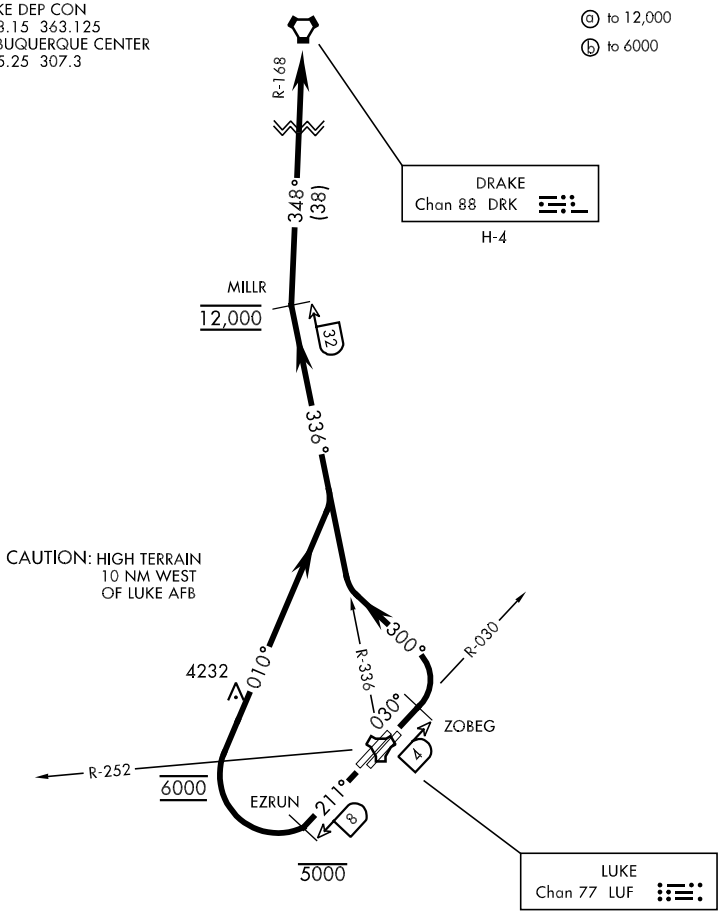
LUKE-ONE DEPARTURE (LUKE1•DRK)

SH-321 [USAF]

ATIS ★134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

Rwy	Knots	120	180	240	300	360
† 3L ⓐ	V/V(fpm)	670	1000	1340	1670	2000
† 3R ⓐ	V/V(fpm)	670	1010	1340	1680	2010
*21L/R ⓑ	V/V(fpm)	860	1290	1720	2150	2580

* Minimum † ATC Climb Rate
ⓐ to 12,000
ⓑ to 6000



DEPARTURE ROUTE DESCRIPTION

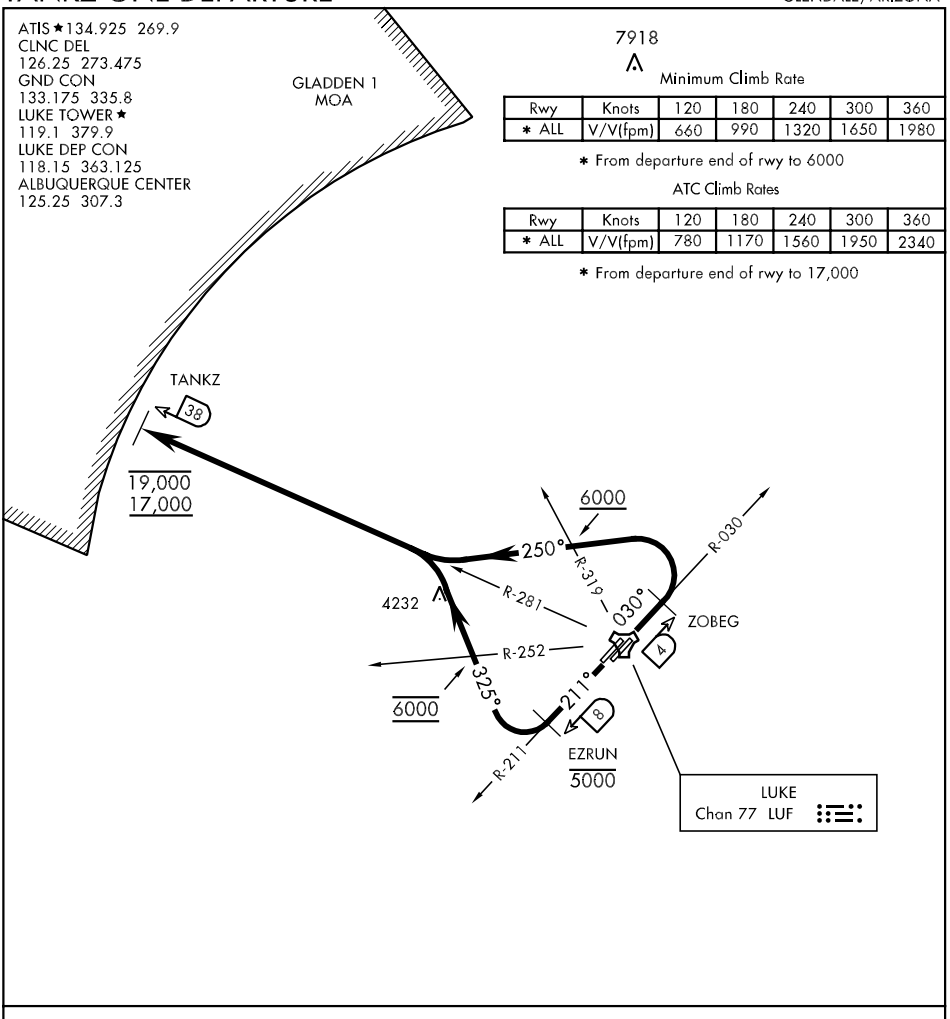
TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

TAKE-OFF RWY 21 L/R: Climb on a track of 211° . Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

SW-4, 21 OCT 2010 to 18 NOV 2010

TANKZ-ONE DEPARTURE

SH-321 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

SW-4, 21 OCT 2010 to 18 NOV 2010

TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

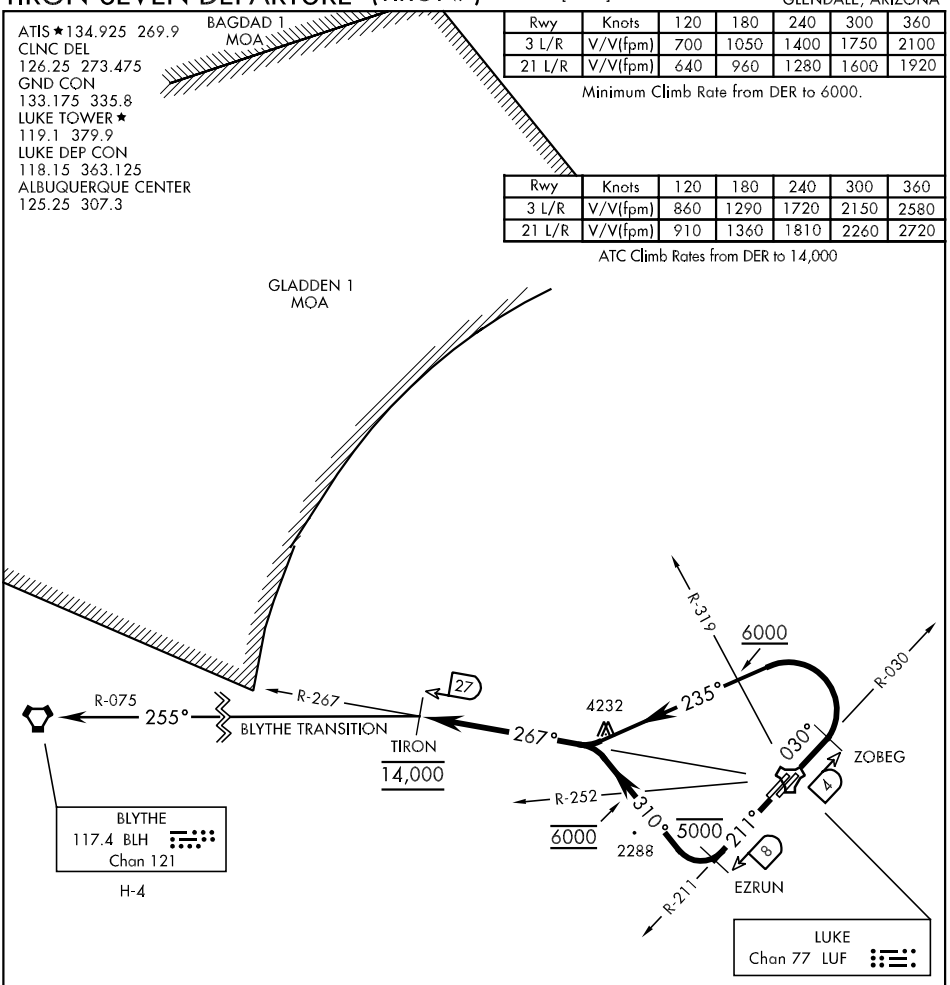
ATIS ★134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

TAKE-OFF RWY 21 L/R: Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

BLYTHE TRANSITION (TIRON7•BLH): Via the BLH VORTAC R-075 to BLH.

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
260°	Rwy Idg	6500
	TDZE	3200
	Apt Elev	3235

GPS RWY 27

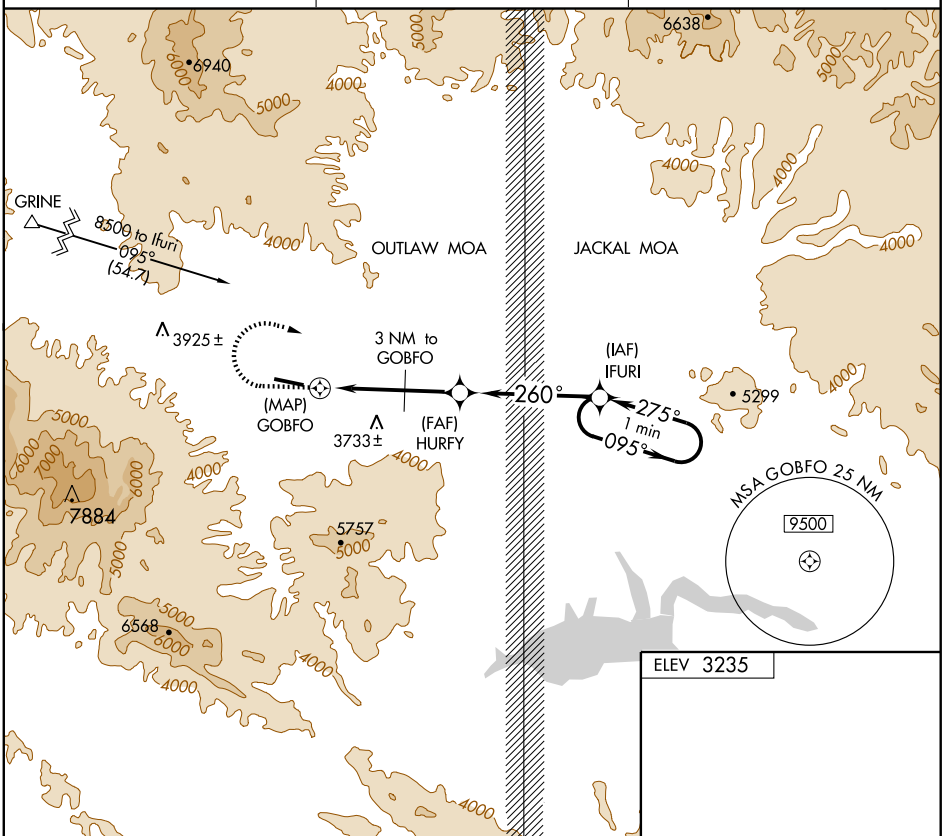
GLOBE/SAN CARLOS APACHE (P13)

T NA

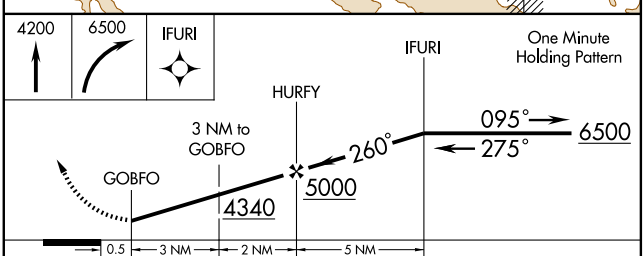
Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

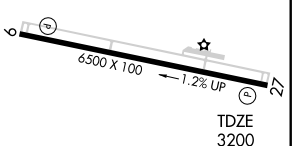
MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
120.075	125.4 269.3	122.8 (CTAF) L



ELEV 3235





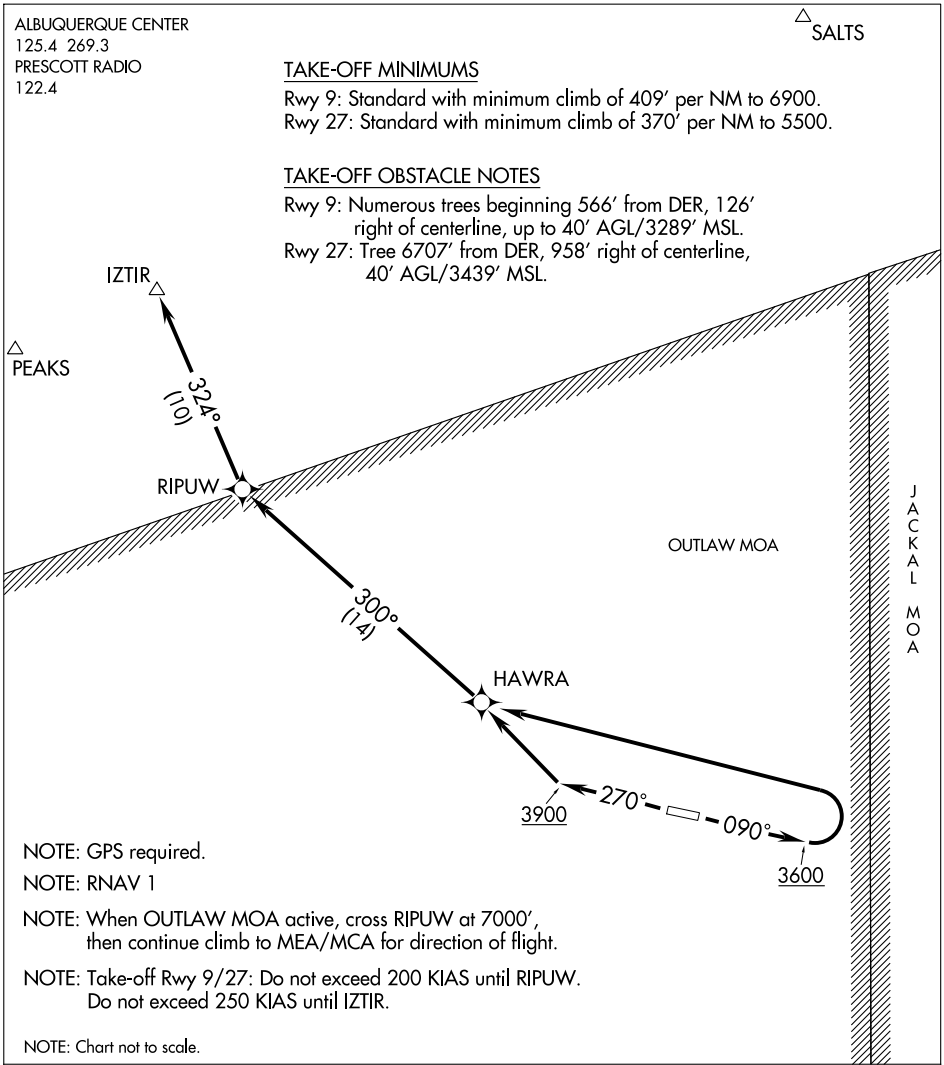
CATEGORY	A	B	C	D
S-27	3780-1	580 (600-1)	NA	
CIRCLING	3980-1 745 (800-1)	3980-1¼ 745 (800-1¼)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)



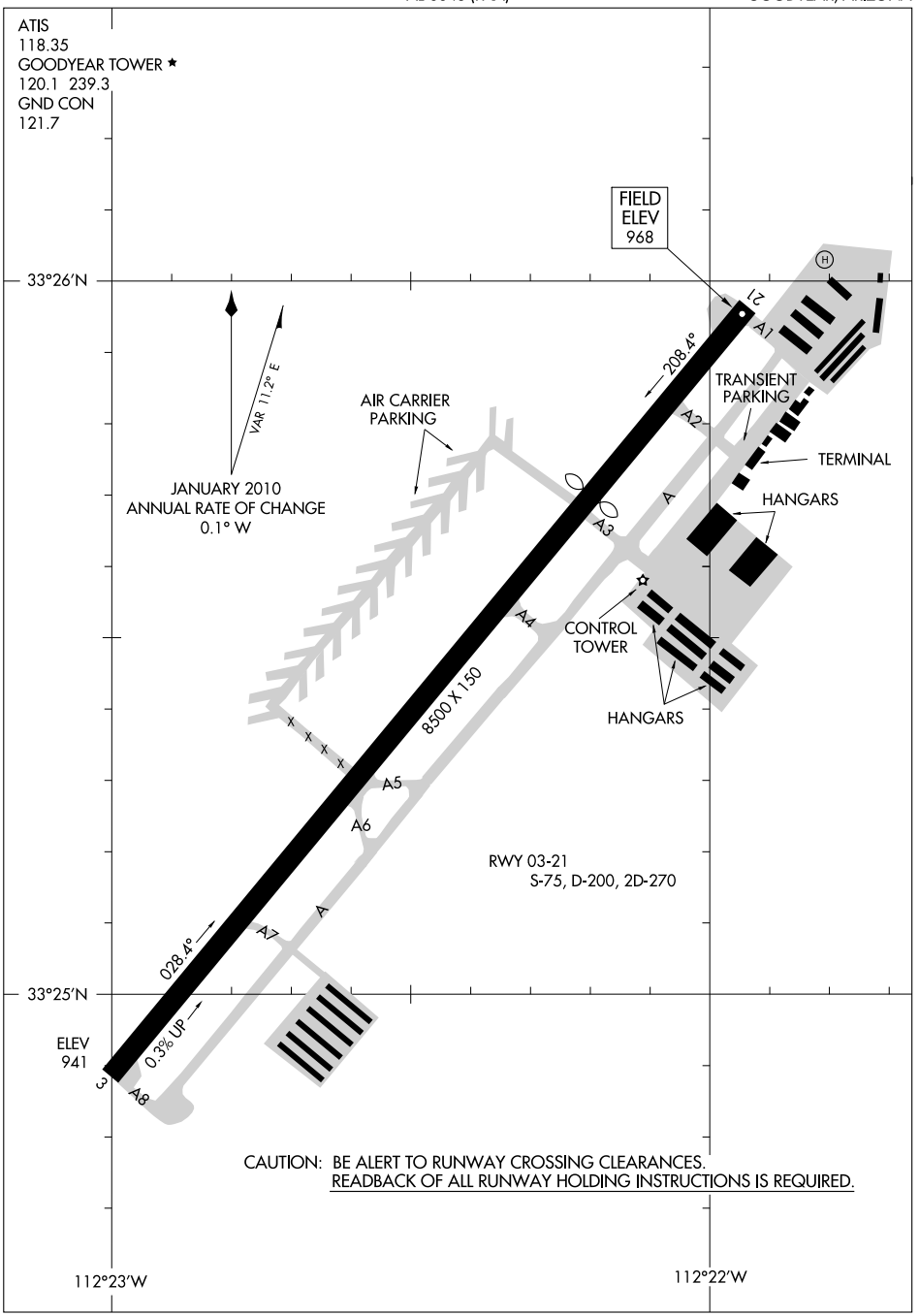
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....

TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

....climb on course to MEA for assigned route of flight.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

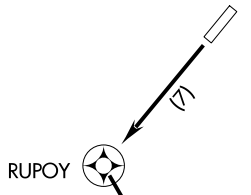
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

POTER ONE DEPARTURE (RNAV) (OBSTACLE)

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 118.35
GND CON 121.7
GOODYEAR TOWER ★ 120.1
LUKE DEP CON★ 125.45



RUPOY

TAKE-OFF MINIMUMS
Rwy 3: Not authorized-ATC.
Rwy 21: Standard.

137°
(30)

NOTE: 1. GPS Required
2. RNAV 1

△ POTER

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

APP CRS	Rwy Idg	8500
027°	TDZE	953
	Apt Elev	968

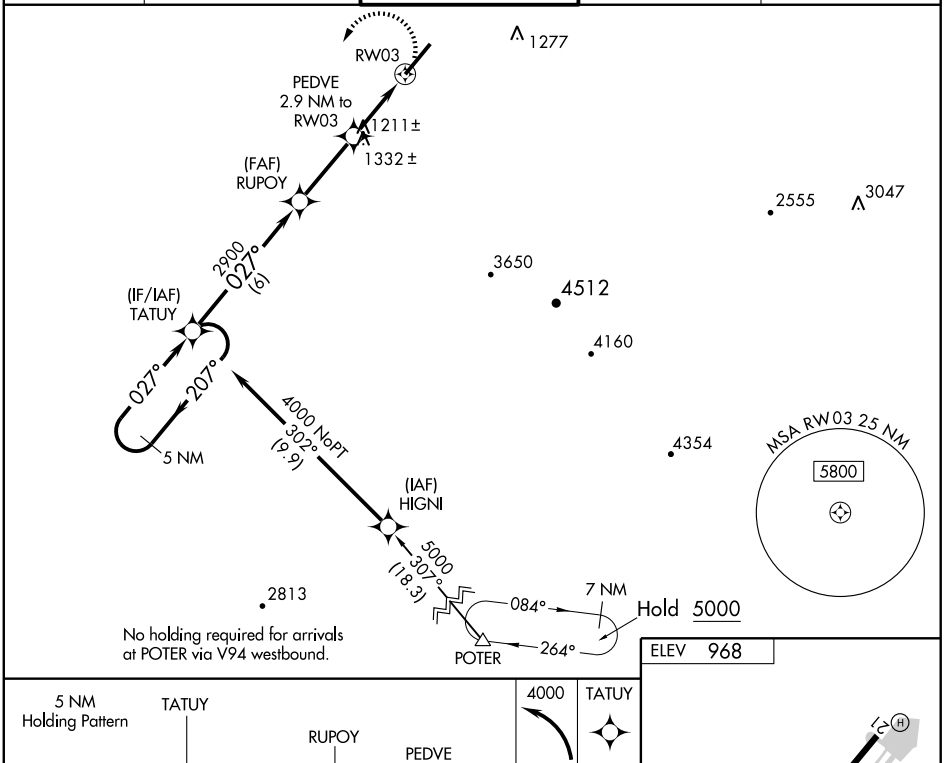
RNAV (GPS) RWY 3

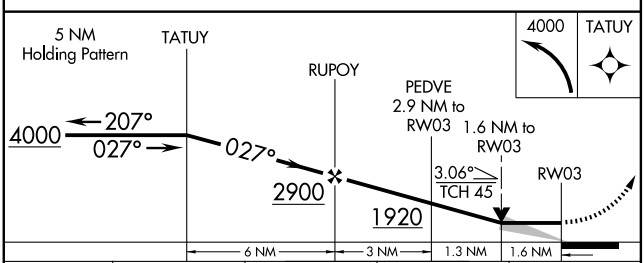
GOODYEAR/ PHOENIX GOODYEAR (GYR)

Procedure NA at night. DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

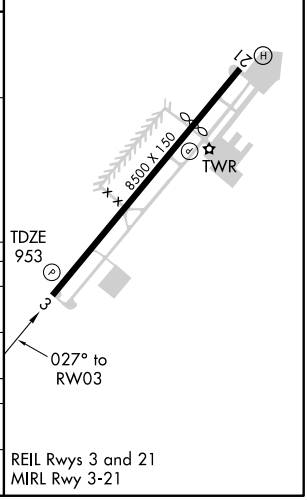
MISSED APPROACH: Climbing left turn to 4000 direct TATUY and hold.

ATIS	LUKE APP CON ★	GOODYEAR TOWER ★	GND CON	UNICOM
118.35	125.45 263.125	120.1 (CTAF) 239.3	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	1480-1 527 (600-1)		1480-1½ 527 (600-1½)	1480-1¾ 527 (600-1¾)
CIRCLING	1480-1 512 (600-1)		1480-1½ 512 (600-1½)	1620-2 652 (700-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1 587 (600-1)		1540-1½ 587 (600-1½)	1540-1¾ 587 (600-1¾)
CIRCLING	1540-1 572 (600-1)		1540-1½ 572 (600-1½)	1680-2¼ 712 (800-2¼)

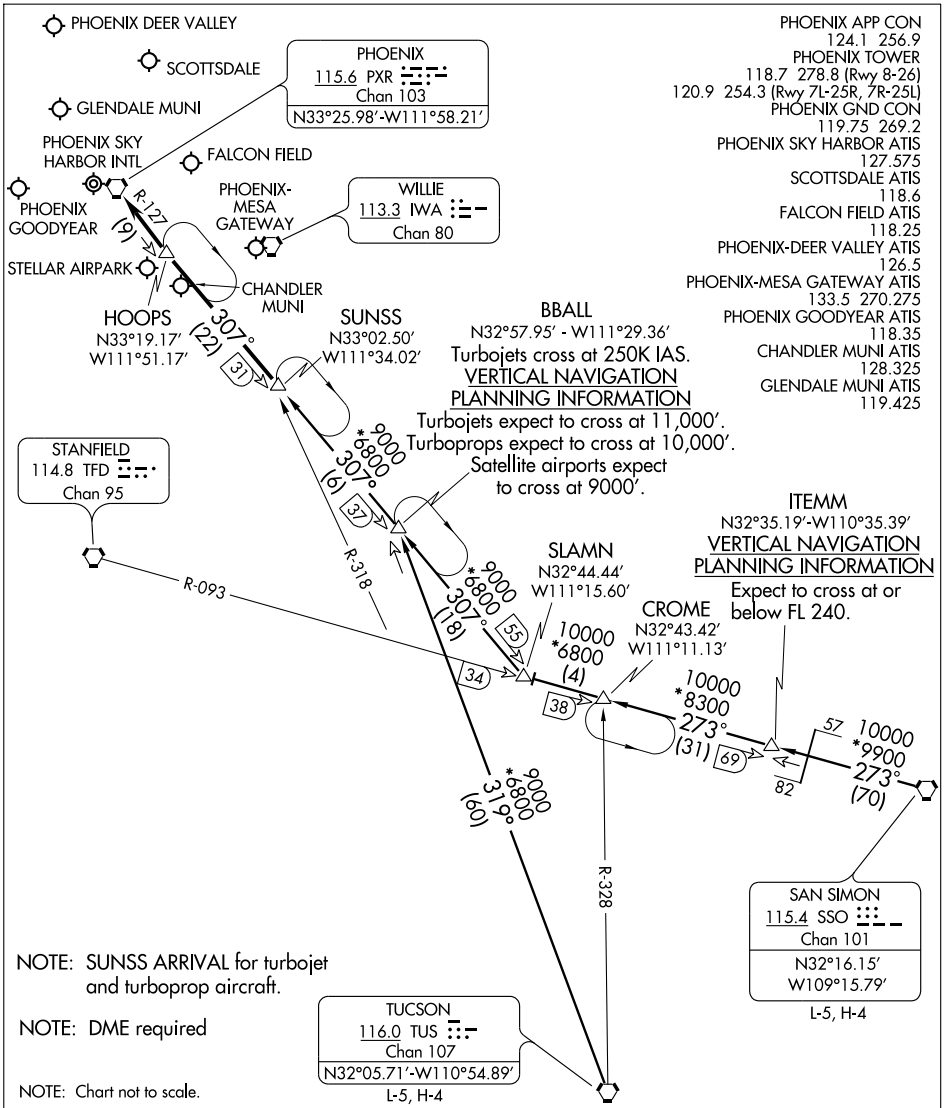


SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

APP CRS	Rwy Idg	4199
008°	TDZE	5999
	Apt Elev	6002

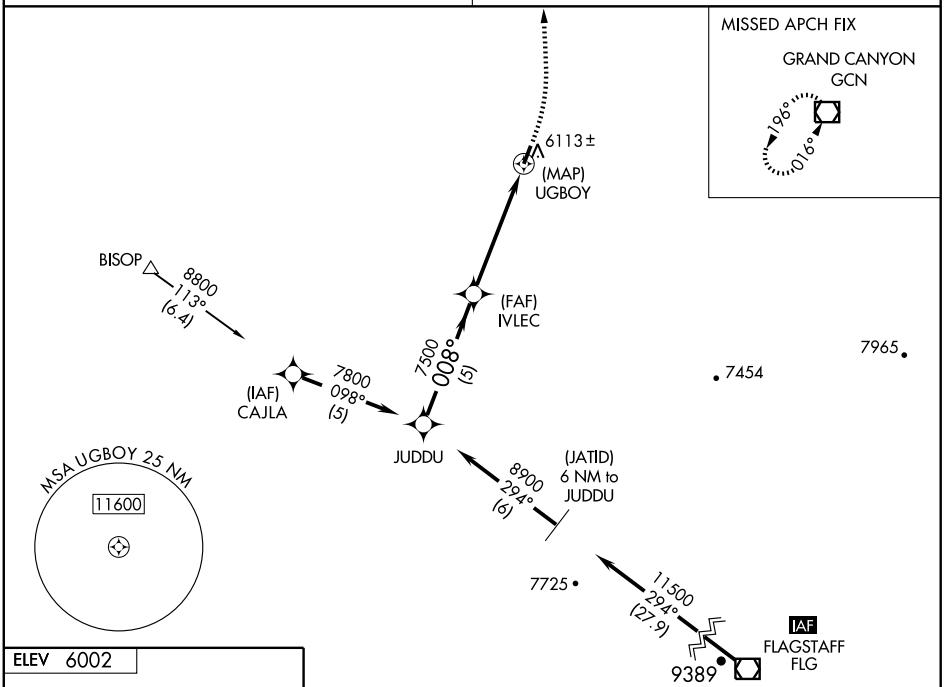
GPS RWY 1

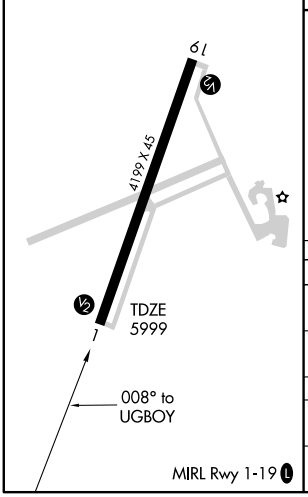
GRAND CANYON/ VALLE (4ØG)

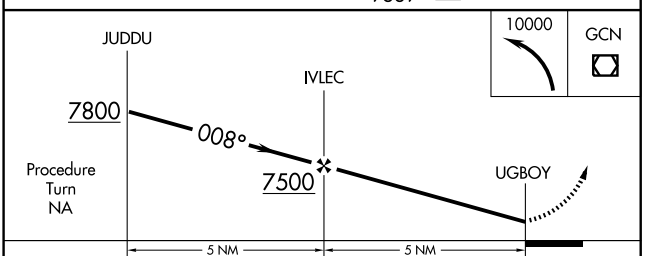
NA **IAF** ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.

LOS ANGELES CENTER	UNICOM
124.85 319.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4199
188°	TDZE	5996
	Apt Elev	6002

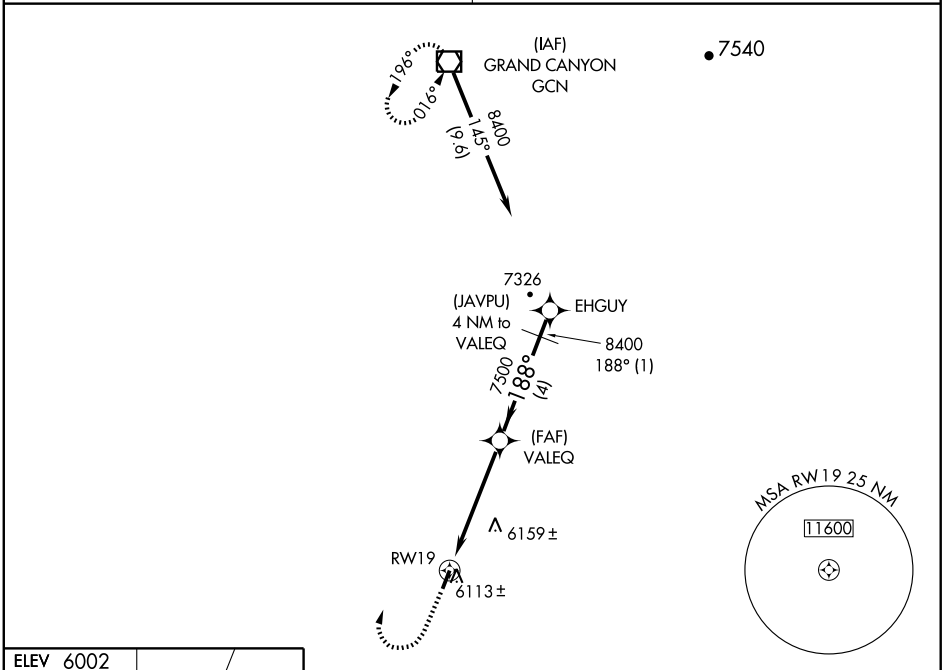
GPS RWY 19

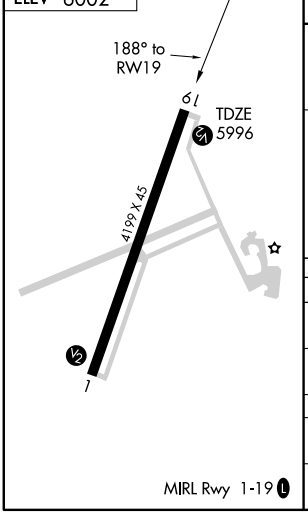
GRAND CANYON/ VALLE (4ØG)

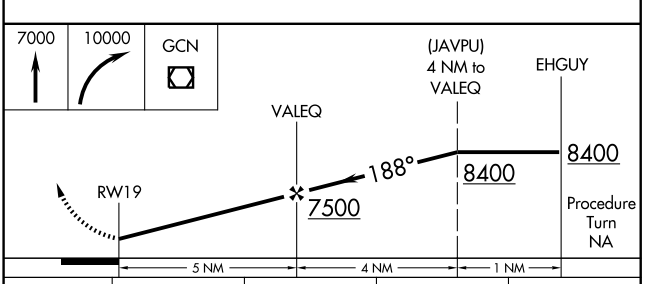
NA Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER	UNICOM
124.85 319.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1¼ 424 (500-1¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME GCN 113.1 Chan 78	APP CRS 166°	Rwy Idg 4199 TDZE 5996 Apt Elev 6002

VOR/DME RWY 19

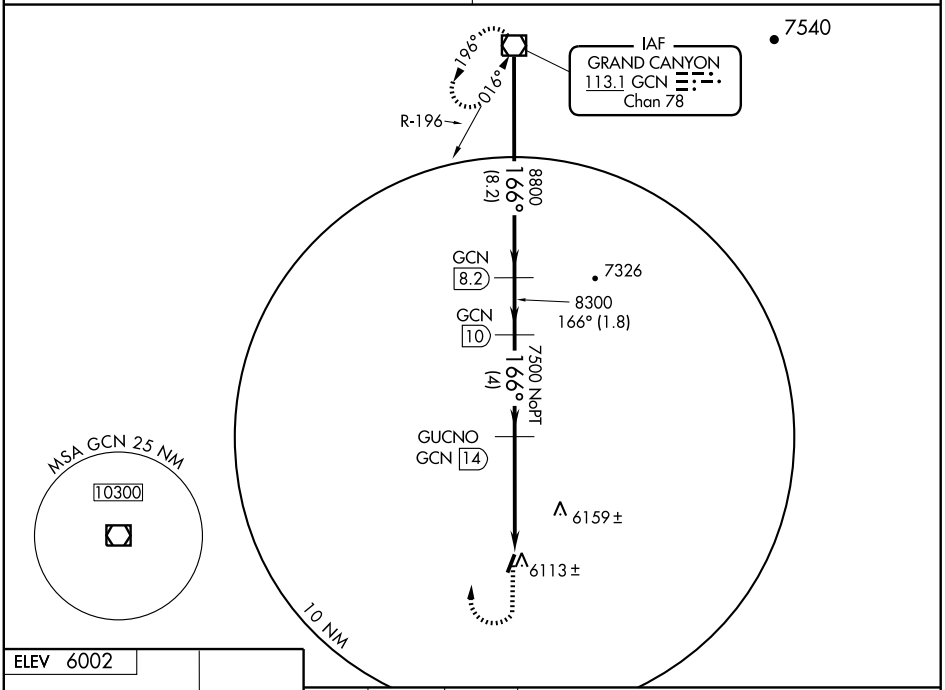
GRAND CANYON/ VALLE (4ØG)

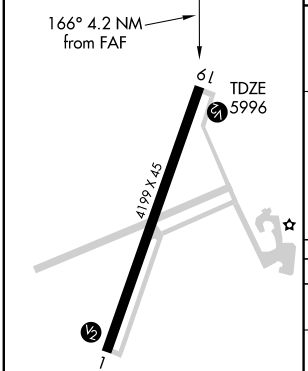
Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

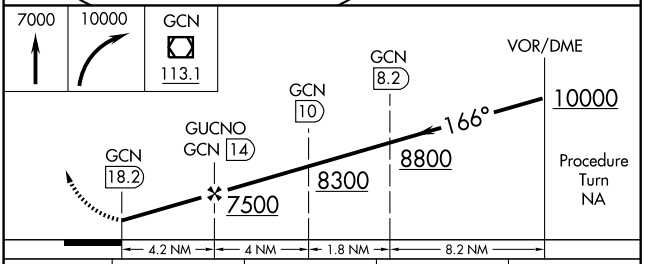
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER
124.85 319.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1¼ 424 (500-1¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

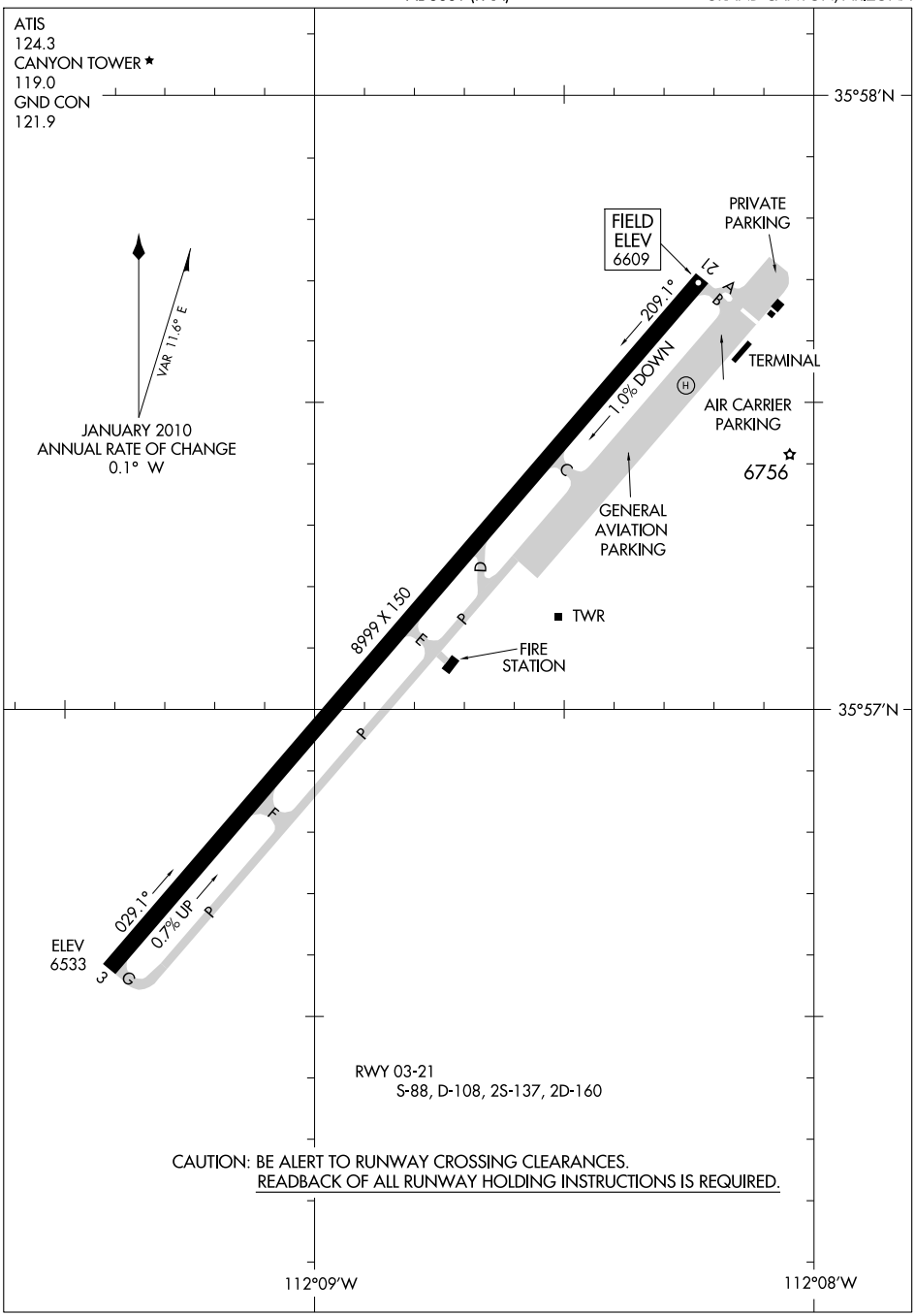
MIRL Rwy 1-19 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)
GRAND CANYON, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

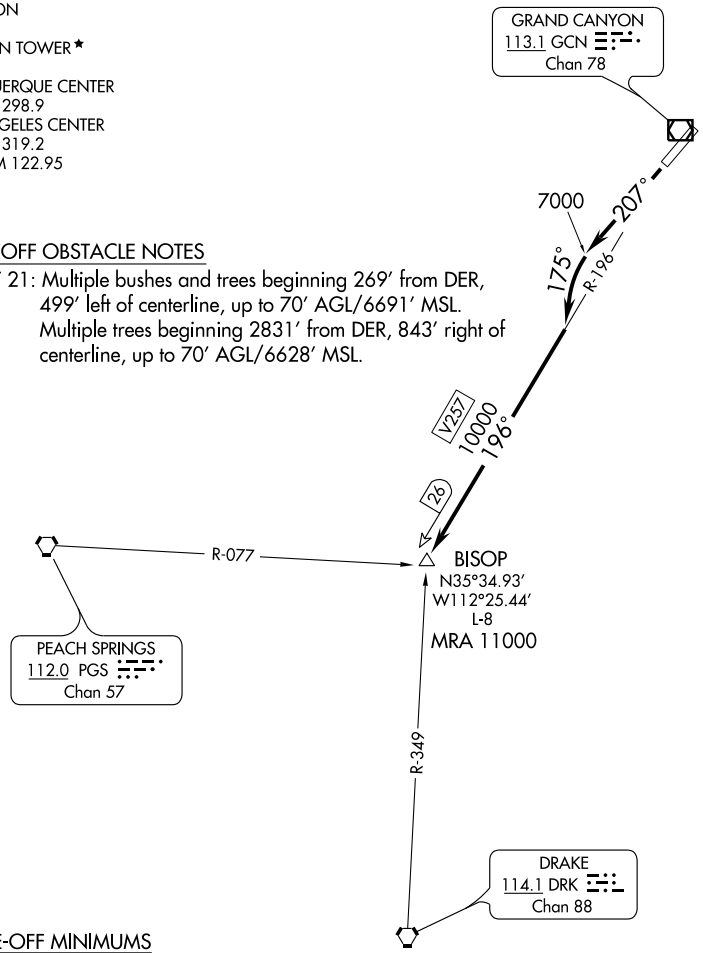
AIRPORT DIAGRAM

GRAND CANYON, ARIZONA
GRAND CANYON NATIONAL PARK (GCN)

10210

GRAND TWO DEPARTURE (OBSTACLE)

ATIS 124.3
GND CON
121.9
CANYON TOWER ★
119.0
ALBUQUERQUE CENTER
128.45 298.9
LOS ANGELES CENTER
124.85 319.2
UNICOM 122.95



TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL. Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.

TAKE-OFF MINIMUMS

Rwy 3, NA.
Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA.

TAKE-OFF RUNWAY 21: Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-GCN	APP CRS	Rwy Idg	8999
108.9	027°	TDZE	6556
		Apt Elev	6609

ILS or LOC/DME RWY 3

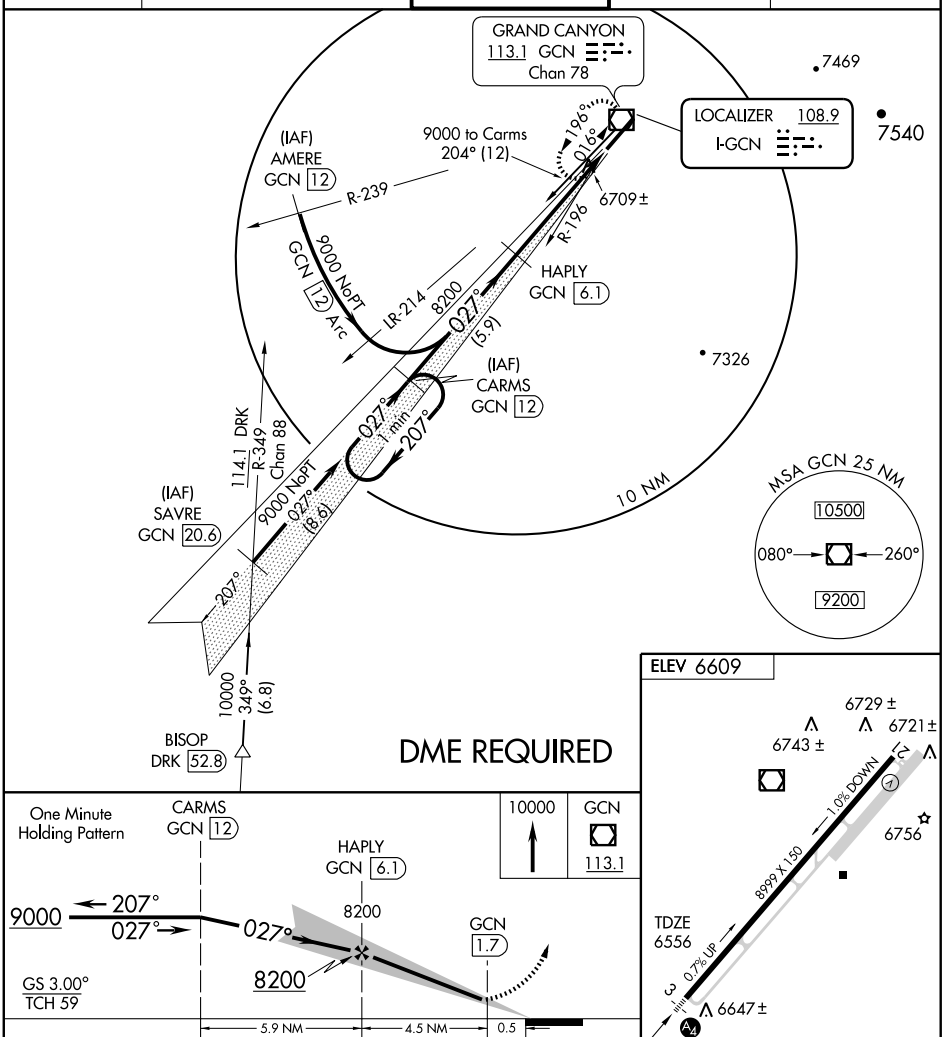
GRAND CANYON NATIONAL PARK (GCN)

T A DME from GCN VOR/DME. Simultaneous reception of I-GCN and GCN DME required.
Inoperative table does not apply to S-LOC 3 CAT C.

MALS

MISSED APPROACH: Climb to 10000 direct GCN VOR/DME and hold.

ATIS	LOS ANGELES CENTER	CANYON TOWER★	GND CON	UNICOM
124.3	124.85 319.2	119.0 (CTAF) L	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 3	6765-¾ 209 (200-¾)			
S-LOC 3	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1 531 (600-1)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

PARKS TWO DEPARTURE

(PARKS2.PGS) 07298

GRAND CANYON, ARIZONA

GRAND CANYON NATIONAL PARK (GCN)

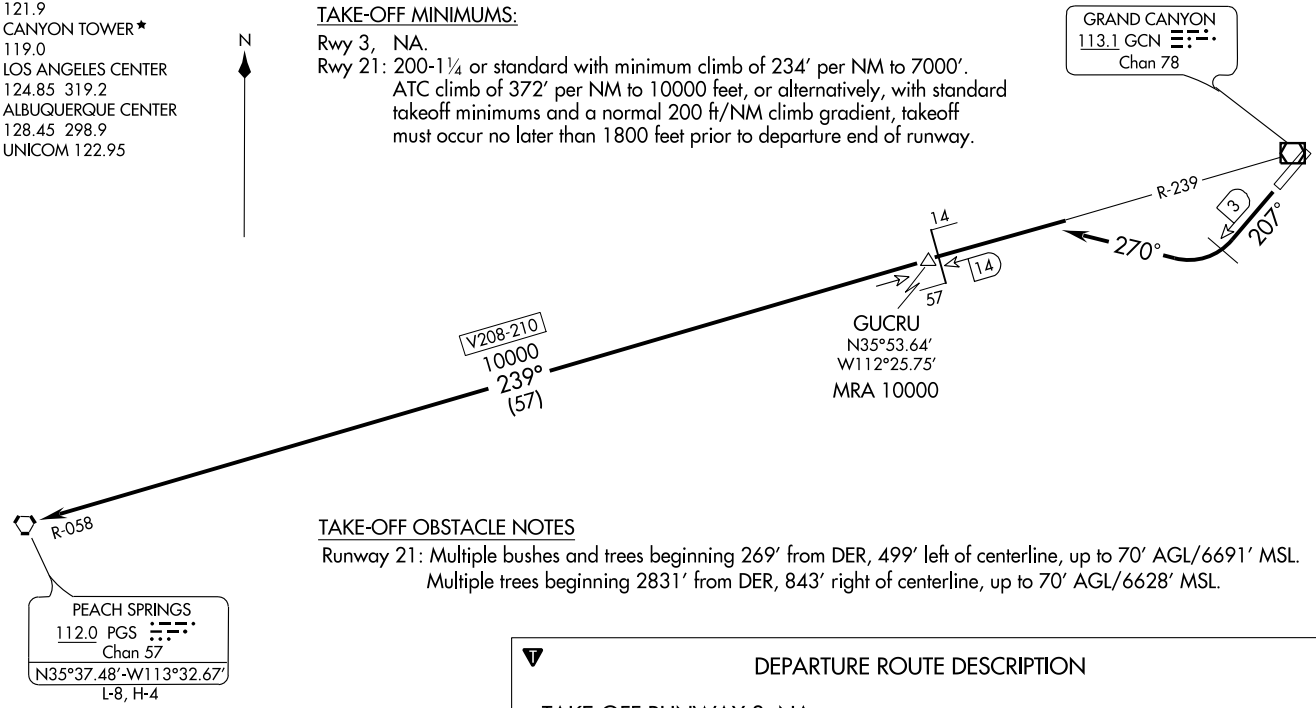
ATIS 124.3
GND CON
121.9
CANYON TOWER★
119.0
LOS ANGELES CENTER
124.85 319.2
ALBUQUERQUE CENTER
128.45 298.9
UNICOM 122.95

N

TAKE-OFF MINIMUMS:

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234′ per NM to 7000′. ATC climb of 372′ per NM to 10000 feet, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



TAKE-OFF OBSTACLE NOTES

Runway 21: Multiple bushes and trees beginning 269′ from DER, 499′ left of centerline, up to 70′ AGL/6691′ MSL. Multiple trees beginning 2831′ from DER, 843′ right of centerline, up to 70′ AGL/6628′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA

TAKE-OFF RUNWAY 21: Climb heading 207° until GCN 3 DME, then turn right heading 270° to intercept GCN R-239 to GUCRU/GCN 14 DME at or above 10000′ then via V208-210 to PGS VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: DME required.

NOTE: Chart not to scale.

PARKS TWO DEPARTURE
(PARKS2.PGS) 07298
GRAND CANYON NATIONAL PARK (GCN)
GRAND CANYON, ARIZONA

SL-5381 (FAA)

APP CRS	Rwy Idg	8999
027°	TDZE	6556
	Apt Elev	6609

RNAV (GPS) RWY 3

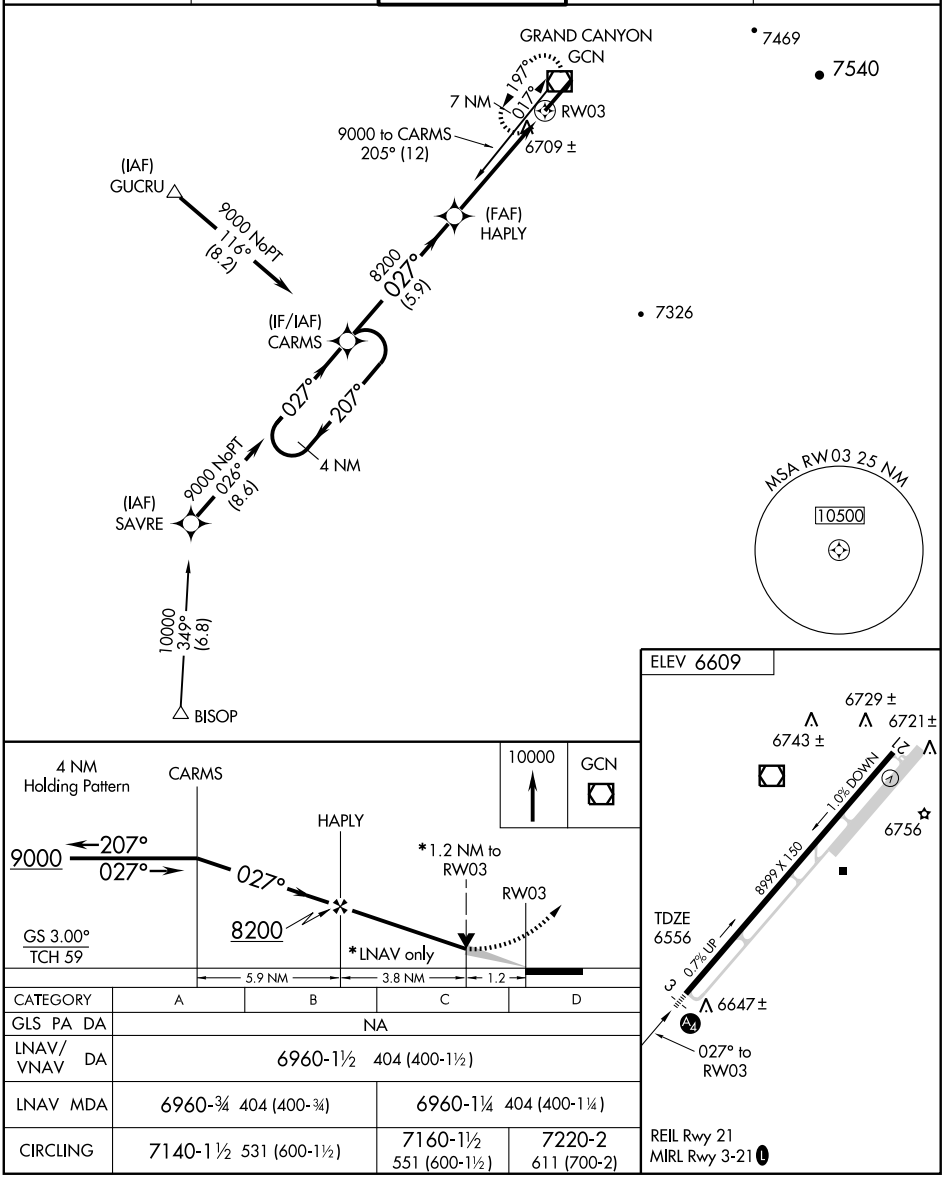
GRAND CANYON NATIONAL PARK (GCN)

T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -28°C (-18°F). Inoperative table does not apply to LNAV Cat C.

MALS

MISSED APPROACH: Climb to 10000 direct GCN VOR/DME and hold.

ATIS	LOS ANGELES CENTER	CANYON TOWER★	GND CON	UNICOM
124.3	124.85 319.2	119.0 (CTAF) L	121.9	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	6960-1½ 404 (400-1½)			
LNAV MDA	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1½ 531 (600-1½)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME GCN	APP CRS	Rwy Idg	8999
113.1	016°	TDZE	6556
Chan 78		Apt Elev	6609

VOR RWY 3

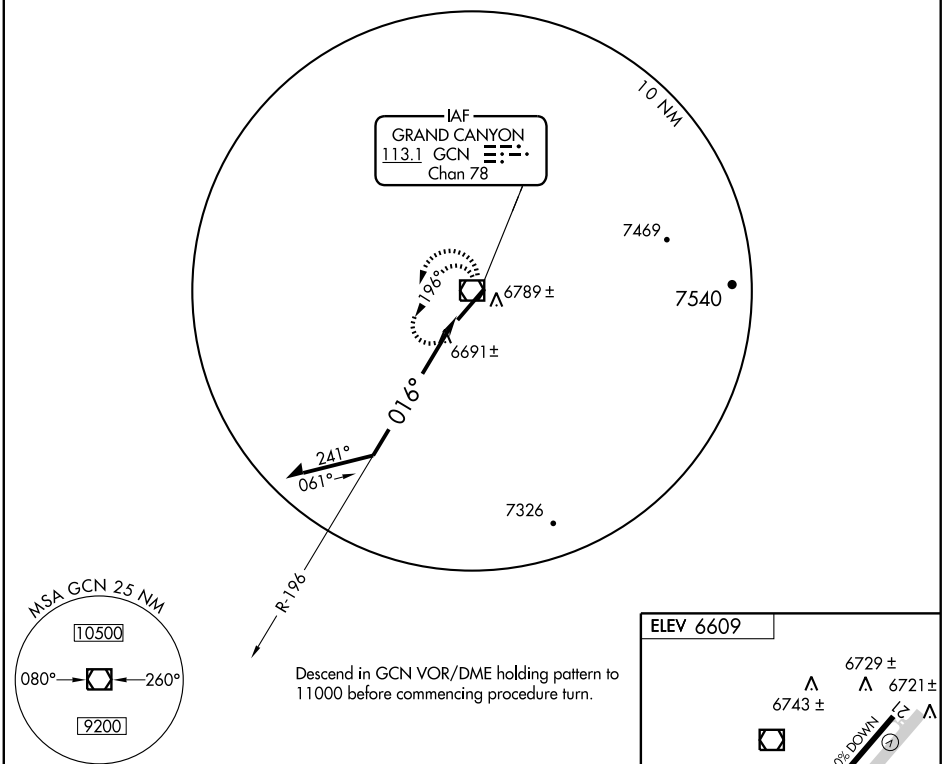
GRAND CANYON NATIONAL PARK (GCN)

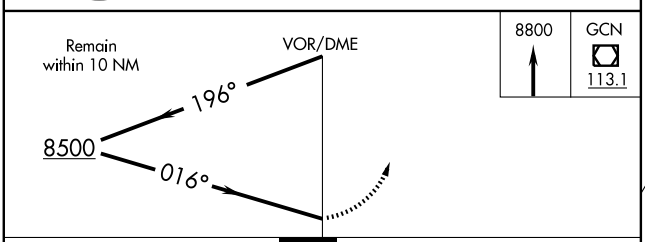
Inoperative table does not apply to S-3 Cat C.

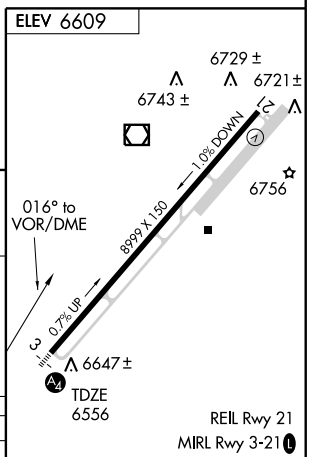
MALS

MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.

ATIS	LOS ANGELES CENTER	CANYON TOWER ★	GND CON	UNICOM
124.3	124.85 319.2	119.0 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-3	7100-¾	544 (600-¾)	7100-1½ 544 (600-1½)	7100-1¾ 544 (600-1¾)
CIRCLING	7140-1	531 (600-1)	7160-1½ 551 (600-1½)	7220-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6827
CH 86312	033°	TDZE	3412
W03A		Apt Elev	3449

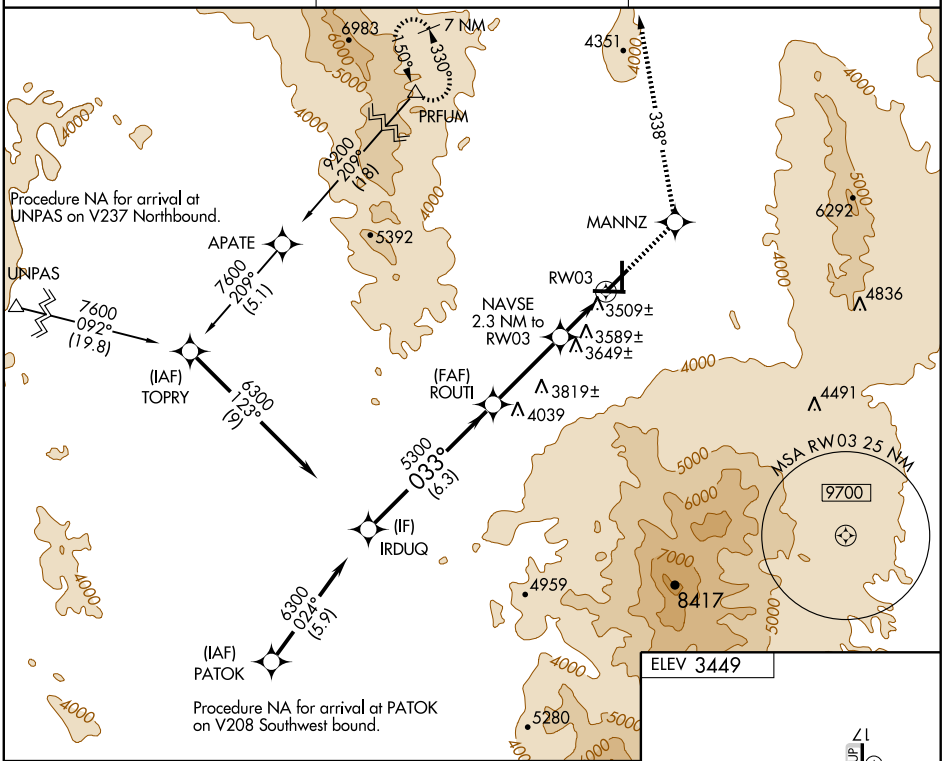
RNAV (GPS) RWY 3

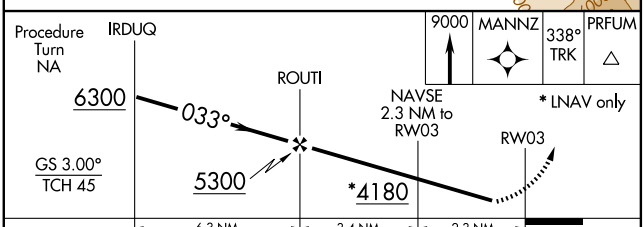
KINGMAN (IGM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

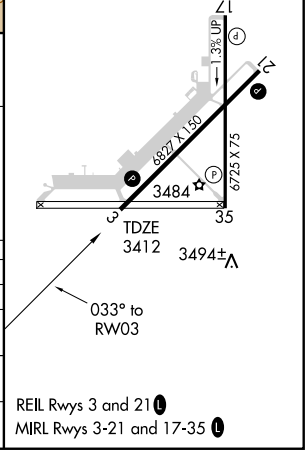
MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.

ASOS	PRESCOTT RADIO	UNICOM
119.275	122.1R	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3713-1		301 (400-1)	
LNAV/VNAV DA	3952-2		540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1¼ 428 (500-1¼)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 17-35 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6827
198°	TDZE	3403
	Apt Elev	3449

RNAV (GPS) Y RWY 21

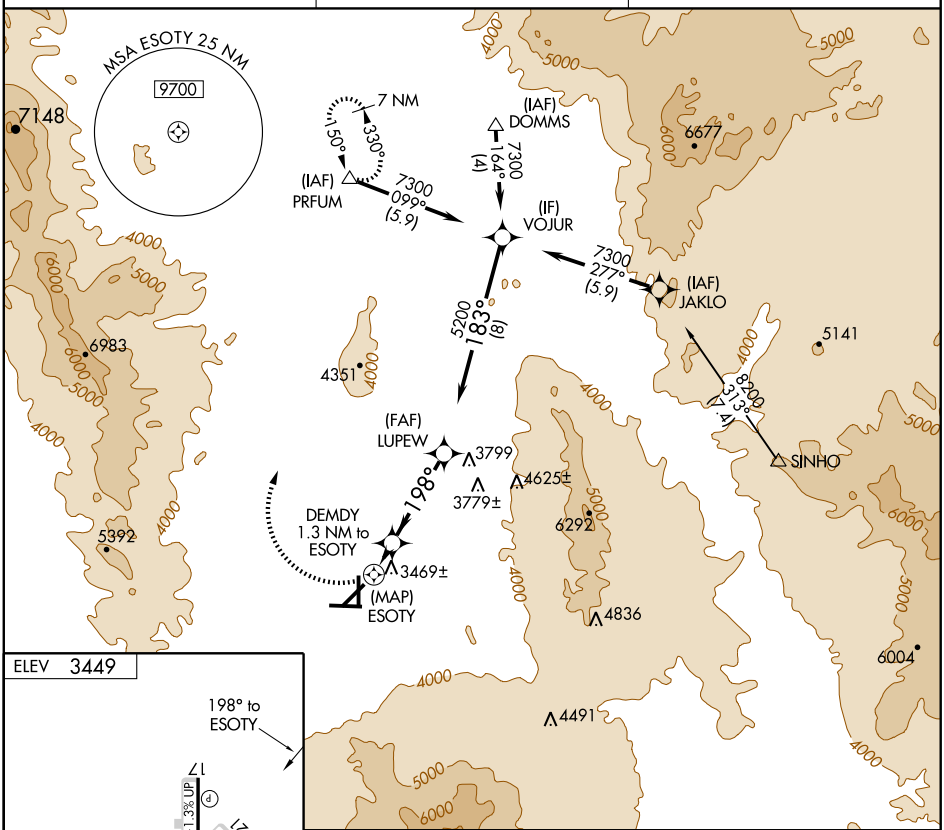
KINGMAN (IGM)

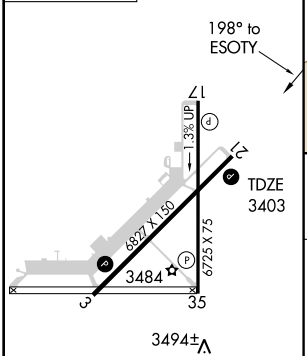
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

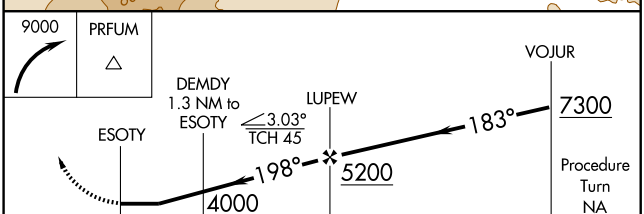
MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.

ASOS	PRESCOTT RADIO	UNICOM
119.275	122.1R	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
LNAV MDA	3820-1 417 (500-1)		3820-1¼ 417 (500-1¼)	
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 17-35 L

WAAS	APP CRS	Rwy Idg	6827
CH 70612	213°	TDZE	3403
W21A		Apt Elev	3449

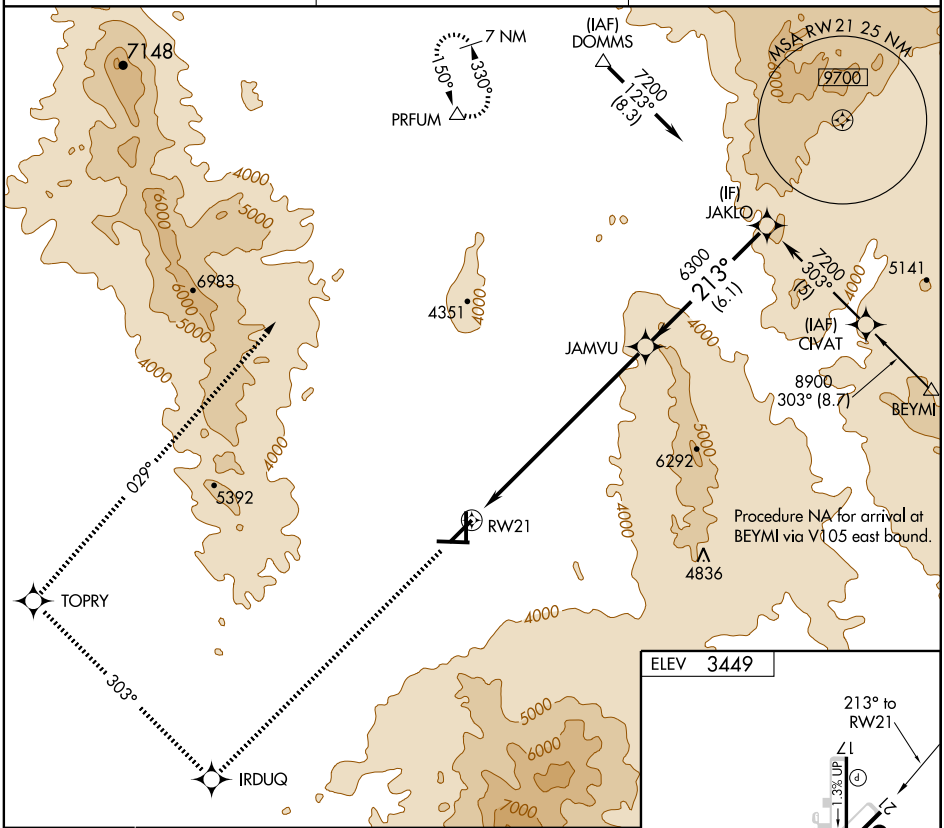
RNAV (GPS) Z RWY 21

KINGMAN (IGM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

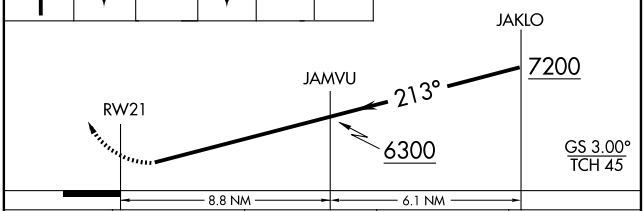
MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

ASOS	PRESCOTT RADIO	UNICOM
119.275	122.1R	122.8 (CTAF) L

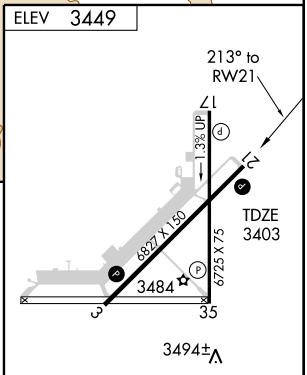


9000	IRDUQ	tr 303°	TOPRY	tr 029°	PRFUM
↑	✧		✧		△

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	3653-1	250 (300-1)		



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 17-35 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME IGM 108.8 Chan 25	APP CRS 190°	Rwy Idg 6827 TDZE 3403 Apt Elev 3449

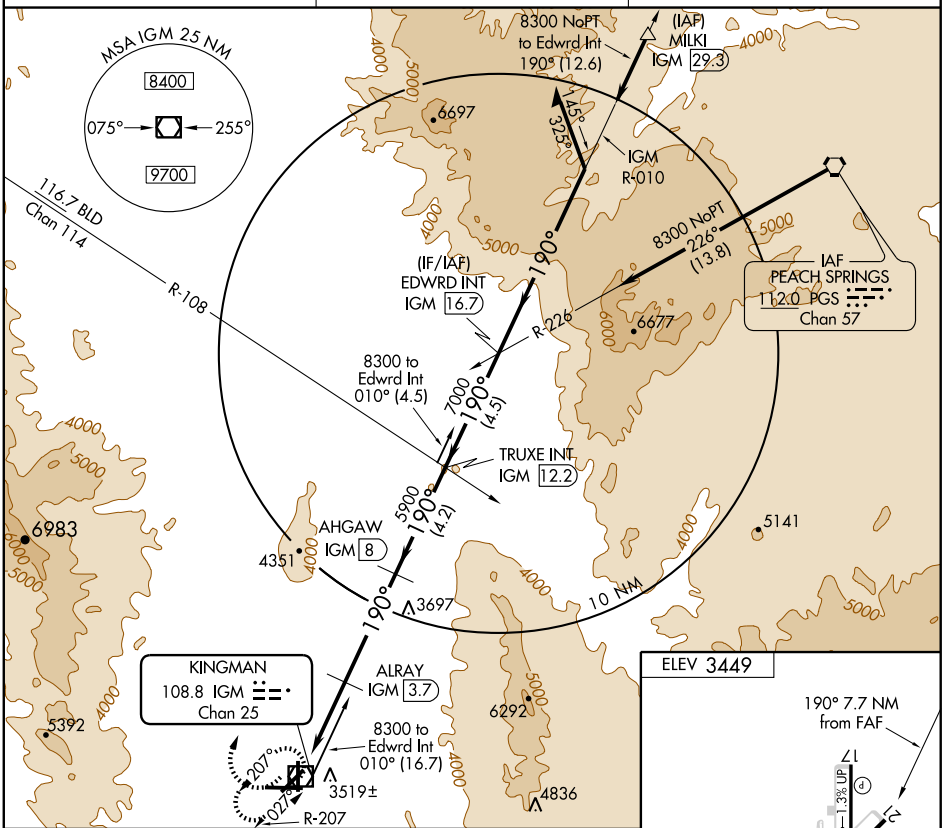
VOR/DME RWY 21

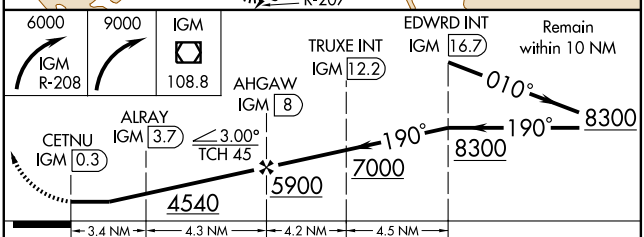
KINGMAN (IGM)

Visibility reduction by helicopters NA.

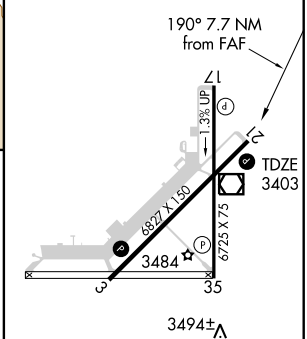
MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-21	3880-1 477 (500-1)		3880-1¼ 477 (500-1¼)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)



MIRL Rwys 3-21 and 17-35 L
REIL Rwys 3 and 21 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 49110	317°	TDZE	783
W32A		Apt Elev	783

RNAV (GPS) RWY 32

LAKE HAVASU CITY (HII)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all DA/MDA 80 feet and all visibilities ½ mile. VDP NA when using Needles altimeter setting. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climb to 6300 direct JADUV and via 307° track to GORSY and hold, continue climb-in-hold to 6300.

AWOS-3	LOS ANGELES CENTER	UNICOM
119.025 364	134.65 314.2	122.7 (CTAF) L

MISSED APCH FIX

109° 7 NM GORSY 289°

307° 1249± JADUV RW32 1549± REKVE 3.5 NM to RW32 1574± (FAF) HODKI 3500 317° (6.1)

MEMPE 7000 155° (20.5) 5100 2986 2560 (IAF) TASGE 4400 227° (8) 2700

MSA RW32 25 NM 8300

(IF) OGSOE 4400 002° (8) 2768 4130 2695

5000 058° (22.9) (IAF) UCAYI PARKER PKE

Procedure NA for arrivals at PKE VORTAC via V135 southbound.

ELEV 783

0.4% UP 8001 X 100 909 TDZE 783 818±

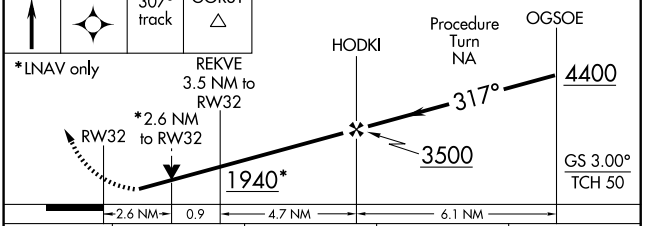
317° to RW32

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

6300 JADUV 307° track GORSY

*LNAV only

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1265-1¾ 482 (500-1¾)			
LNAV MDA	1660-1 877 (900-1)	1660-1¼ 877 (900-1¼)	1660-2½ 877 (900-2½)	1660-2¾ 877 (900-2¾)
CIRCLING	1660-1 877 (900-1)	1660-1¼ 877 (900-1¼)	1660-2½ 877 (900-2½)	1660-2¾ 877 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

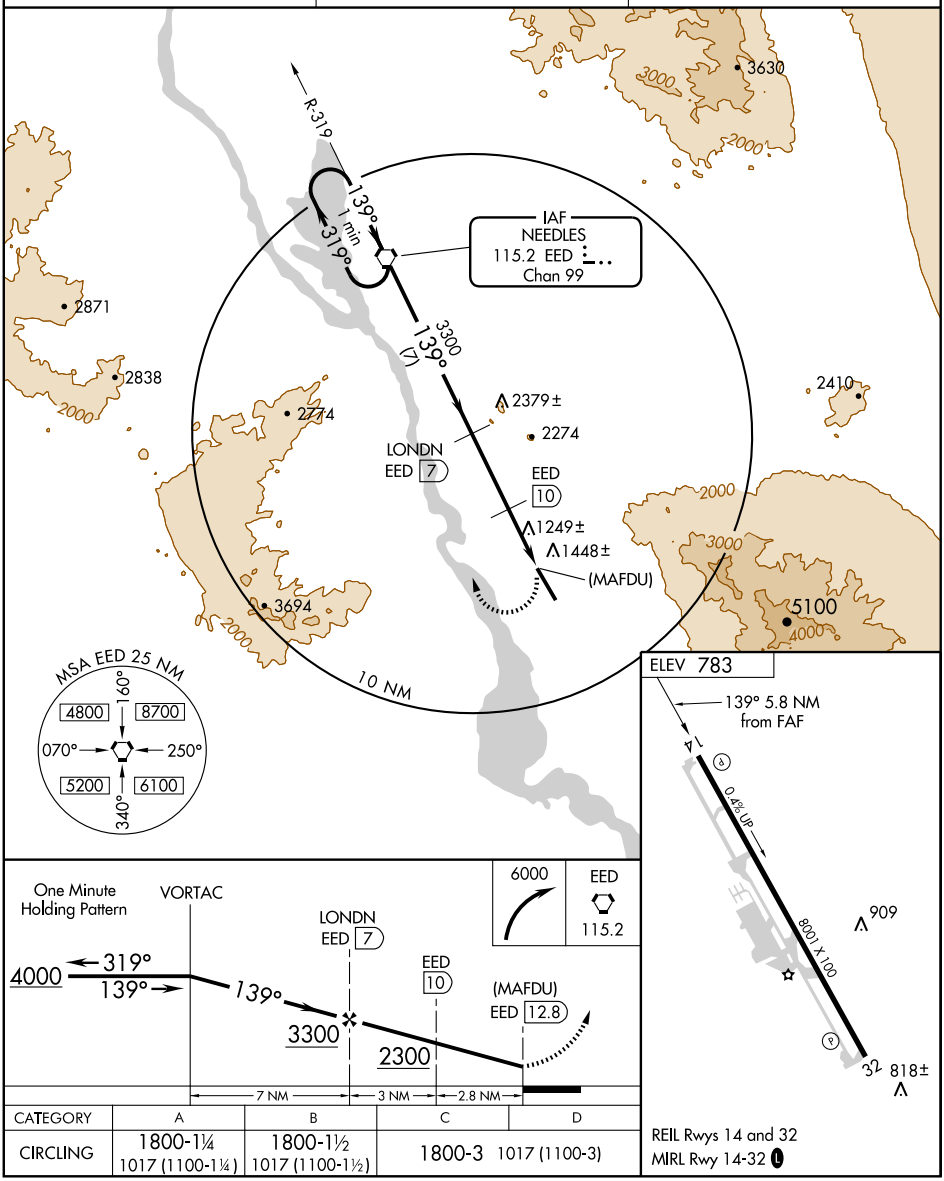
VORTAC EED	APP CRS	Rwy Idg	N/A
115.2	139°	TDZE	N/A
Chan 99		Apt Elev	783

VOR/DME or GPS-A
LAKE HAVASU CITY (HII)

Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

AWOS-3	LOS ANGELES CENTER	UNICOM
119.025 364	134.65 314.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1¼ 1017 (1100-1¼)	1800-1½ 1017 (1100-1½)	1800-3 1017 (1100-3)	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6647 (FAA)

MESA/ FALCON FIELD (FFZ)
MESA, ARIZONA

ATIS
118.25
FALCON TOWER ★
119.7 ARR N & W
124.6 ARR S & E
GND CON
121.3

RWY 04L-22R
S-12.5
RWY 04R-22L
S-38, D-60, 2D-90

33°28.0'N

ELEV
1386

FIELD
ELEV
1394

22R
C
C
220.2°
21
D8

220.2°
B
E
3799 X 75
C
D
5101 X 100
B
D5
D6
B
HS 1

0.5% UP
040.2°
E
A
4L
33°27.5'N
D
D4
D3

ELEV
1366
A
0.6% UP
040.2°
D
A
4R
D2

TERMINAL
H
H
1465
TWR
TRANSIENT
PARKING

CIVIL
AIR
PATROL

1535
FIRE/ POLICE
STATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

VAR 11.0° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

33°27.0'N

111°44.0'W

111°43.5'W

SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

NDB FFZ 281	APP CRS 124°	Rwy Idg N/A TDZE N/A Apt Elev 1394

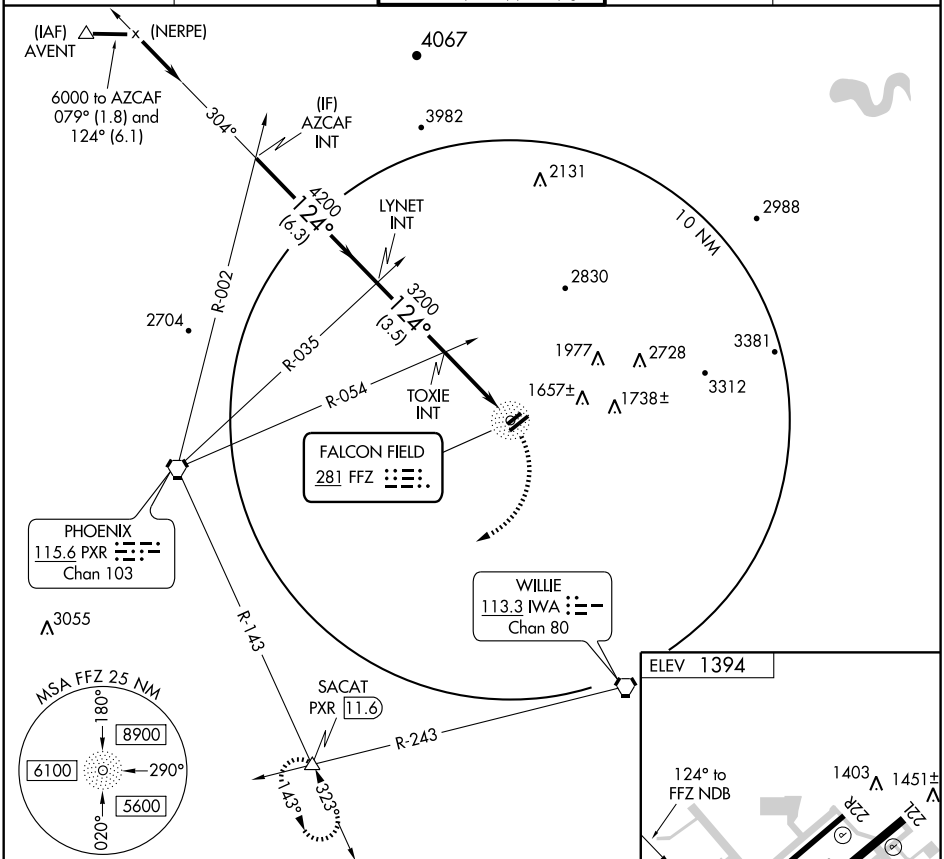
NDB-A

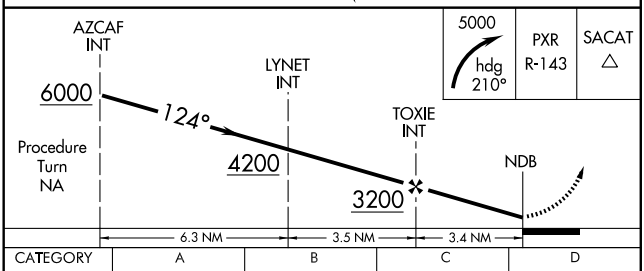
MESA/FALCON FIELD (FFZ)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

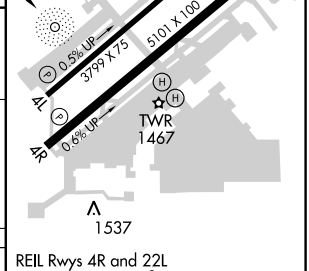
MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT INT/PXR 11.6 DME and hold. Continue climb-in-hold to 5000.

ATIS	PHOENIX APP CON	FALCON TOWER ★	GND CON	UNICOM
118.25	120.7 239.0	119.7 (N & W) 124.6 (S & E) (CTAF) L	121.3	122.95





CATEGORY	A	B	C	D
CIRCLING	1900-1 506 (600-1)		1900-1½ 506 (600-1½)	NA



REIL Rwys 4R and 22L
MIRL Rwys 4R-22L L
MIRL Rwys 4L-22R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
122°	TDZE	N/A
	Apt Elev	1394

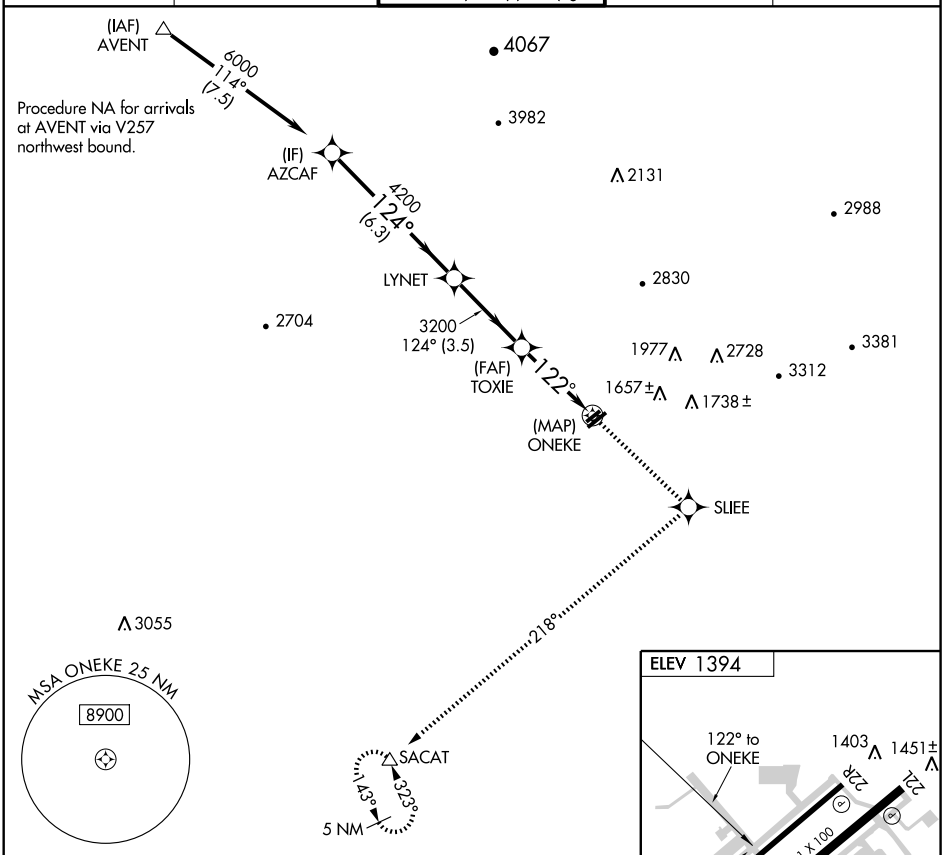
RNAV (GPS)-B

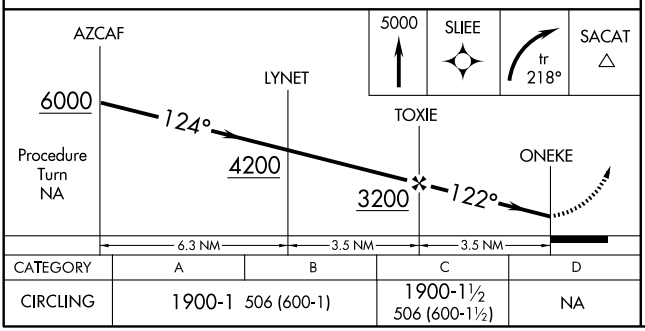
MESA/FALCON FIELD (FFZ)

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

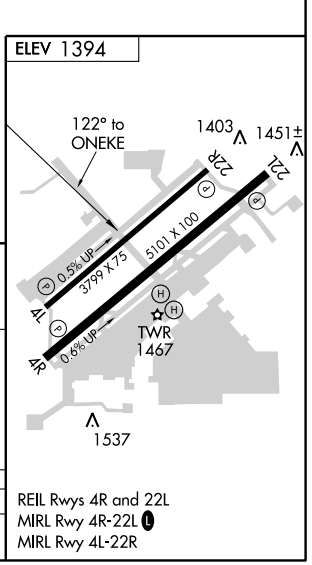
MISSED APPROACH: Climb to 5000 direct SLIEE and right turn on track 218° to SACAT and hold, continue climb-in-hold to 5000.

ATIS	PHOENIX APP CON	FALCON TOWER ★	GND CON	UNICOM
118.25	120.7 239.0	119.7 (N & W) 124.6 (S & E) (CTAF) L	121.3	122.95





CATEGORY	A	B	C	D
CIRCLING	1900-1 506 (600-1)		1900-1½ 506 (600-1½)	NA



REIL Rwys 4R and 22L
MIRL Rwy 4R-22L L
MIRL Rwy 4L-22R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4L

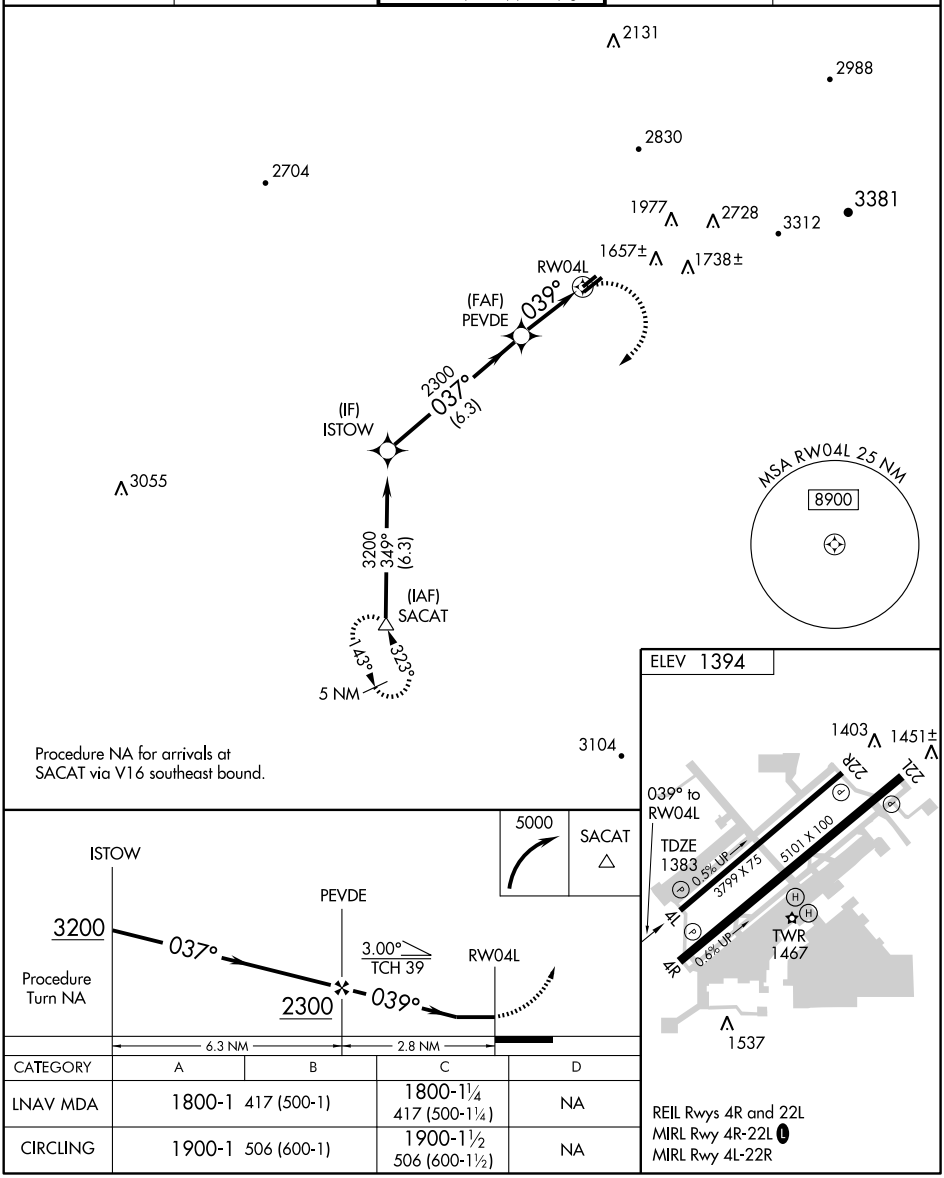
MESA/FALCON FIELD (FFZ)

APP CRS	Rwy Idg	3799
039°	TDZE	1383
	Apt Elev	1394

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

ATIS	PHOENIX APP CON	FALCON TOWER ★	GND CON	UNICOM
118.25	120.7 239.0	119.7 (N & W) 124.6 (S & E) (CTAF) L	121.3	122.95



CATEGORY	A	B	C	D
LNAV MDA	1800-1 417 (500-1)		1800-1¼ 417 (500-1¼)	NA
CIRCLING	1900-1 506 (600-1)		1900-1½ 506 (600-1½)	NA

REIL Rwys 4R and 22L
MIRL Rwy 4R-22L L
MIRL Rwy 4L-22R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4R

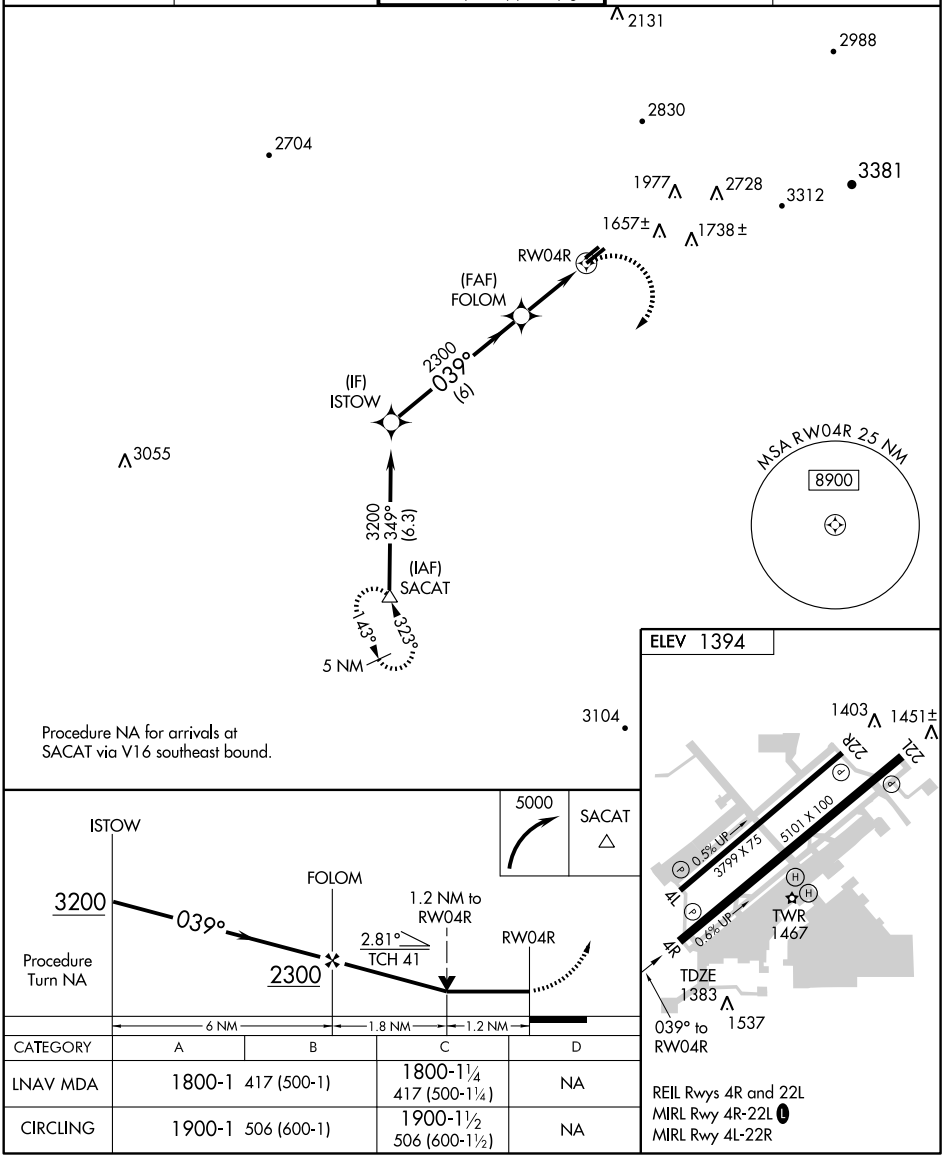
MESA/FALCON FIELD (FFZ)

APP CRS	Rwy Idg	5101
039°	TDZE	1383
	Apt Elev	1394

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet. VDP NA with Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

ATIS	PHOENIX APP CON	FALCON TOWER ★	GND CON	UNICOM
118.25	120.7 239.0	119.7 (N & W) 124.6 (S & E) (CTAF) L	121.3	122.95



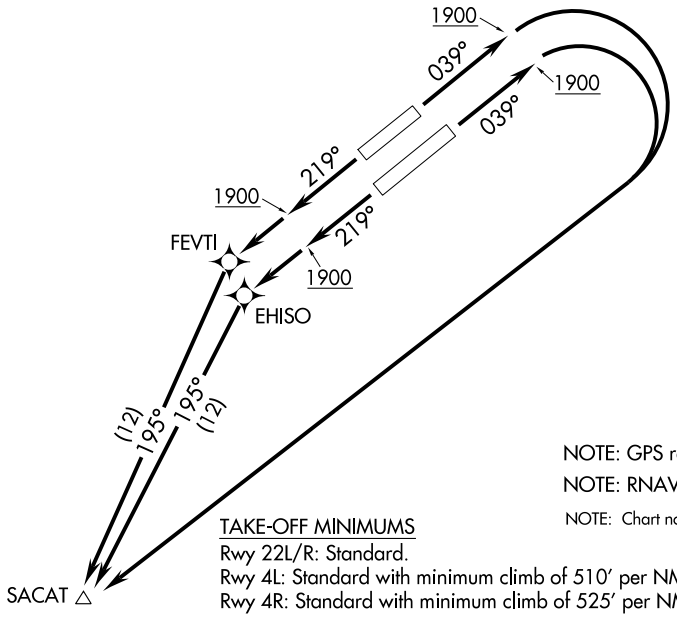
CATEGORY	A	B	C	D
LNAV MDA	1800-1 417 (500-1)		1800-1¼ 417 (500-1¼)	NA
CIRCLING	1900-1 506 (600-1)		1900-1½ 506 (600-1½)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES

Rwy 4L: Electrical systems beginning 248' from DER, 416' left of centerline, up to 50' AGL/1430' MSL.
Light poles 417' from DER, 29' left of centerline, up to 48' AGL/1428' MSL.
Trees beginning 418' from DER, 244' left of centerline, up to 40' AGL/1423' MSL.
Tree 1188' from DER, 155' right of centerline, 40' AGL/1420' MSL.
Obstruction light 1314' from DER, 424' left of centerline, 54' AGL/1434' MSL.
Rods beginning 1236' from DER, 424' left of centerline, up to 57' AGL/1437' MSL.
Windsock 1523' from DER, 487' left of centerline, 34' AGL/1414' MSL.
Rwy 4R: Trees beginning 412' from DER, 15' left of centerline, up to 35' AGL/1425' MSL.
Light poles beginning 513' from DER, 350' right of centerline, up to 51' AGL/1441' MSL.
Obstruction light 531' from DER, 583' right of centerline, 50' AGL/1444' MSL.
Trees beginning 585' from DER, 350' right of centerline, up to 40' AGL/1460' MSL.
Traffic signal 914' from DER, 68' left of centerline, 27' AGL/1417' MSL.
Rwy 22L: Light poles beginning 256' from DER, 421' right of centerline, up to 24' AGL/1384' MSL.
Windmill 562' from DER, 457' right of centerline, 39' AGL/1389' MSL.
Light pole 1206' from DER, 510' left of centerline, 38' AGL/1398' MSL.
Rwy 22R: Light poles beginning 297' from DER, 65' right of centerline, up to 43' AGL/1403' MSL.
Trees beginning 369' from DER, 127' right of centerline, up to 25' AGL/1385' MSL.

FALCON TOWER ★
119.7 (DEP Rwy 4L-22R)
124.6 (CTAF) (DEP Rwy 4R-22L)
PHOENIX DEP CON
120.7 239.0



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

TAKE-OFF MINIMUMS
Rwy 22L/R: Standard.
Rwy 4L: Standard with minimum climb of 510' per NM to 4300.
Rwy 4R: Standard with minimum climb of 525' per NM to 4200.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L: Climb heading 039° to 1900 then climbing right turn direct SACAT, thence. . .

TAKE-OFF RUNWAY 4R: Climb heading 039° to 1900 then climbing right turn direct SACAT, thence. . . .

TAKE-OFF RUNWAY 22L: Climb heading 219° to 1900 then direct EHISO then on track 195° to SACAT, thence. . . .

TAKE-OFF RUNWAY 22R: Climb heading 219° to 1900 then direct FEVTI then on track 195° to SACAT, thence. . . .

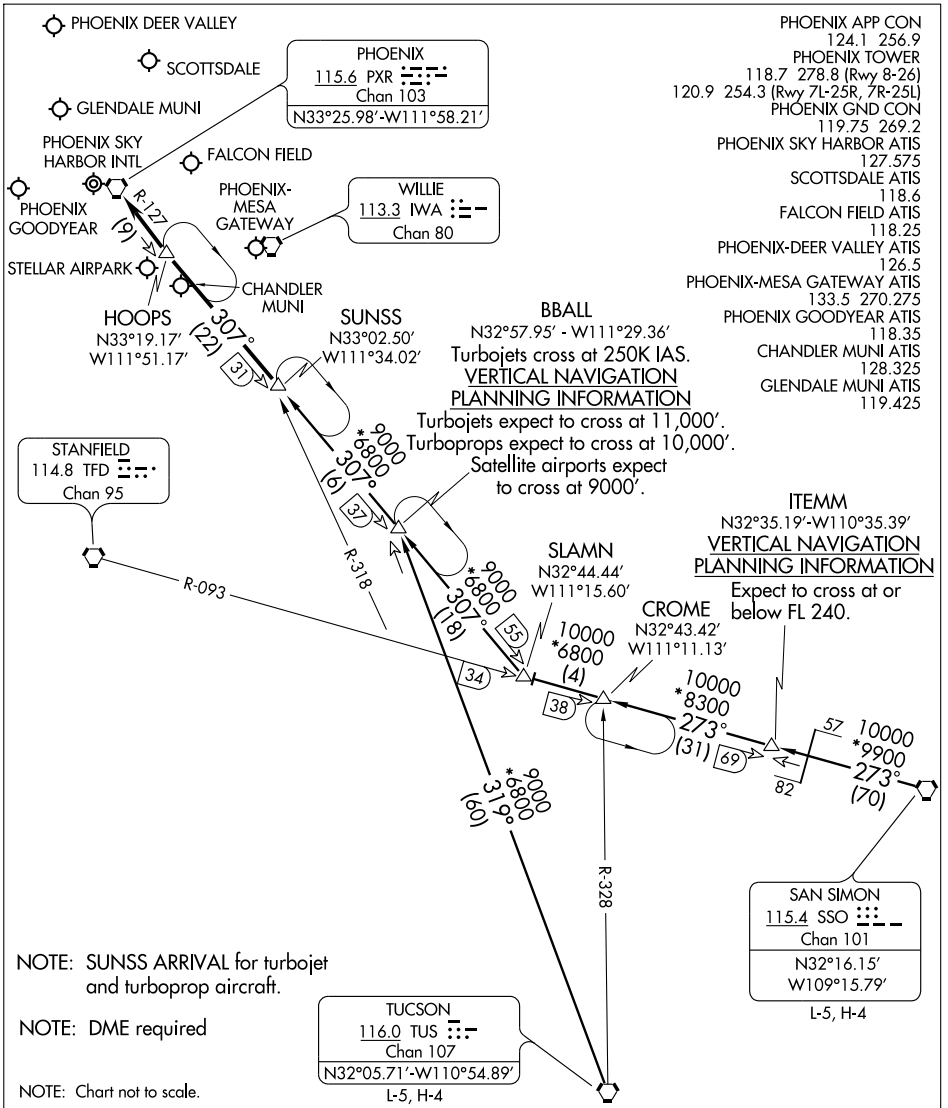
. . . .maintain 5000, expect clearance to filed altitude/flight level 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

NDB ENZ 394	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 3932

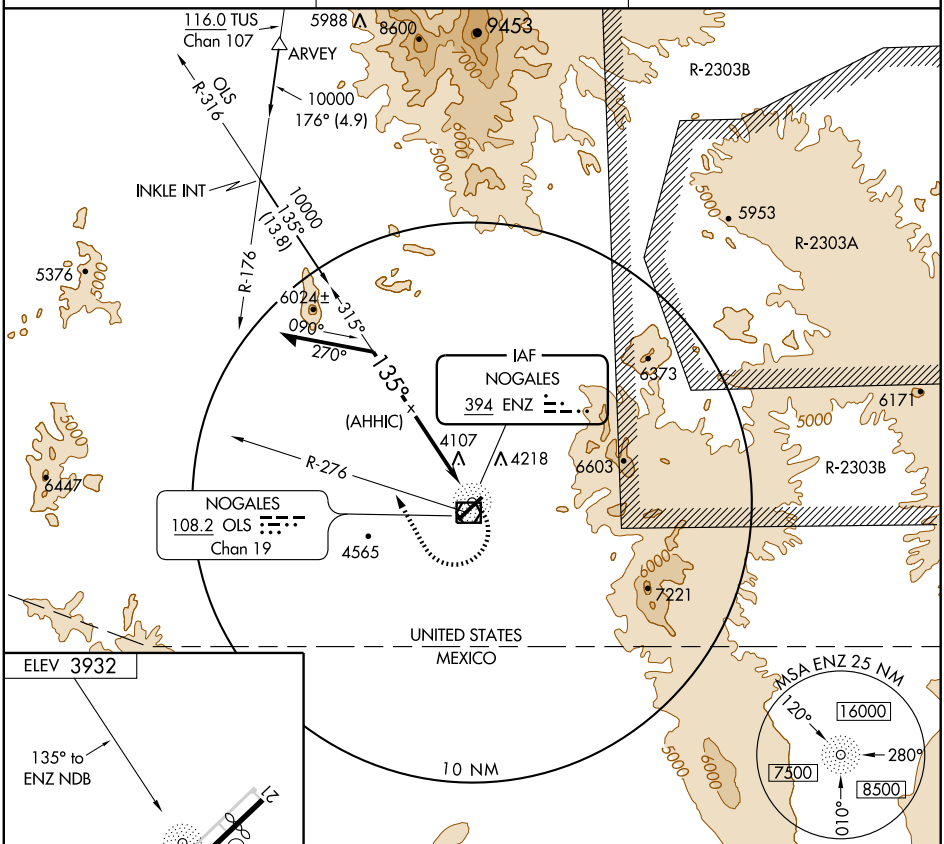
NDB or GPS-C

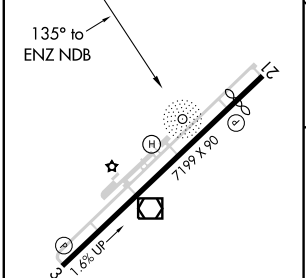
NOGALES INTL (OLS)

NA

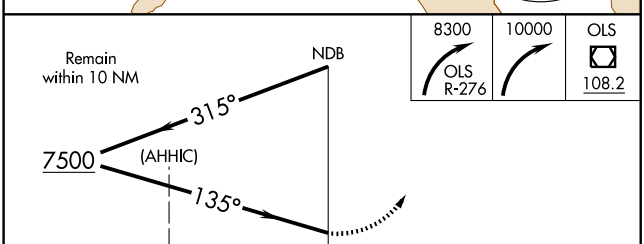
MISSED APPROACH: Climbing right turn to 8300 via OLS VOR/DME R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS	TUCSON APP CON	UNICOM
121.125	125.1 269.55	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
CIRCLING	6580-1¼ 2648 (2700-1¼)	6580-1½ 2648 (2700-1½)	6580-3	2648 (2700-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OLS 108.2 Chan 19	APP CRS 136°	Rwy Idg N/A TDZE N/A Apt Elev 3932

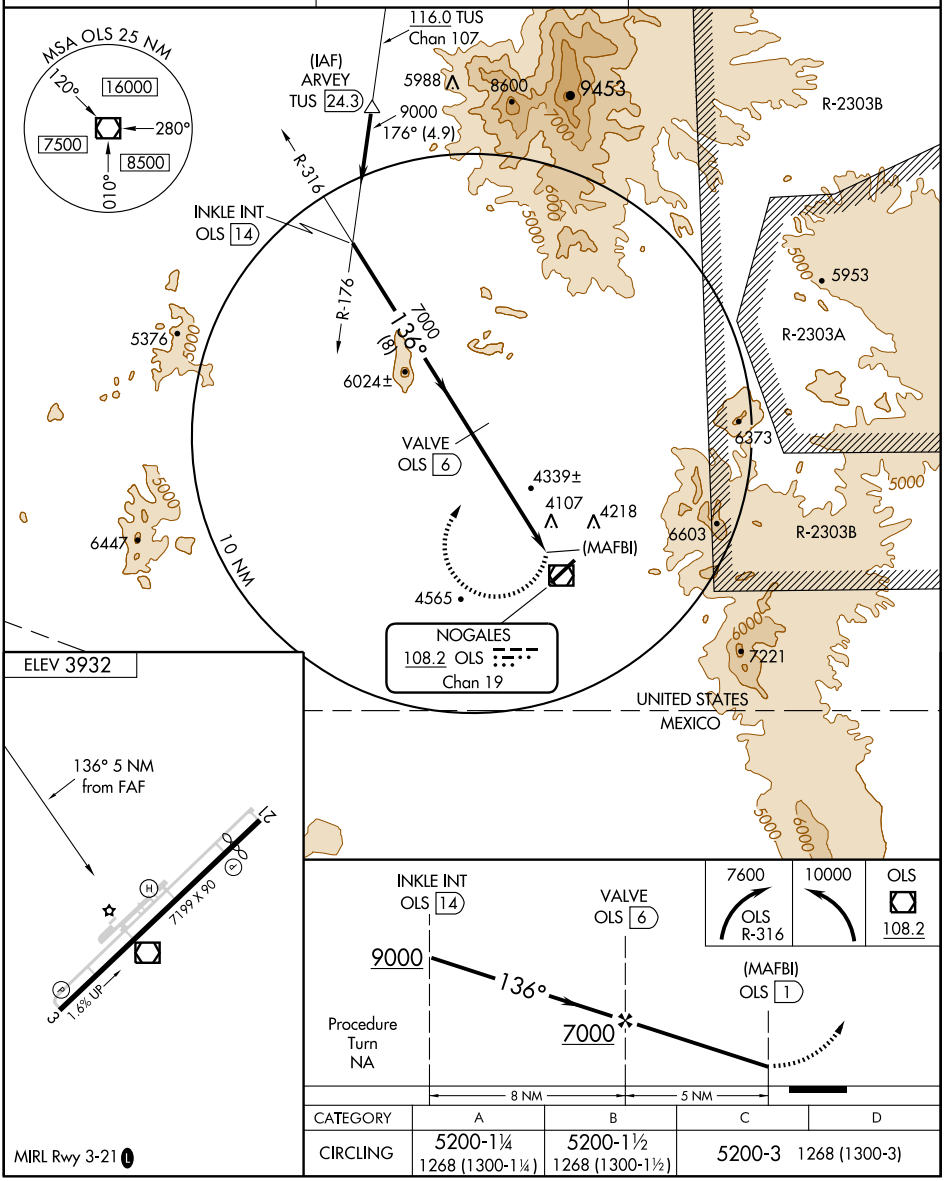
VOR/DME or GPS-B

NOGALES INTL (OLS)

NA

MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.

ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 1268 (1300-1¼)	5200-1½ 1268 (1300-1½)	5200-3 1268 (1300-3)	

MIRL Rwy 3-21 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

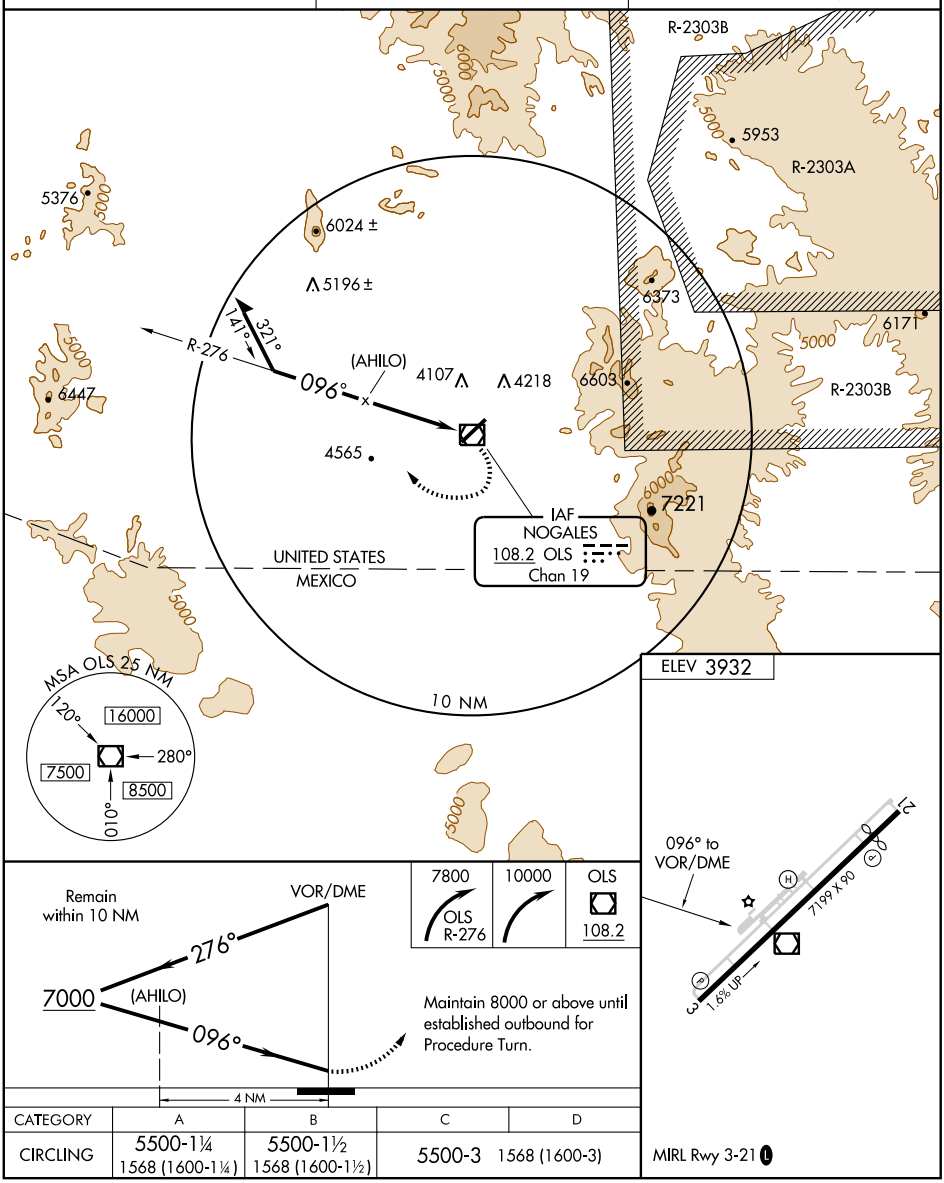
VOR/DME OLS 108.2 Chan 19	APP CRS 096°	Rwy Idg N/A TDZE N/A Apt Elev 3932

VOR or GPS-A
NOGALES INTL (OLS)

T
A NA

MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5500-1¼ 1568 (1600-1¼)	5500-1½ 1568 (1600-1½)	5500-3 1568 (1600-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5950
CH 45604	156°	TDZE	4264
W15A		Apt Elev	4316

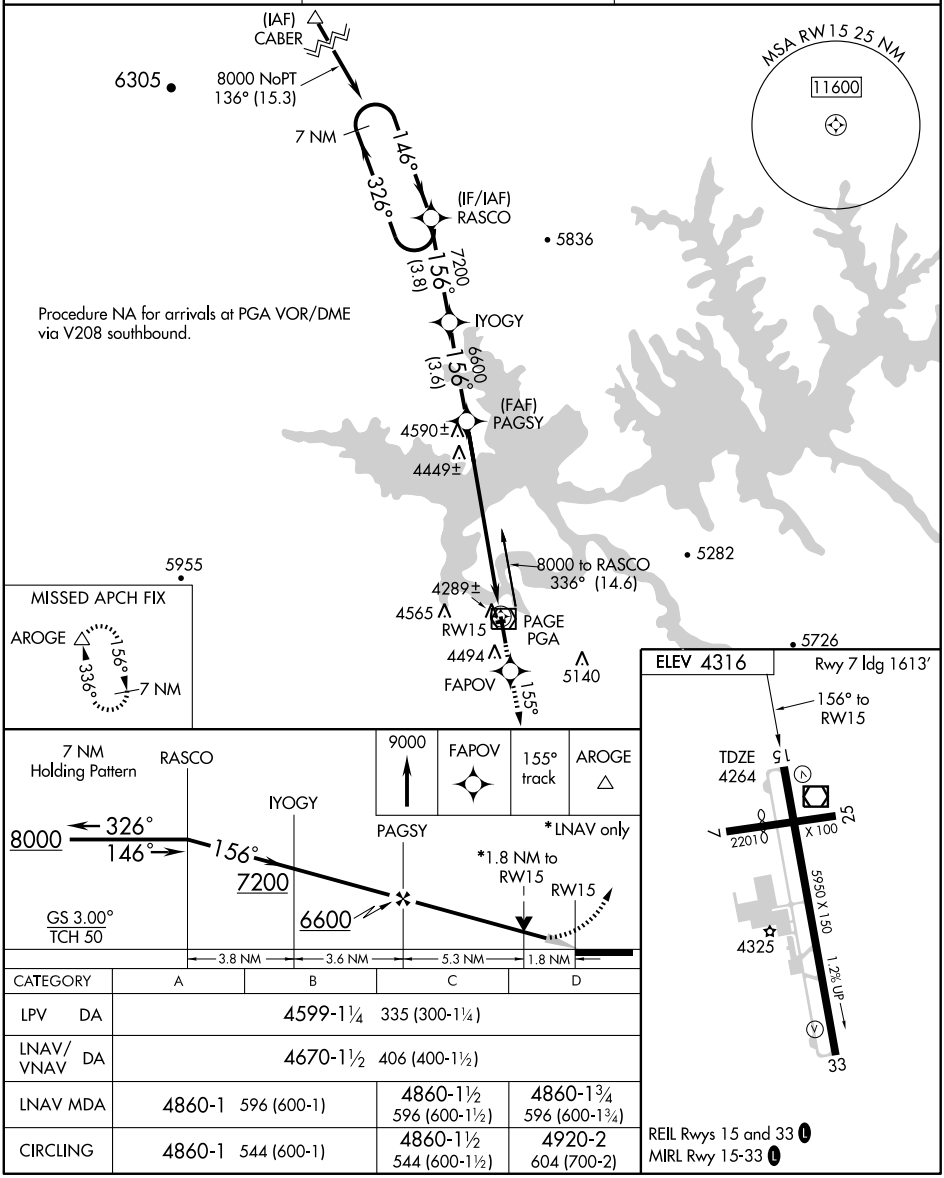
RNAV (GPS) RWY 15

PAGE MUNI (PGA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105° F). DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

ASOS	DENVER CENTER	UNICOM
120.625	127.55 343.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4599-1¼ 335 (300-1¼)			
LNAV/VNAV DA	4670-1½ 406 (400-1½)			
LNAV MDA	4860-1 596 (600-1)		4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)
CIRCLING	4860-1 544 (600-1)		4860-1½ 544 (600-1½)	4920-2 604 (700-2)

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

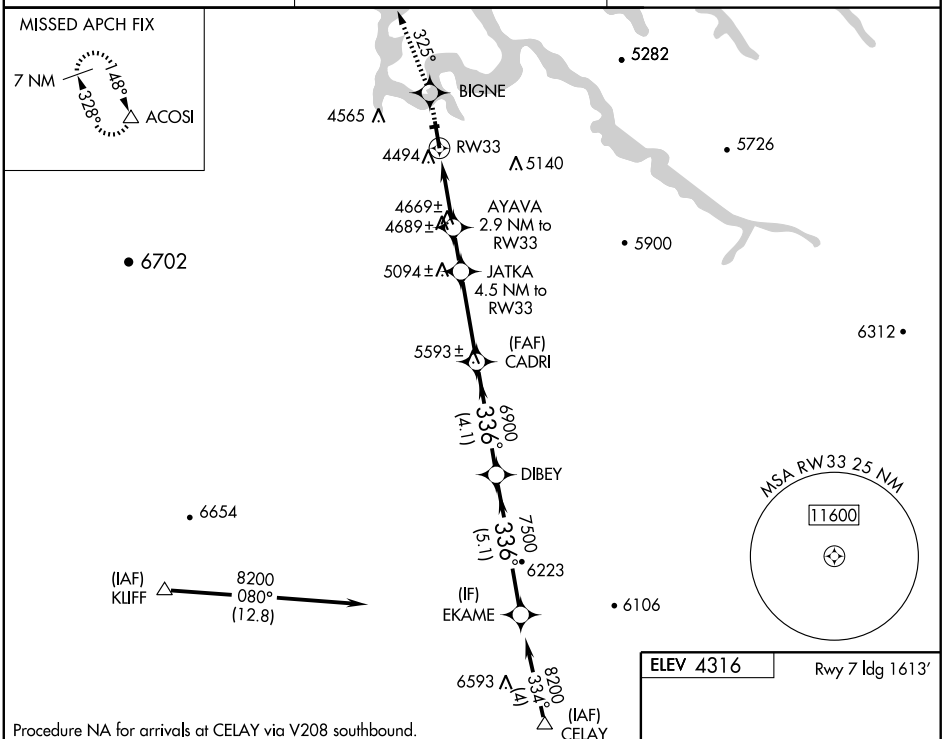
WAAS	APP CRS	Rwy Idg	5950
CH 69204	336°	TDZE	4316
W33A		Apt Elev	4316

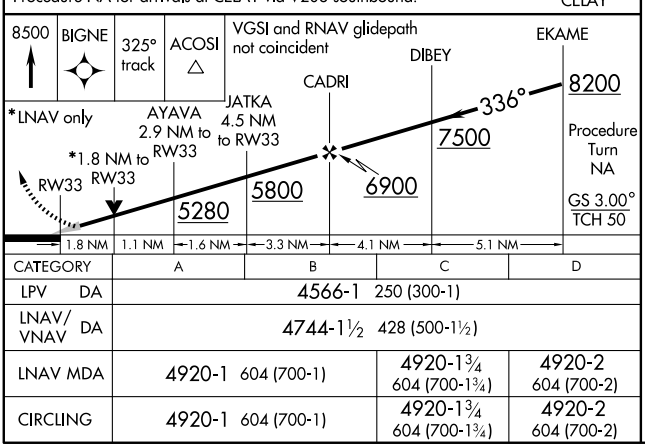
RNAV (GPS) RWY 33
PAGE MUNI (PGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F). DME/DME RNP- 0.3 NA. Circling NA to Rwy 7-25.

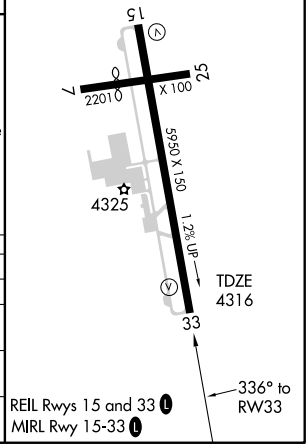
MISSED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.

ASOS	DENVER CENTER	UNICOM
120.625	127.55 343.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4566-1 250 (300-1)			
LNAV/VNAV DA	4744-1½ 428 (500-1½)			
LNAV MDA	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)	4920-2 604 (700-2)
CIRCLING	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)	4920-2 604 (700-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

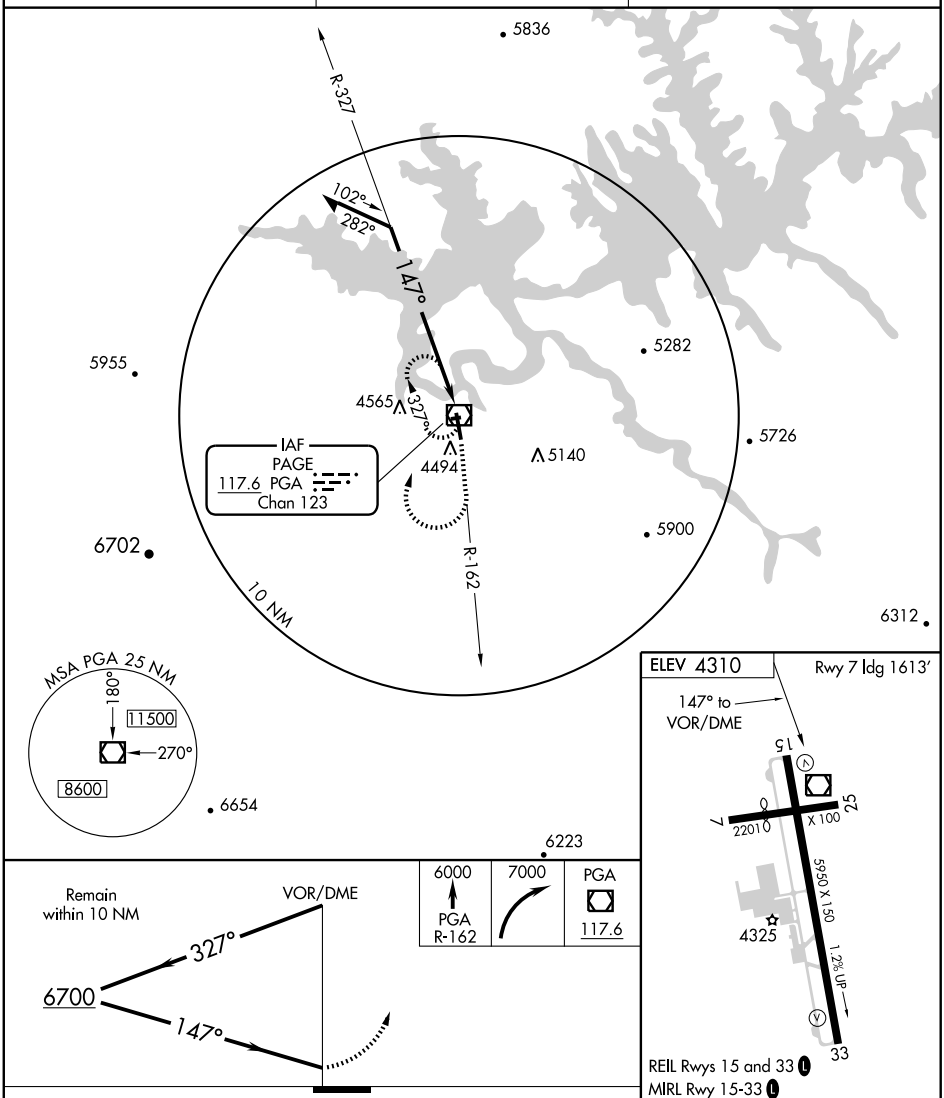
VOR/DME PGA	APP CRS	Rwy Idg	N/A
117.6	147°	TDZE	N/A
Chan 123		Apt Elev	4310

VOR-B
PAGE MUNI (PGA)

NA — Circling not authorized to Rwy 7-25.

MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.625	127.55 343.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 890 (900-1¼)		5200-2¾ 890 (900-2¾)	5200-3 890 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PKE 117.9 Chan 126	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 452

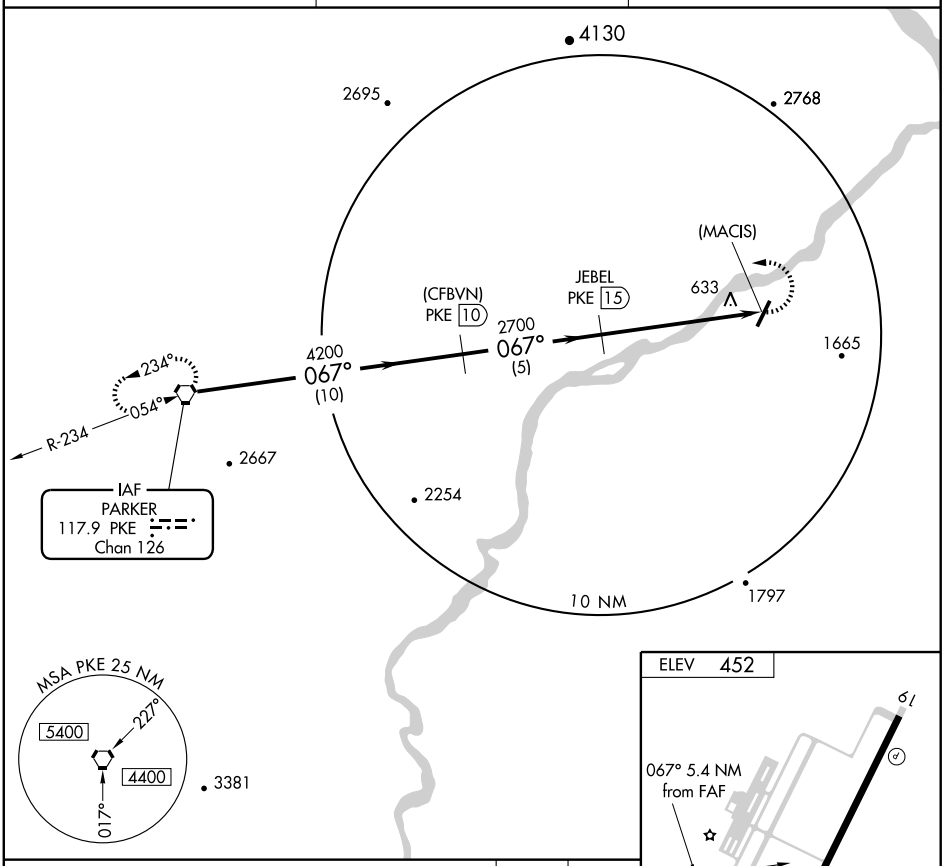
VOR/DME or GPS-A

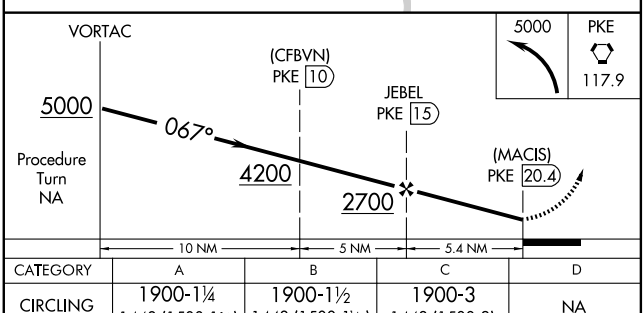
PARKER/ AVI SUQUILLA (P2Ø)

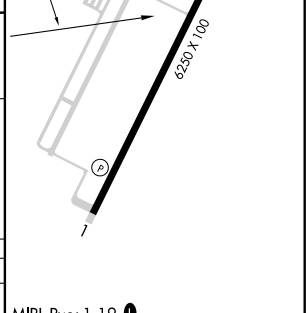
Use Blythe, CA altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.

AWOS-3	LOS ANGELES CENTER	UNICOM
132.75	128.15 285.6	122.725 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1448 (1500-1¼)	1900-1½ 1448 (1500-1½)	1900-3 1448 (1500-3)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
352°	TDZE	N/A
	Apt Elev	5157

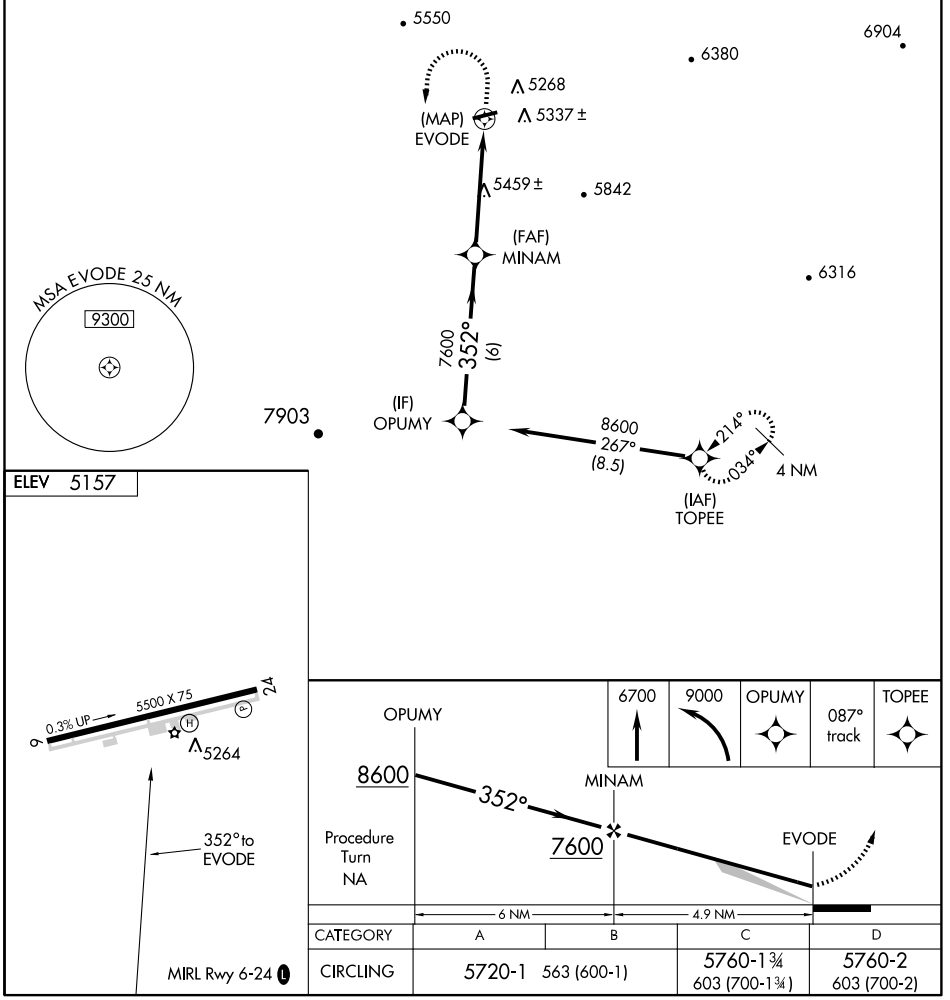
RNAV (GPS)-A

PAYSON (PAN)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.325	132.9 239.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5720-1	563 (600-1)	5760-1¾ 603 (700-1¾)	5760-2 603 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010

112°04.0'W
112°04.5'W
112°05.0'W
112°05.5'W
33°41.5'N
33°41.0'N
FIELD ELEV 1478
25L
25R
7L
7R
4508 X 75
8197 X 100
ELEV 1477
ELEV 1455
ELEV 1440
254.8°
074.8°
0.4% DOWN
0.5% UP
0.5% UP
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
VAR 11.2° E
HANGARS
HANGARS
HANGARS
TERMINAL
TWR
1637±
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 07L-25R
S-70, D-117
RWY 07R-25L
S-20, D-91, 2D-255
ATIS
126.5
DEER VALLEY TOWER ★
118.4 RWY 07R-25L
120.2 RWY 07L-25R
GND CON
121.8
CLNC DEL
123.9
A1578

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

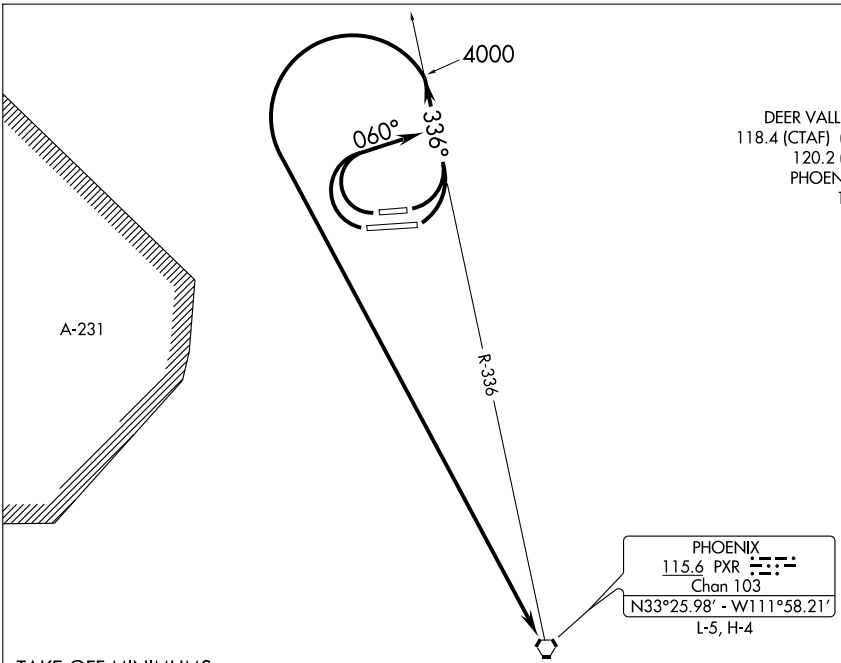
BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

DEERVALLEY ONE DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.
Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.
Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.
Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.
Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

TAKE-OFF RUNWAYS 25L/R: Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

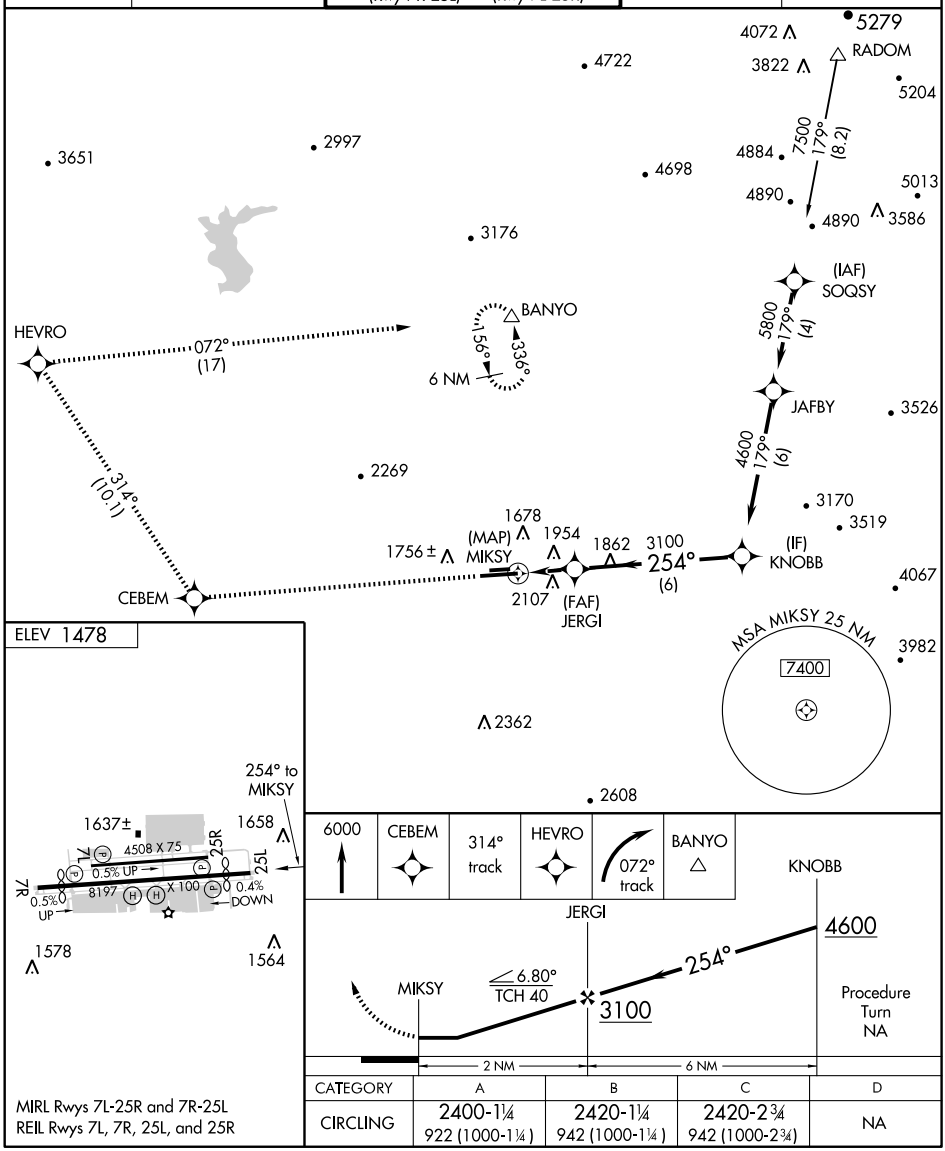
APP CRS	Rwy Idg	N/A
254°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-B
PHOENIX DEER VALLEY (DVT)

DME/DME RNP-0.3 NA.
When VGSI inop, circling to Rwy 25R NA at night.
Circling not authorized at night north of Rwy 7R-25L.
If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 6000 direct CEBEM and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS	PHOENIX APP CON	DEER VALLEY TOWER ★		GND CON	CLNC DEL
126.5	120.7 239.0	118.4 (CTAF) (Rwy 7R-25L)	120.2 (Rwy 7L-25R)	121.8	123.9



MIRL Rwys 7L-25R and 7R-25L
REIL Rwys 7L, 7R, 25L, and 25R

CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

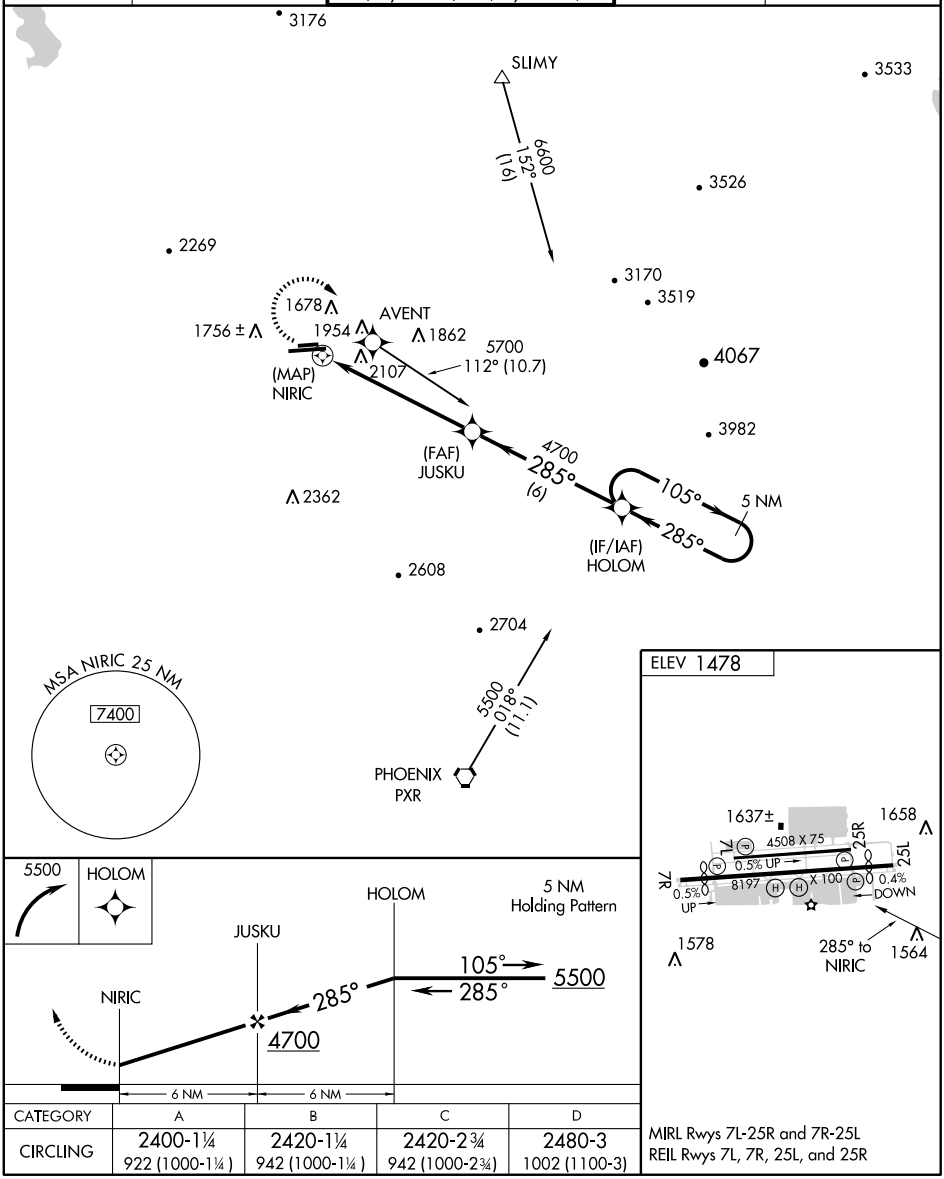
APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-C
PHOENIX DEER VALLEY (DVT)

DME/DME RNP-0.3 NA.
Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct HOLOM and hold, continue climb-in-hold to 5500.

ATIS	PHOENIX APP CON	DEER VALLEY TOWER★		GND CON	CLNC DEL
126.5	120.7 239.0	118.4 (CTAF) (Rwy 7R-25L)	120.2 (Rwy 7L-25R)	121.8	123.9



CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2480-3 1002 (1100-3)

MIRL Rwys 7L-25R and 7R-25L
REIL Rwys 7L, 7R, 25L, and 25R

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72917 W07A	APP CRS 074°	Rwy Idg 7299 TDZE 1460 Apt Elev 1478

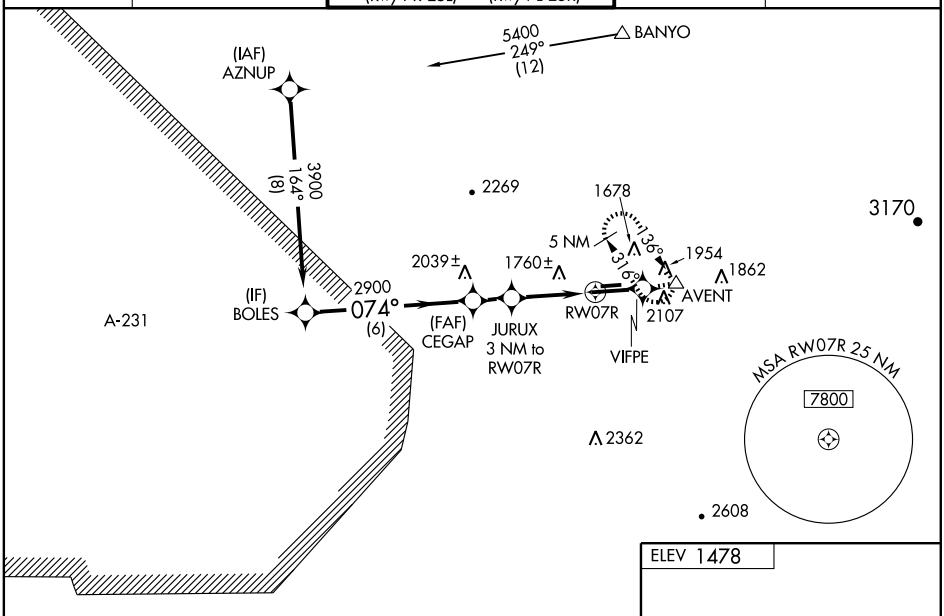
RNAV (GPS) RWY 7R

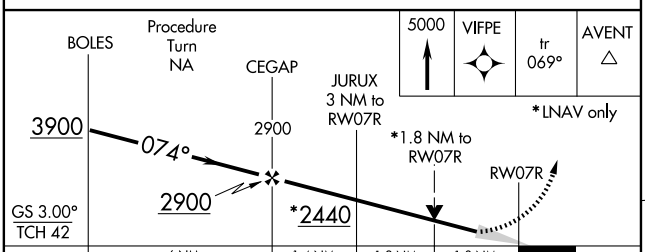
PHOENIX DEER VALLEY (DVT)

When VGSI inoperative, circling Rwy 25R NA at night.
Circling NA north of Rwy 7R-25L at night.
Baro-VNAV NA when using Scottsdale altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Scottsdale altimeter setting and increase all DA 27 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats B and C visibility ¼ mile.
VDP NA with Scottsdale altimeter setting.

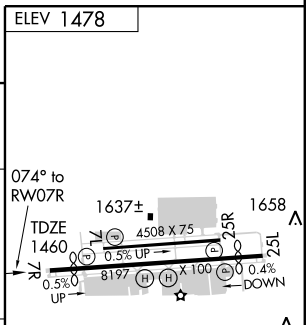
MISSED APPROACH: Climb to 5000 direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000. When directed by ATC, continue climb-in-hold to 7000.

ATIS	PHOENIX APP CON	DEER VALLEY TOWER ★		GND CON	CLNC DEL
126.5	120.7 239.0	118.4 (CTAF) (Rwy 7R-25L)	120.2 (Rwy 7L-25R)	121.8	123.9





CATEGORY	A	B	C	D
LPV DA	1779-1¼ 319 (400-1¼)			
LNAV/VNAV DA	2106-2¼ 646 (700-2¼)			
LNAV MDA	2060-1 600 (600-1)		2060-1½ 600 (600-1½)	2060-1¾ 600 (600-1¾)
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2460-3 982 (1000-3)



MIRL Rwys 7L-25R and 7R-25L
REIL Rwys 7L, 7R, 25L, and 25R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7280
CH 90117	254°	TDZE	1475
W25A		Apt Elev	1478

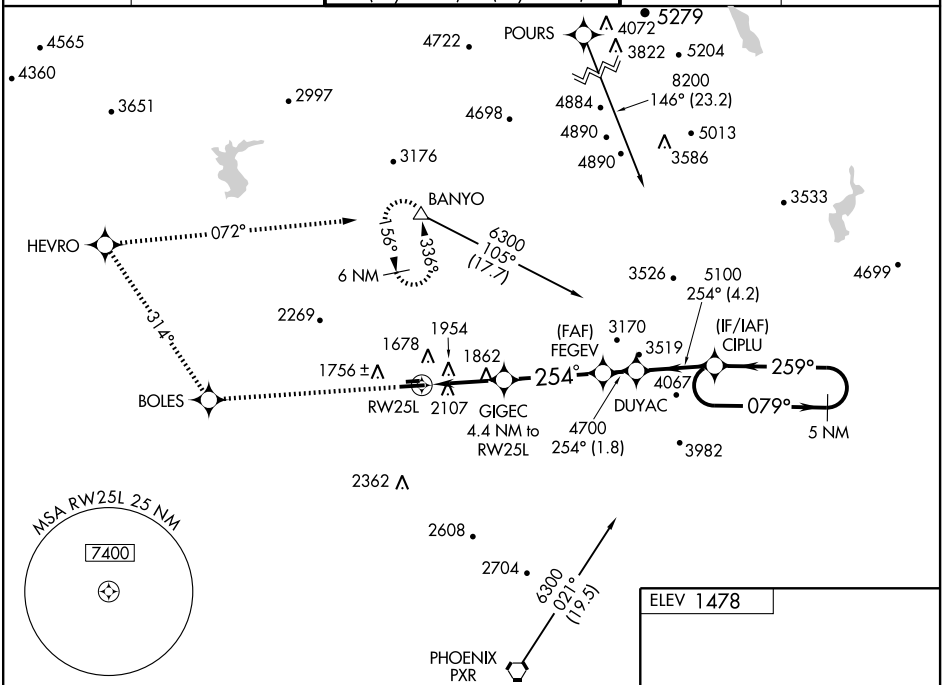
RNAV (GPS) RWY 25L

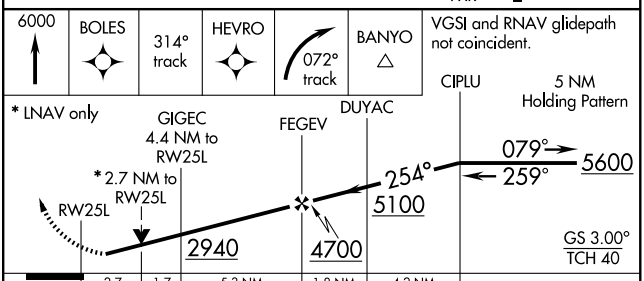
PHOENIX DEER VALLEY (DVT)

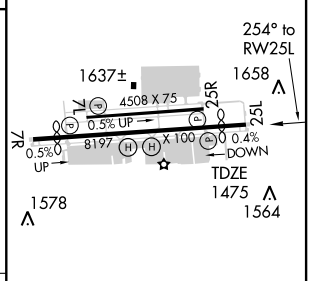
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.
If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct BOLES, and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS	PHOENIX APP CON	DEER VALLEY TOWER★		GND CON	CLNC DEL
126.5	120.7 239.0	118.4 (CTAF) (Rwy 7R-25L)	120.2 (Rwy 7L-25R)	121.8	123.9







CATEGORY	A	B	C	D
LPV DA	1850-1¼ 375 (400-1¼)			
LNAV MDA	2360-1¼ 885 (900-1¼)		2360-2¾ 885 (900-2¾)	2360-3 885 (900-3)
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2420-3 942 (1000-3)

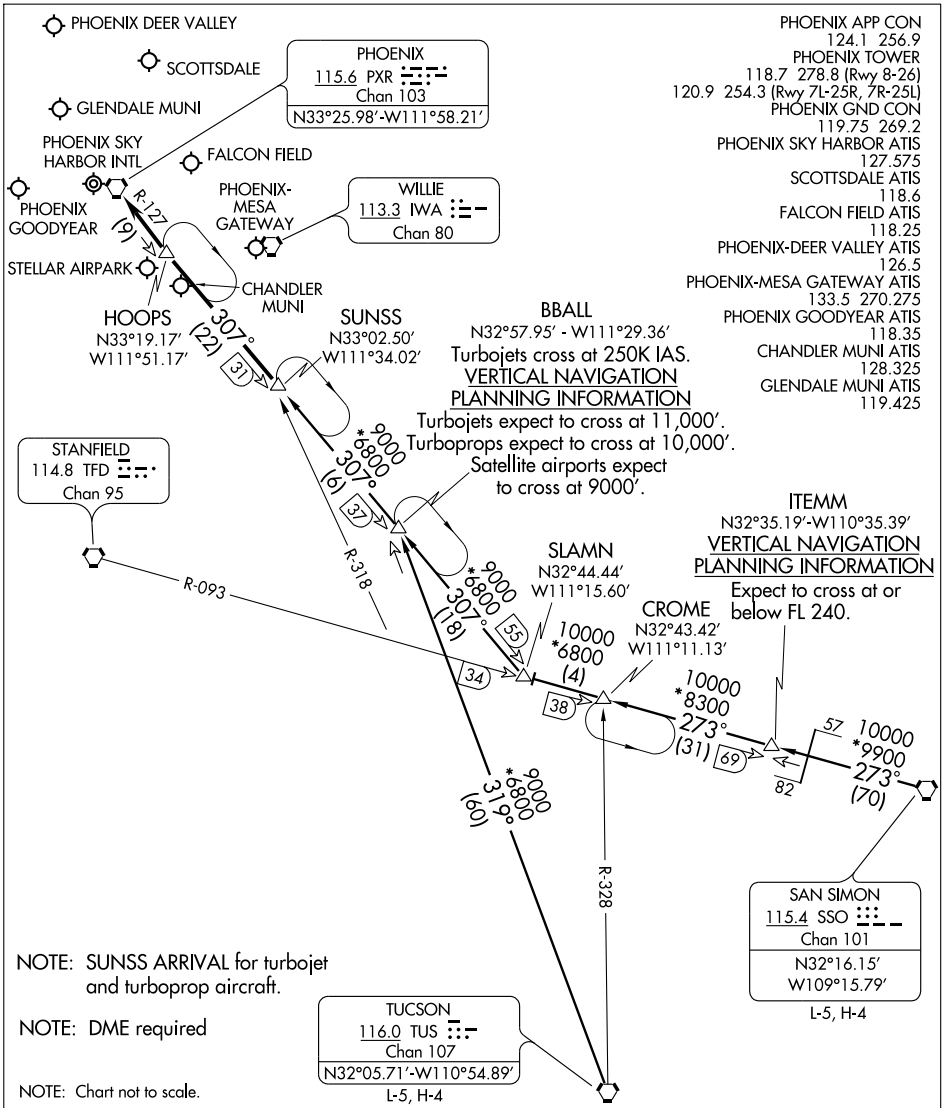
MIRL Rwys 7L-25R and 7R-25L
REIL Rwys 7L, 7R, 25L, and 25R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

AIRPORT DIAGRAM

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

AL-74 (FAA)

ATIS
133.5 270.275
GATEWAY TOWER ★
120.6 (CTAF) 289.4 WEST
124.75 379.225 EAST
GND CON
128.25 275.8
CLNC DEL
135.05

VAR 11.0° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV 1340
ELEV 1348
ELEV 1355
ELEV 1373
ELEV 1380
FIELD ELEV 1382

12R
12C
12L
30R
30C
30L

33°19'N
33°18'N
111°40'W
111°39'W

124.6°
304.6°
0.3% UP
0.3% DOWN

9301 X 150
10201 X 150
10401 X 150

GENERAL AVIATION TERMINAL
AIRPORT AUTHORITY ADMIN
FIRE STATION
TERMINAL #1
HS 1
CARGO RAMP
TWR 1496

RWY 12C-30C
S-55, D-95, 2S-120, 2D-185, 2D/2D2-550
RWY 12L-30R
S-75, D-210, 2S-175, 2D-590, 2D/2D2-850
RWY 12R-30L
S-55, D-95, 2S-120, 2D-185, 2D/2D2-550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

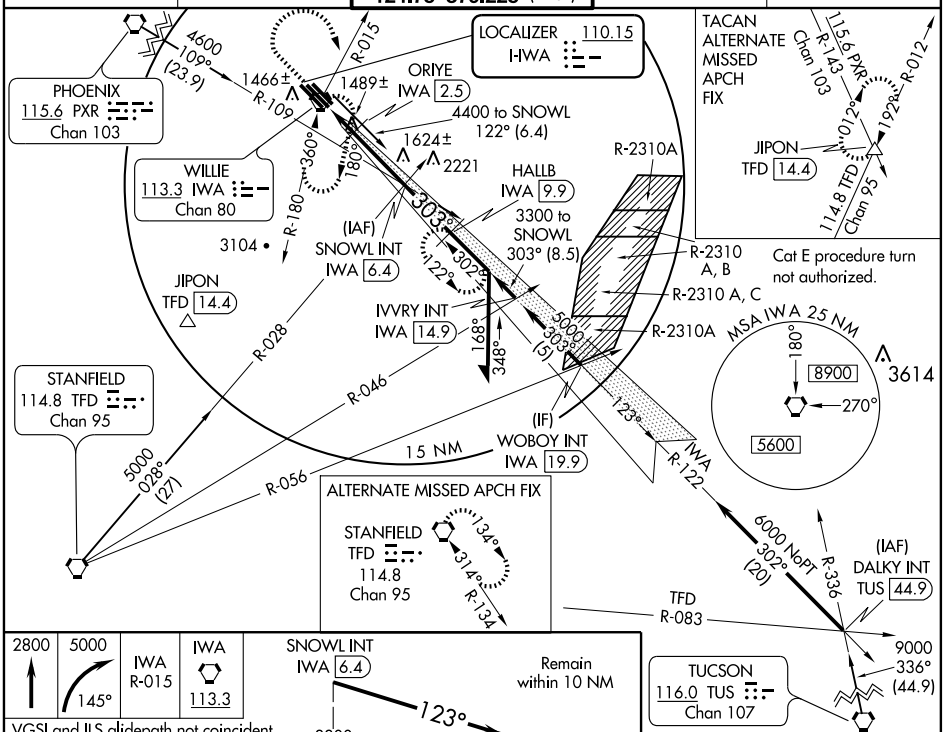
LOC I-IWA	APP CRS	Rwy Idg	10201
110.15	303°	TDZE	1380
		Apt Elev	1382

ILS or LOC RWY 30C
PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

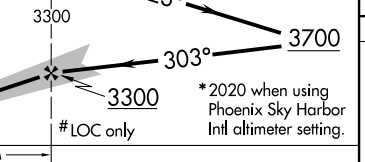
MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05



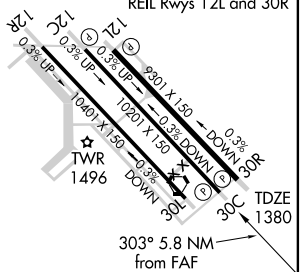
2800	5000	IWA	IWA
↑	145°	R-015	113.3

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1 560 (600-1)		1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1 558 (600-1)		1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1 420 (500-1)		1800-1¼ 420 (500-1¼)		1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ELEV 1382
MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

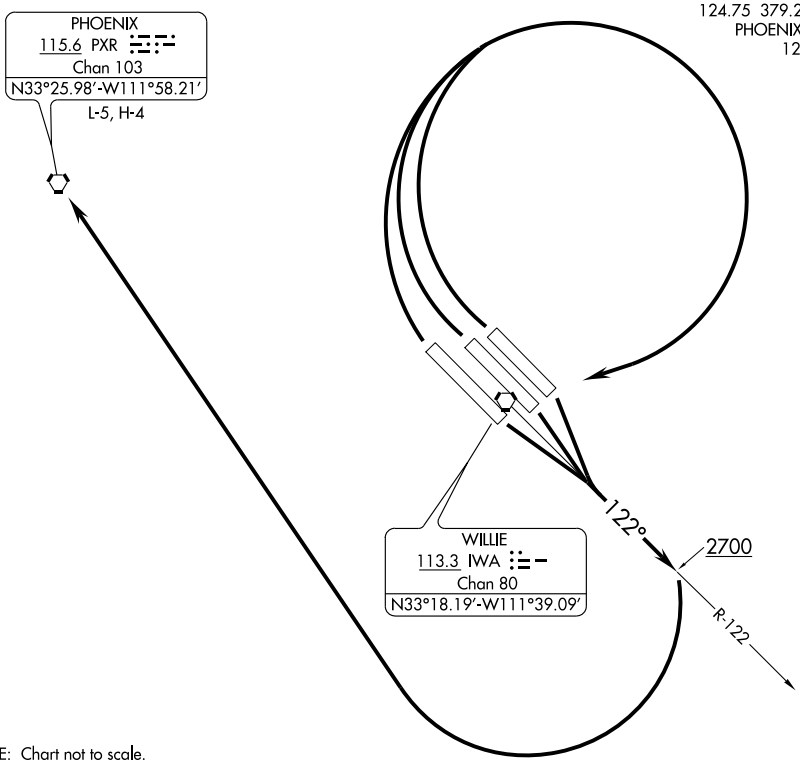
... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS
133.5 270.275
CLNC DEL
135.05
GND CON
128.25 275.8
GATEWAY TOWER ★
120.6 (CTAF) 289.4 (WEST)
124.75 379.225 (EAST)
PHOENIX DEP CON
124.9 353.8



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwys 12L, 12C, 12R, 30L, 30C, 30R: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 30L/C/R: Trees beginning 351' from DER, 351' left of centerline, up to 20' AGL/1359' MSL.
Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1359' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12L/C/R: Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

TAKE-OFF RUNWAYS 30L/C/R: Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

WAAS	APP CRS	Rwy Idg	10201
CH 58200	123°	TDZE	1358
W12A		Apt Elev	1382

AL-74 (FAA)

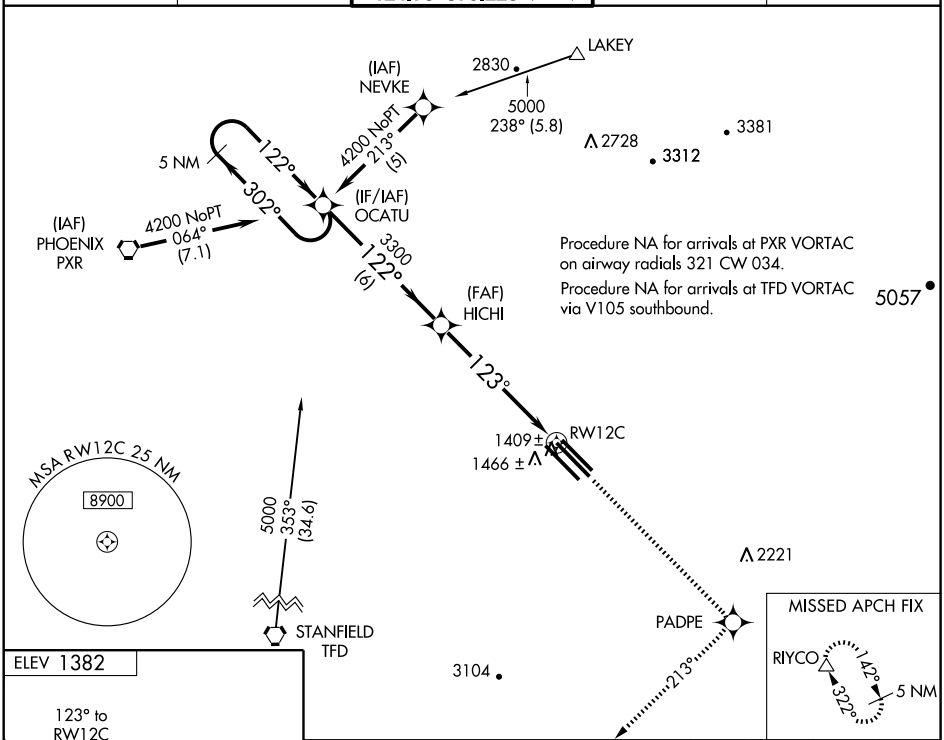
RNAV (GPS) RWY 12C

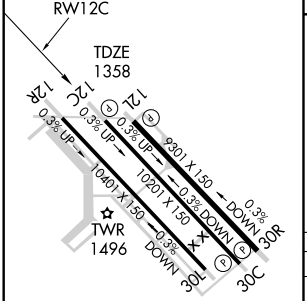
PHOENIX-MESA GATEWAY (IWA)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).

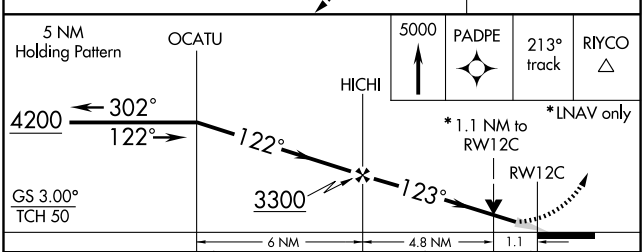
MISSED APPROACH: Climb to 5000 direct PADPE and via 213° track to RIYCO and hold.

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05





MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R



CATEGORY	A	B	C	D	E
LPV DA	1608-1 250 (300-1)				
LNAV/VNAV DA	1685-1¼ 327 (400-1¼)				
LNAV MDA	1740-1 382 (400-1)			1740-1¼ 382 (400-1¼)	
CIRCLING	1800-1¼ 418 (500-1¼)	1840-1¼ 458 (500-1¼)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10401
123°	TDZE	1373
	Apt Elev	1382

AL-74 (FAA)

RNAV (GPS) RWY 12R

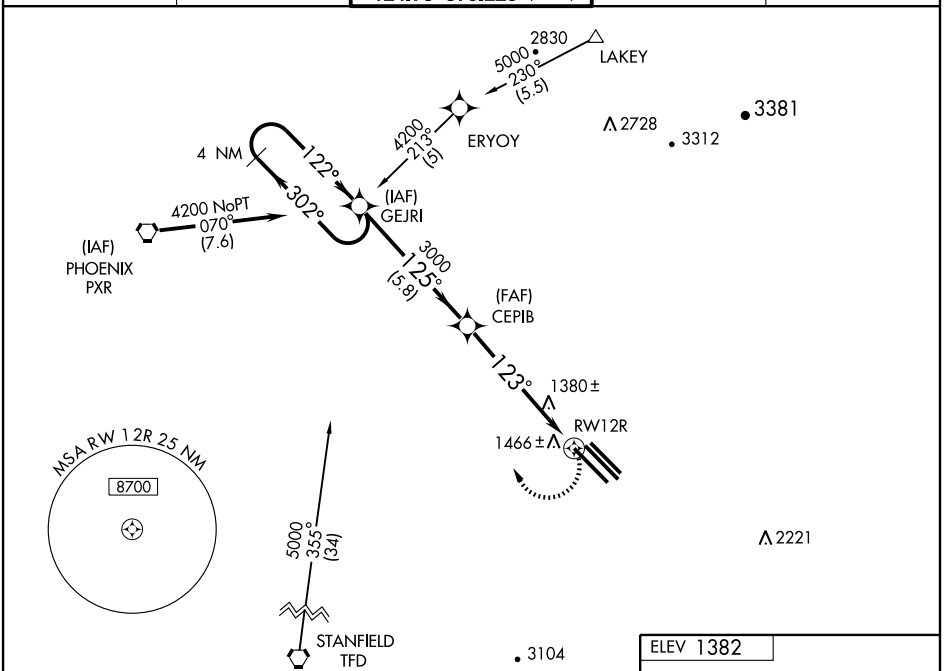
PHOENIX-MESA GATEWAY (IWA)

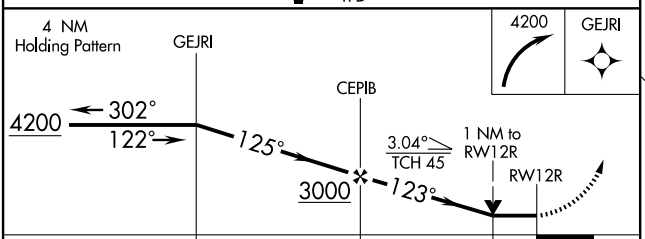
T
A NA

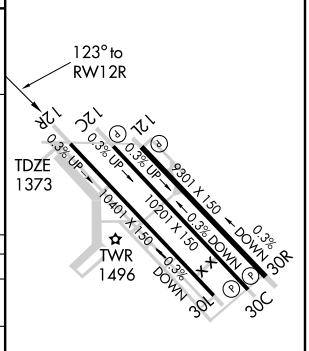
When local altimeter setting not received, use Phoenix Sky Habor Intl altimeter setting.
VDP NA with Phoenix Sky Harbor Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4200 direct GEJRI WP and hold.

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05







CATEGORY	A	B	C	D	E
LNAV MDA	1720-1 347 (400-1)			1720-1¼ 347 (400-1¼)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
LNAV MDA	1800-1 427 (500-1)		1800-1¼ 427 (500-1¼)	1800-1½ 427 (500-1½)	
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)

MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

33° 18′N-111° 39′W

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10201
CH 62911	303°	TDZE	1380
W30A		Apt Elev	1382

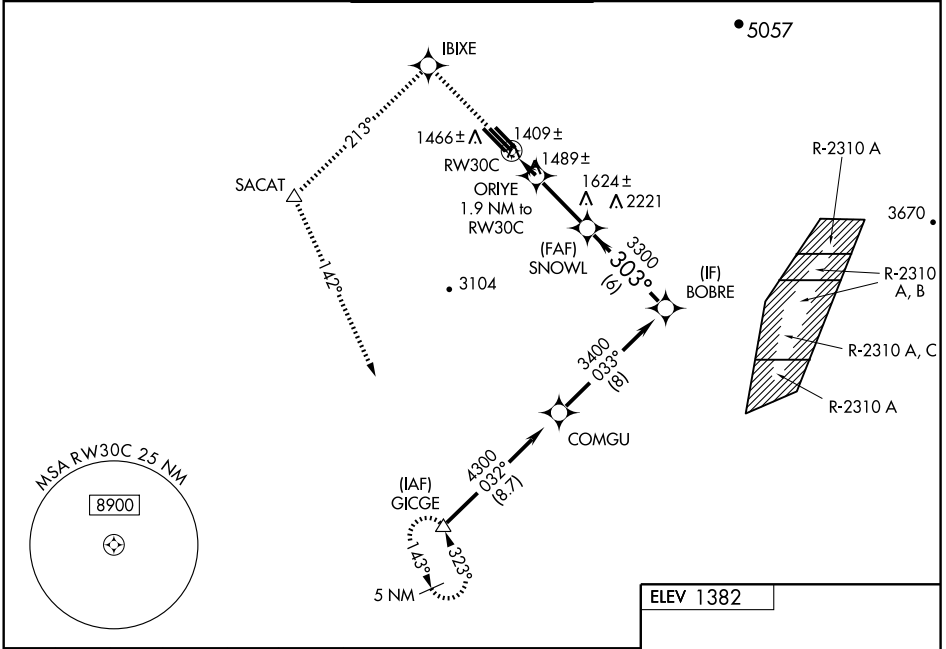
RNAV (GPS) RWY 30C

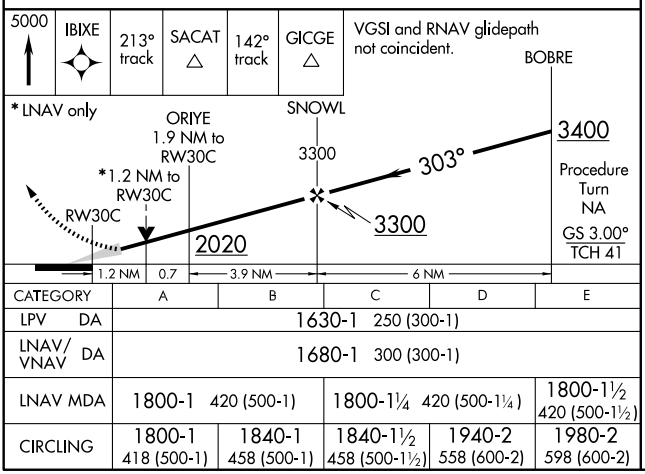
PHOENIX-MESA GATEWAY (IWA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet and increase LPV, LNAV/VNAV, LNAV all Cats visibility ¼ mile, increase circling Cat A/B/C visibility ¼ mile, Cat E ½ mile. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.

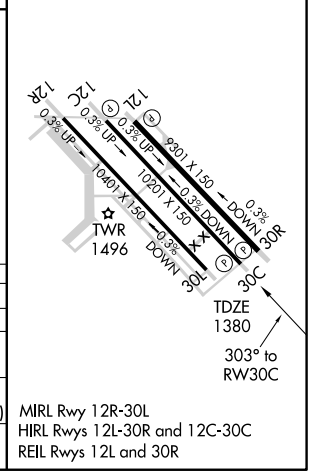
MISSED APPROACH: Climb to 5000 direct IBIXE and via 213° track to SACAT and 142° track to GICGE and hold.

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05





CATEGORY	A	B	C	D	E
LPV DA	1630-1 250 (300-1)				
LNAV/VNAV DA	1680-1 300 (300-1)				
LNAV MDA	1800-1 420 (500-1)		1800-1¼ 420 (500-1¼)		1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10401
303°	TDZE	1373
	Apt Elev	1382

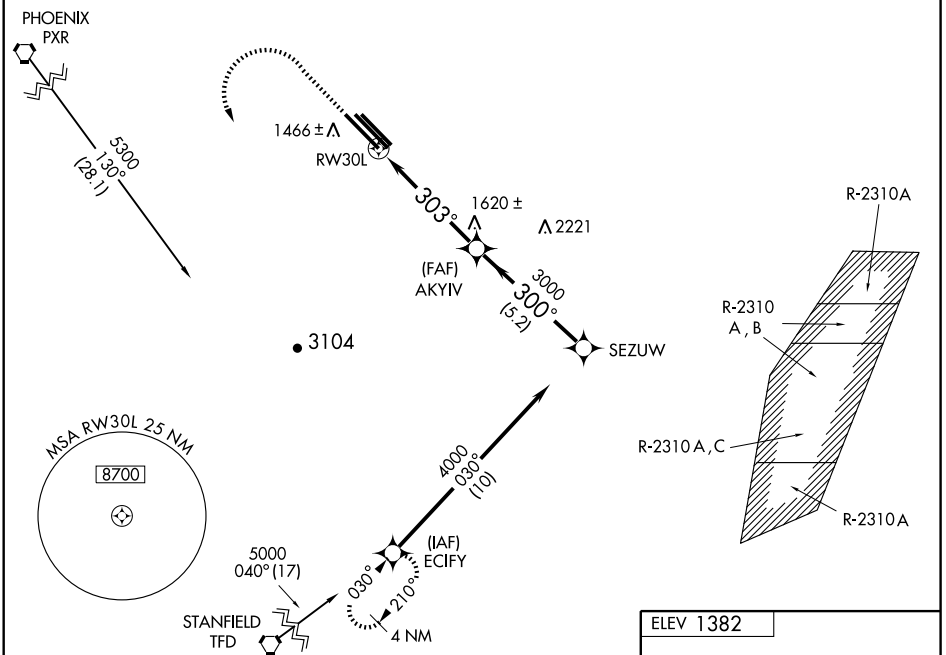
RNAV (GPS) RWY 30L

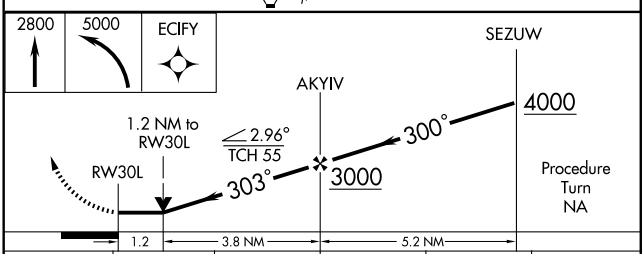
PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Habor Intl altimeter setting.
VDP NA with Phoenix Sky Harbor Intl altimeter setting.
DME/DME RNP- 0.3 NA.

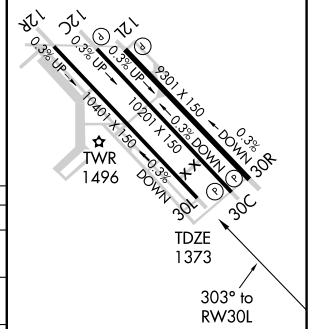
MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05





CATEGORY	A	B	C	D	E
LNAV MDA	1800-1 427 (500-1)		1800-1¼ 427 (500-1¼)	1800-1½ 427 (500-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
LNAV MDA	1880-1 507 (600-1)		1880-1½ 507 (600-1½)		1880-1¾ 507 (600-1¾)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)



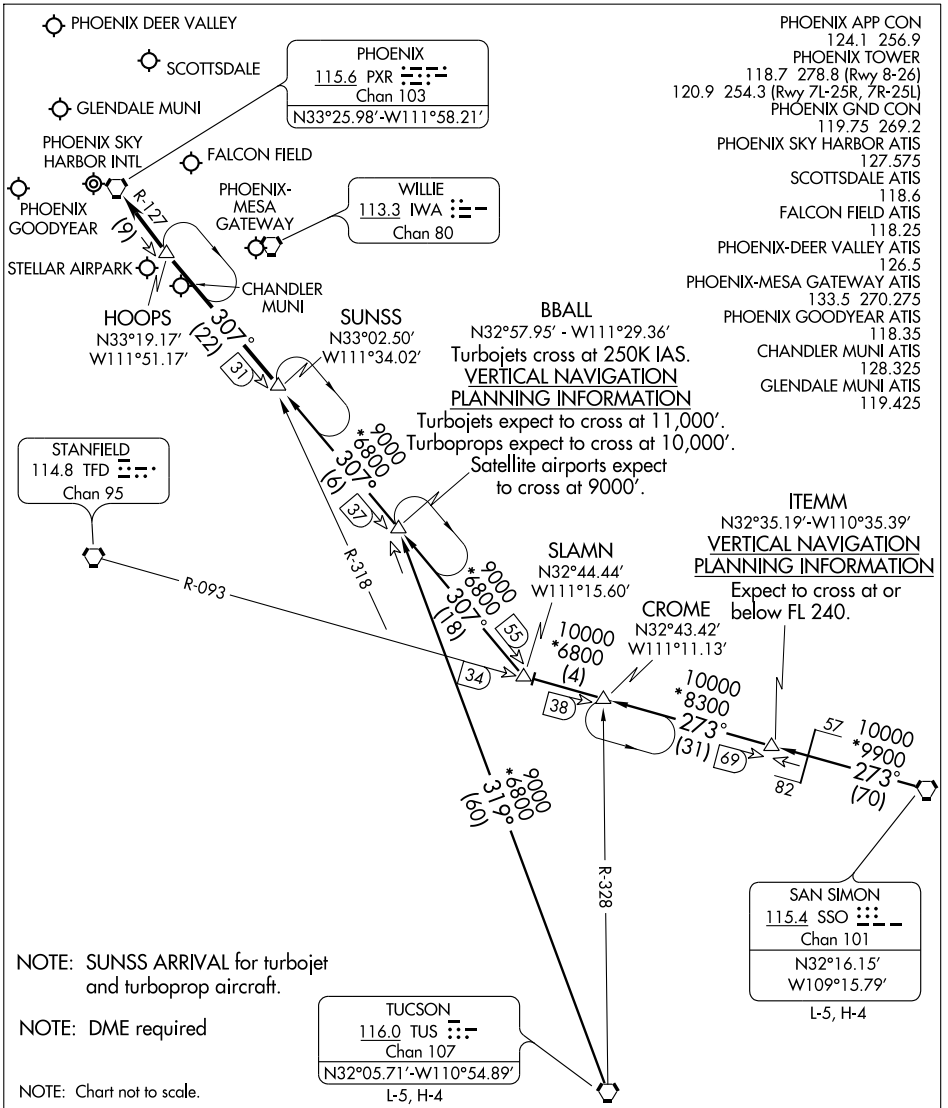
MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

VORTAC IWA	APP CRS	Rwy Idg 30C	10201	Rwy Idg 30R	9301
113.3	302°	TDZE	1380	TDZE	1382
Chan 80		Apt Elev	1382	Apt Elev	1382

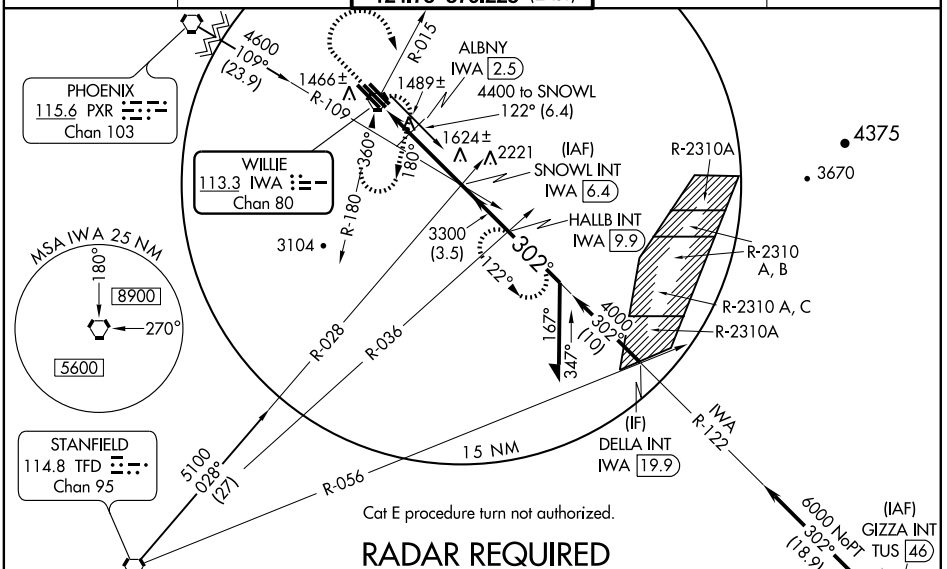
VOR or TACAN RWY 30C

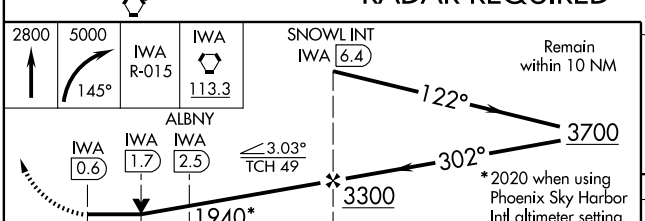
PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

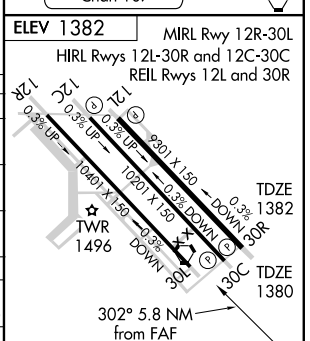
MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS	PHOENIX APP CON	GATEWAY TOWER *	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05



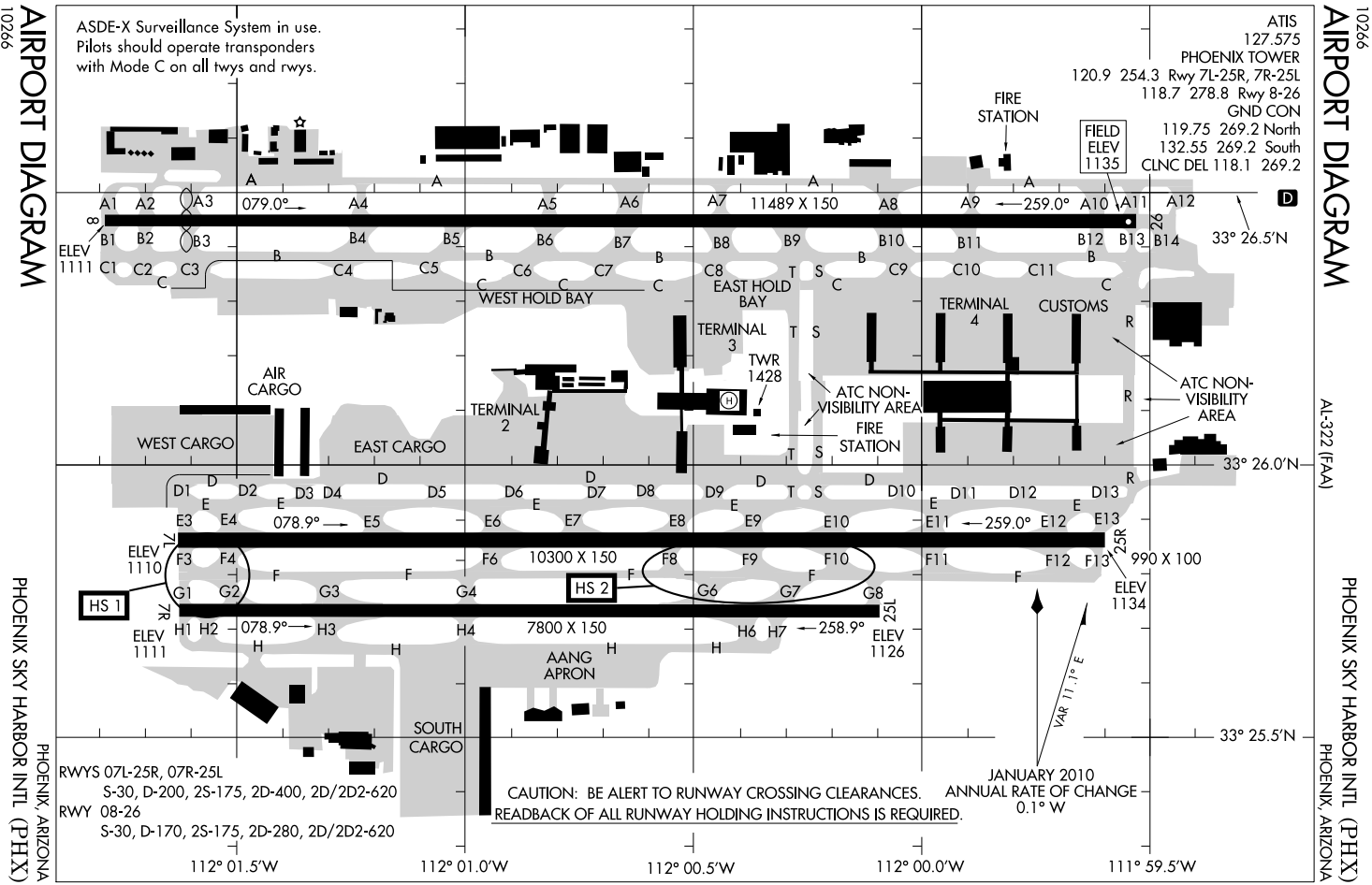


CATEGORY	A	B	C	D	E
S-30C	1940-1 560 (600-1)		1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1 558 (600-1)		1940-1½ 558 (600-1½)	1940-2 558 (600-2)	
CIRCLING	1940-1 558 (600-1)		1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
DME MINIMUMS					
S-30C	1800-1 420 (500-1)		1800-1¼ 420 (500-1¼)		1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1 418 (500-1)		1800-1½ 418 (500-1½)	1800-2 418 (500-2)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



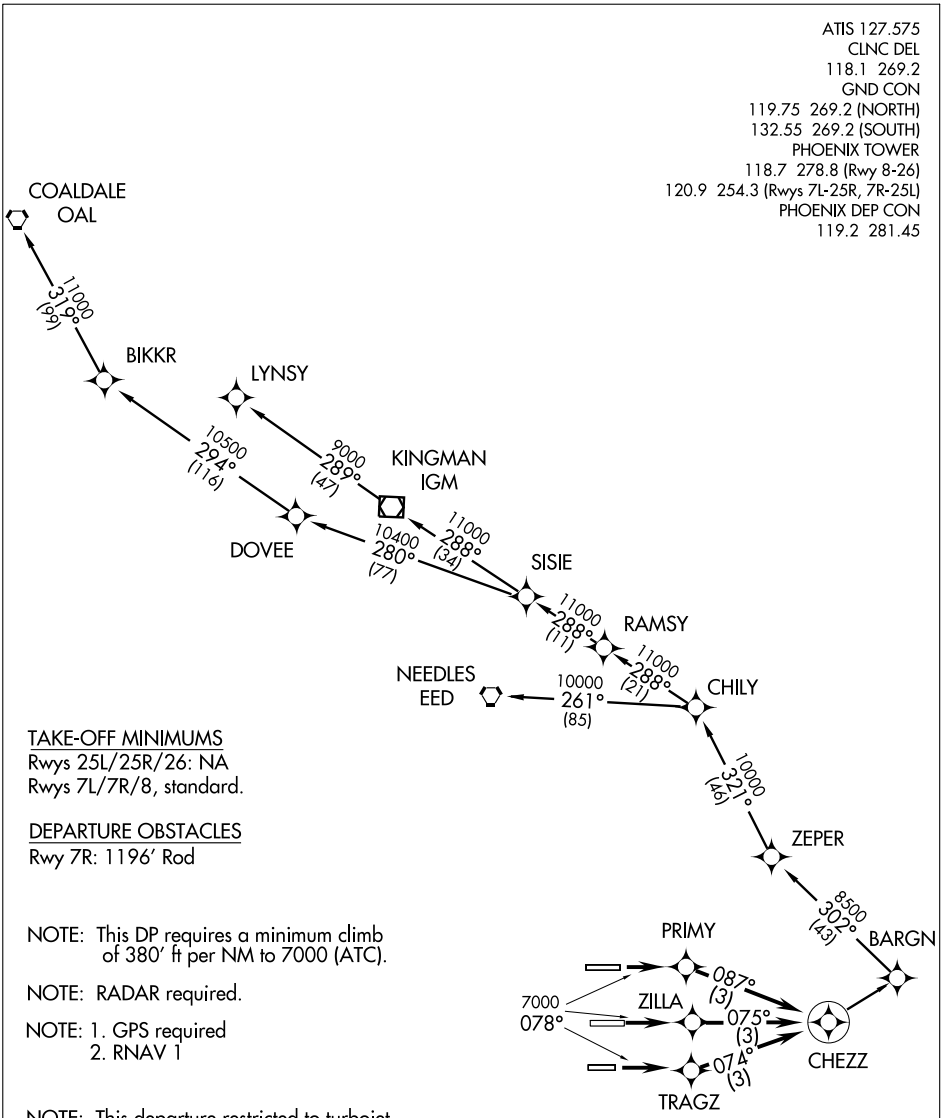
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010


AIRPORT DIAGRAM
10266
PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA
AL-322 (FAA)
ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.
ATIS
127.575
PHOENIX TOWER
120.9 254.3 Rwy 7L-25R, 7R-25L
118.7 278.8 Rwy 8-26
GND CON
119.75 269.2 North
132.55 269.2 South
CLNC DEL 118.1 269.2
FIRE STATION
FIELD ELEV 1135
079.0°
11489 X 150
259.0°
33° 26.5'N
EAST HOLD BAY
WEST HOLD BAY
TERMINAL 3
TERMINAL 4
CUSTOMS
TWR 1428
ATC NON-VISIBILITY AREA
AIR CARGO
TERMINAL 2
WEST CARGO
EAST CARGO
FIRE STATION
33° 26.0'N
078.9°
259.0°
ELEV 1110
10300 X 150
990 X 100
ELEV 1134
HS 1
HS 2
078.9°
7800 X 150
258.9°
ELEV 1111
ELEV 1126
AANG APRON
SOUTH CARGO
33° 25.5'N
VAR 11.1° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
RWYS 07L-25R, 07R-25L
S-30, D-200, 2S-175, 2D-400, 2D/2D2-620
RWY 08-26
S-30, D-170, 2S-175, 2D-280, 2D/2D2-620
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
112° 01.5'W
112° 01.0'W
112° 00.5'W
112° 00.0'W
111° 59.5'W

BARGN ONE DEPARTURE (RNAV)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA



TAKE-OFF MINIMUMS
Rwys 25L/25R/26: NA
Rwys 7L/7R/8, standard.

DEPARTURE OBSTACLES
Rwy 7R: 1196′ Rod

NOTE: This DP requires a minimum climb of 380′ ft per NM to 7000 (ATC).

NOTE: RADAR required.

NOTE: 1. GPS required
2. RNAV 1

NOTE: This departure restricted to turbojet and turboprop aircraft only.

NOTE: LYNSY TRANSITION for Las Vegas Terminal area turbojet arrivals only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

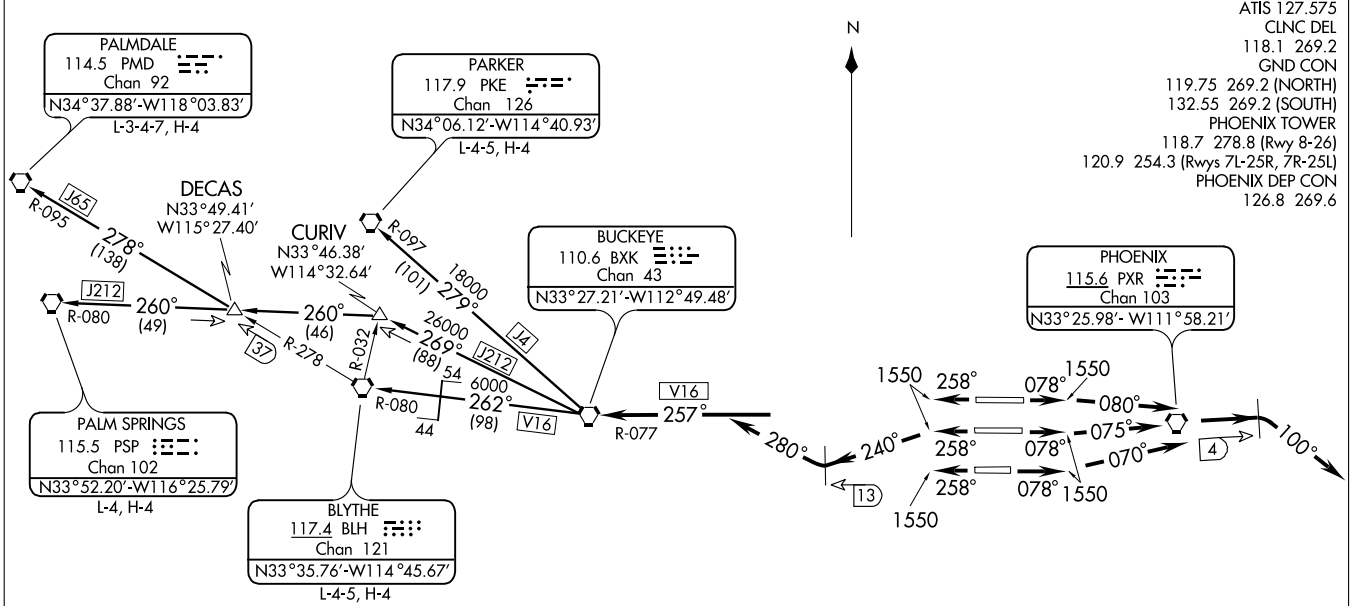
PHOENIX, ARIZONA

BUCKEYE TWO DEPARTURE

(BXK2.BXK) 09127

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX: requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

BUCKEYE TWO DEPARTURE
(BXK2.BXK) 09127
PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXK VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXK VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXK VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (BXK2.BLH): From over BXK VORTAC via BXK R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXK2.PMD): From over BXK VORTAC via BXK R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXK2.PSP): From over BXK VORTAC via BXK R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXK2.PKE): From over BXK VORTAC via BXK R-279 and PKE R-097 to PKE VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332′ from departure end of runway, 798′ left of centerline, 67′ AGL/1176′ MSL.

NOTE: Rwy 7R, rod 716′ from departure end of runway, 184′ right of centerline, 87′ AGL/1196′ MSL.

NOTE: Rwy 8, light standard 3530′ from departure end of runway, 1207′ left of centerline, 123′ AGL/1232′ MSL.
Rwy 8, light standard 3479′ from departure end of runway, 1003′ left of centerline, 118′ AGL/1227′ MSL.

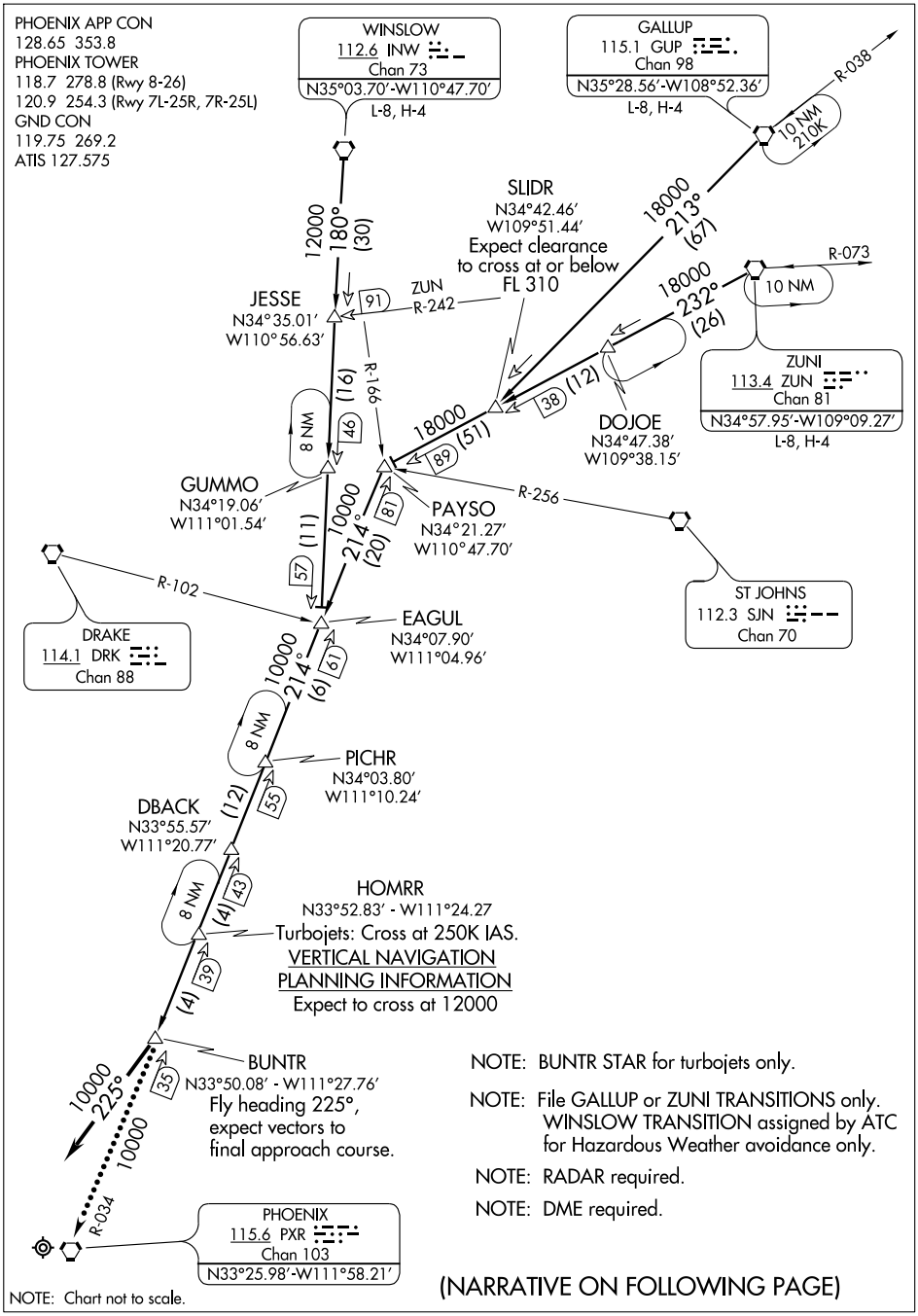
NOTE: Rwy 25L, light standard 1129′ from departure end of runway, 774′ left of centerline, 91′ AGL/1200′ MSL.

NOTE: Rwy 26, light 59′ from departure end of runway, 63′ right of centerline, 16′ AGL/1125′ MSL.
Rwy 26, pole 58′ from departure end of runway, 90′ right of centerline, 25′ AGL/1125′ MSL.
Rwy 26, light 78′ from departure end of runway, 64′ right of centerline, 18′ AGL/1127′ MSL.
Rwy 26, light 38′ from departure end of runway, 440′ left of centerline, 24′ AGL/1135′ MSL.
Rwy 26, building, 2.32 NM from departure end of runway, 3309′ right of centerline, 406′ AGL/1496′ MSL.
Rwy 26, building 2.28 NM from departure end of runway, 3612′ right of centerline, 663′ AGL/1750′ MSL.
Rwy 26, tree 234′ from departure end of runway, 214′ right of centerline, 24′ AGL/1133′ MSL
Rwy 26, light standard 77′ from departure end of runway, 453′ left of centerline, 27′ AGL/1136′ MSL.
Rwy 26, light standard 74′ from departure end of runway, 456′ right of centerline, 33′ AGL/1142′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 434′ right of centerline, 31′ AGL/1140′ MSL.
Rwy 26, light standard 64′ from departure end of runway, 68′ left of centerline, 1125′ MSL.
Rwy 26, tree 113′ from departure end of runway, 294′ right of centerline, 24′ AGL/1133′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

BUNTR TWO ARRIVAL

ST-322 (FAA)



SW-4, 21 OCT 2010 to 18 NOV 2010

BUNTR TWO ARRIVAL
(BUNTR.BUNTR2) 10210
PHOENIX, ARIZONA
PHOENIX SKY HARBOR INTL

ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

LOST COMMUNICATIONS:

After BUNTR INT, proceed direct PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

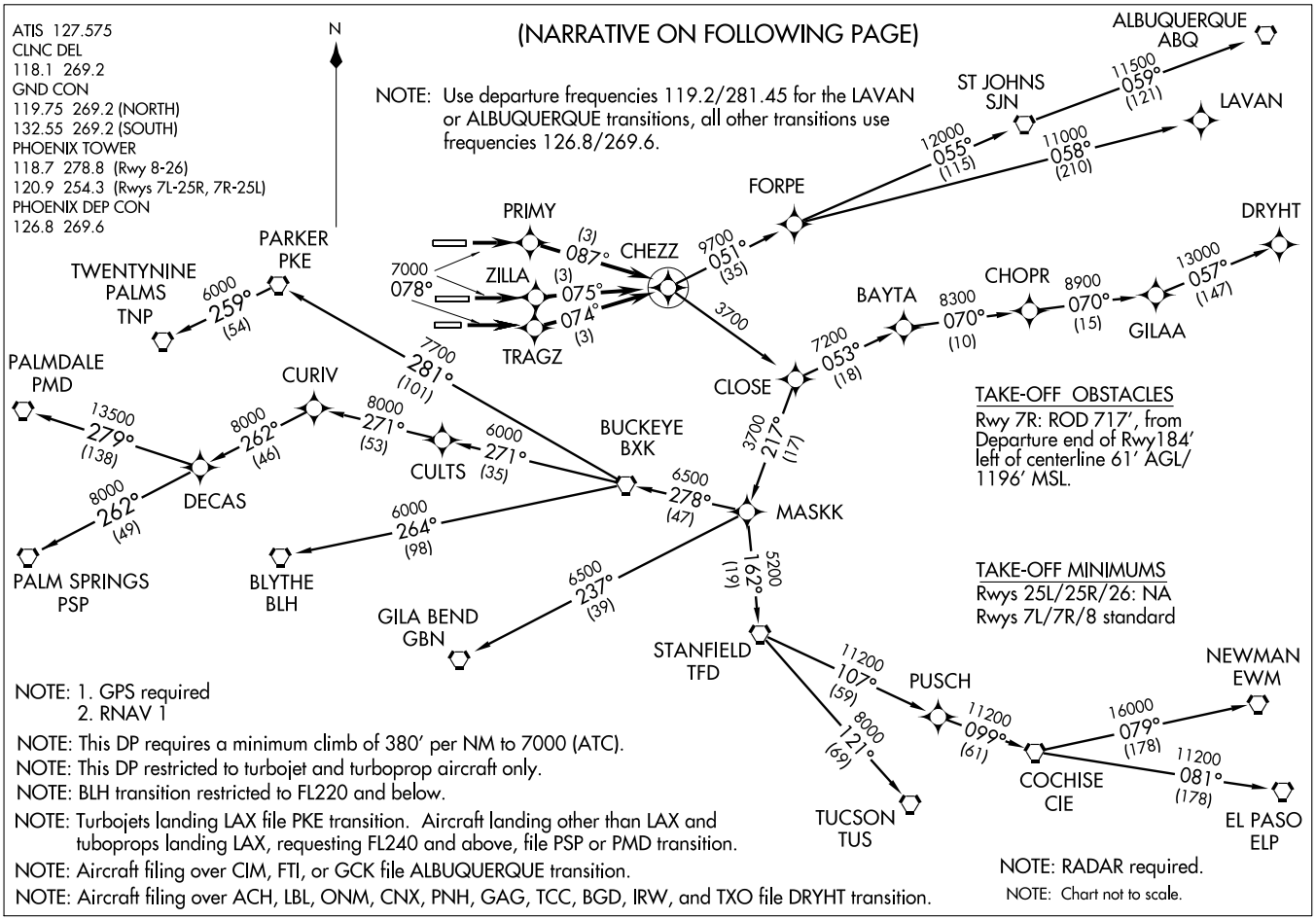
SW-4, 21 OCT 2010 to 18 NOV 2010

CHEZZ TWO DEPARTURE (RNAV)

(CHEZZ2.CHEZZ) 09183

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



(CHEZZ2.CHEZZ) 09183

CHEZZ TWO DEPARTURE (RNAV)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence . . . .
TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence . . . .
TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence . . . .

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.
LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)
BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).
COCHISE TRANSITION (CHEZZ2.CIE)
DRYHT TRANSITION (CHEZZ2.DRYHT)
EL PASO TRANSITION (CHEZZ2.ELP)
GILA BEND TRANSITION (CHEZZ2.GBN)
LAVAN TRANSITION (CHEZZ2.LAVAN)
NEWMAN TRANSITION (CHEZZ2.EWM)
PALM SPRINGS TRANSITION (CHEZZ2.PSP)
PALMDALE TRANSITION (CHEZZ2.PMD)
PARKER TRANSITION (CHEZZ2.PKE)
STANFIELD TRANSITION (CHEZZ2.TFD)
TUCSON TRANSITION (CHEZZ2.TUS)
TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)

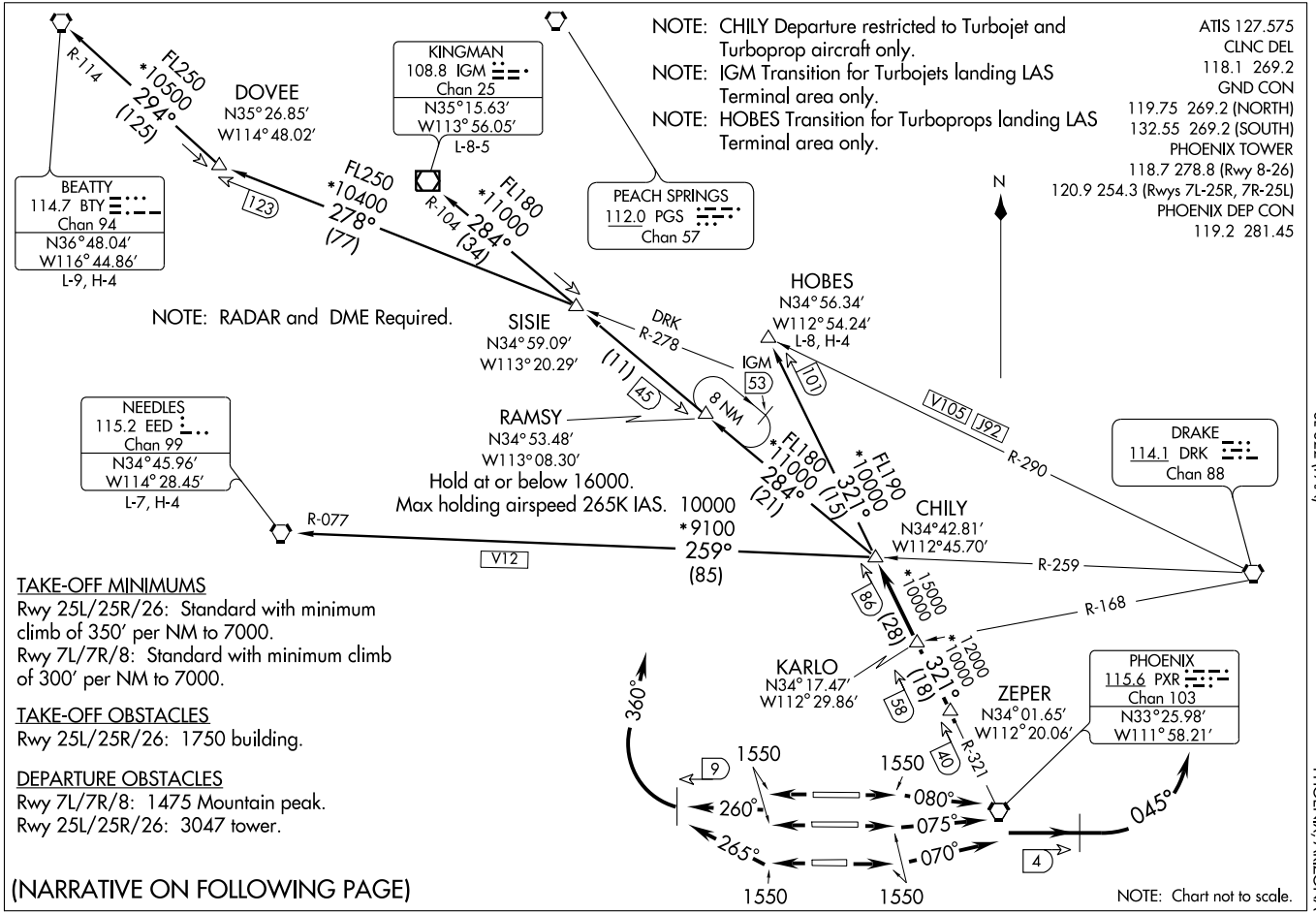
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

CHILY ONE DEPARTURE

(CHILY1.CHILY) 09127

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



CHILY ONE DEPARTURE
(CHILY1.CHILY) 09127
PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence....
TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence....
TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence....
TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence....
TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence....
TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence....

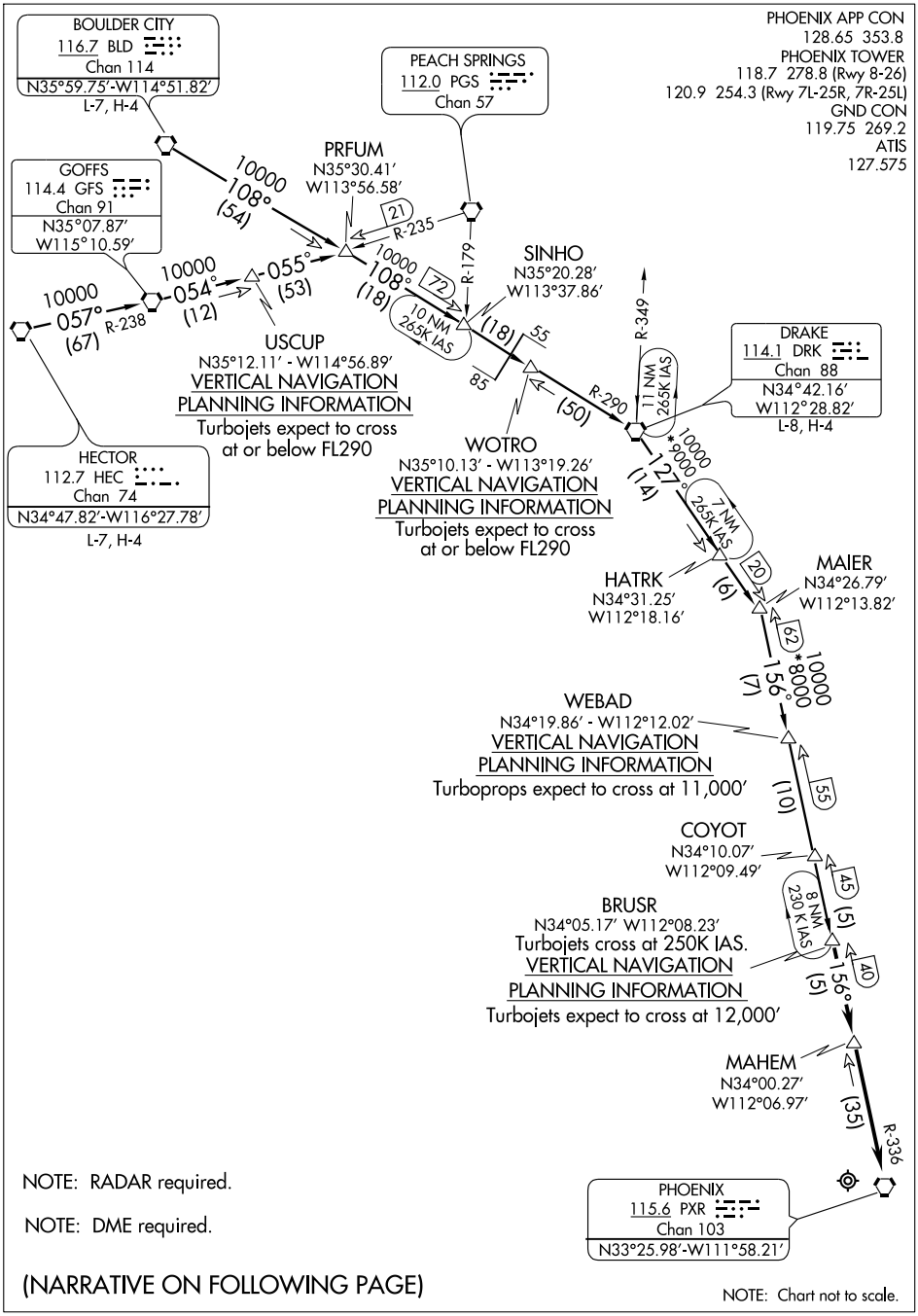
....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.
HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.
KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.
NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

COYOT TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

DSERT ONE DEPARTURE (RNAV)

(DSERT1.DSERT) 09127

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

NOTE: RADAR required.

NOTE: Chart not to scale.

NOTE: 1. GPS required
2. RNAV 1

(NARRATIVE ON FOLLOWING PAGE)

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6

N

PARKER PKE

TWENTYNINE PALMS TNP

6000 259° (54)

7700 281° (101)

PALMDALE PMD

13500 279° (138)

CURIV

8000 262° (46)

8000 271° (53)

CULTS

6000 271° (35)

DECAS

8000 262° (49)

PALM SPRINGS PSP

6000 264° (98)

BLYTHE BLH

BUCKEYE BXK

6100 266° (31)

ANGRY

5000 240° (3)

DSERT

6500 158° (15)

TRONI

KASEE

KENDD

COFIN

7000 258°

GILAA

13000 057° (147)

DRYHT

8900 070° (15)

CHOPR

8200 070° (10)

BAYTA

7100 048° (42)

GILA BEND GBN

6400 235° (31)

6500 136° (19)

STANFIELD TFD

11200 107° (59)

PUSCH

11200 099° (61)

8000 121° (69)

TUCSON TUS

NEWMAN EWM

16000 079° (178)

11200 081° (178)

COCHISE CIE

EL PASO ELP

NOTE: This DP restricted to turbojet and turboprop aircraft only.

NOTE: Rwys 8, 7L, 7R NA for this DP.

NOTE: Aircraft filing over LBL file DRYHT ACH LBL.

NOTE: Rwys 26, 25L, 25R standard with minimum climb gradient of 430' per NM until 7000'.

NOTE: 120' AGL light stand 1096' from departure end of Rwy, 774' left of centerline.

NOTE: Aircraft filing over ACH, ONM, CNX, PNH, GAG, TXO, IRW, BGD, TCC file DSERT DEPARTURE, DRYHT transition.

NOTE: Turbojets landing LAX file PKE transition. Aircraft landing other than LAX and tuboprops landing LAX requesting FL240 and above, file PSP or PMD transition.

NOTE: Aircraft filing over CIM, FTI, or GCK file ST. JOHNS DEPARTURE.

DSERT ONE DEPARTURE (RNAV)

(DSERT1.DSERT) 09127

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence . . . .
TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence . . . .
TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence . . . .

. . . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).
COCHISE TRANSITION (DSERT1.CIE)
DRYHT TRANSITION (DSERT1.DRYHT)
EL PASO TRANSITION (DSERT1.ELP)
GILA BEND TRANSITION (DSERT1.GBN)
NEWMAN TRANSITION (DSERT1.EWM)
PALM SPRINGS TRANSITION (DSERT1.PSP)
PALMDALE TRANSITION (DSERT1.PMD)
PARKER TRANSITION (DSERT1.PKE)
STANFIELD TRANSITION (DSERT1.TFD)
TUCSON TRANSITION (DSERT1.TUS)
TWENTYNINE PALMS TRANSITION (DSERT1.TNP)

SW-4, 21 OCT 2010 to 18 NOV 2010

EAGUL THREE ARRIVAL (RNAV)

(EAGUL.EAGUL3) 09183

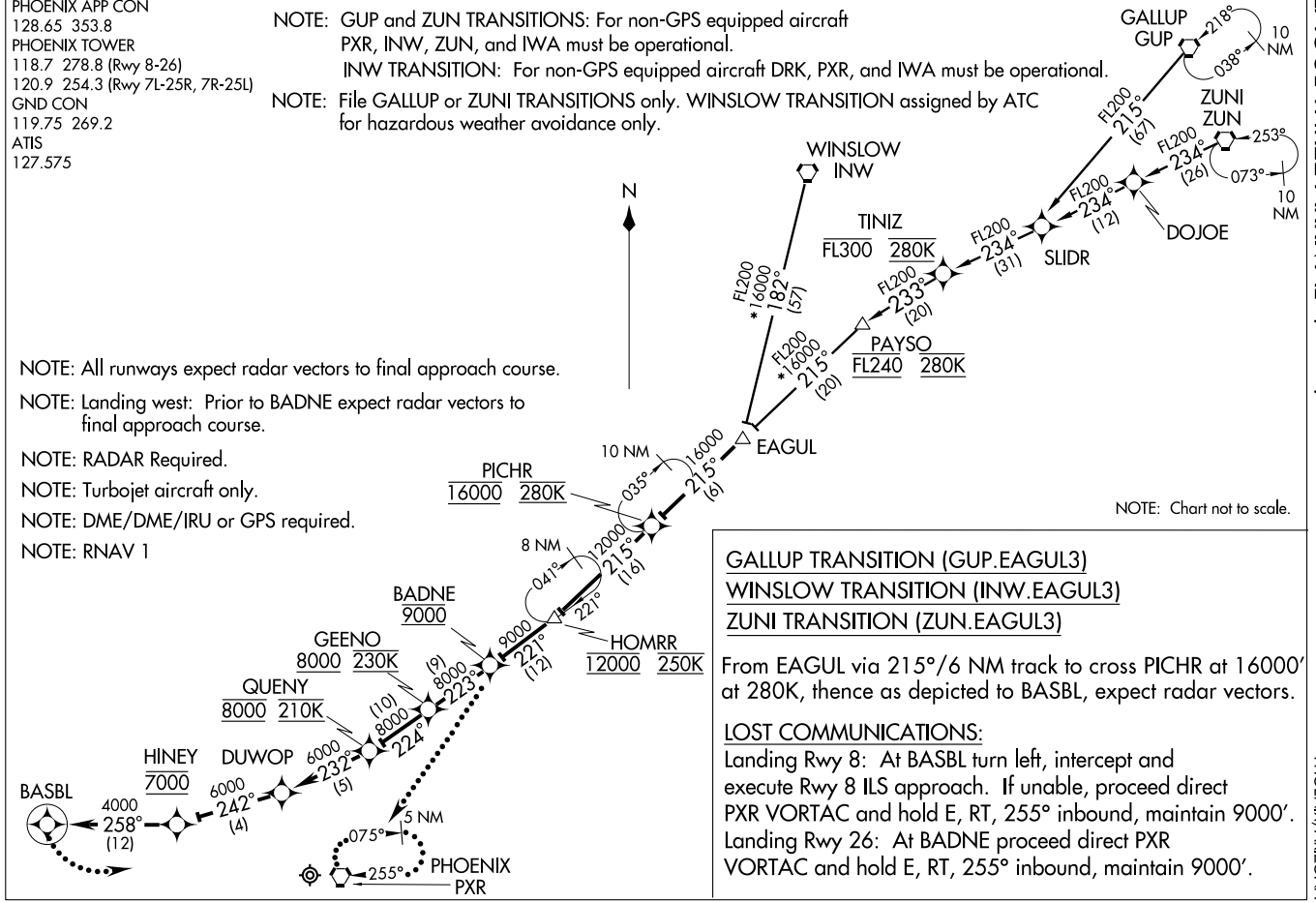
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZONA

PHOENIX APP CON
128.65 353.8
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2
ATIS
127.575

NOTE: GUP and ZUN TRANSITIONS: For non-GPS equipped aircraft PXR, INW, ZUN, and IWA must be operational.
INW TRANSITION: For non-GPS equipped aircraft DRK, PXR, and IWA must be operational.

NOTE: File GALLUP or ZUNI TRANSITIONS only. WINSLOW TRANSITION assigned by ATC for hazardous weather avoidance only.



NOTE: All runways expect radar vectors to final approach course.

NOTE: Landing west: Prior to BADNE expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.EAGUL3)
WINSLOW TRANSITION (INW.EAGUL3)
ZUNI TRANSITION (ZUN.EAGUL3)

From EAGUL via 215°/6 NM track to cross PICHR at 16000′ at 280K, thence as depicted to BASBL, expect radar vectors.

LOST COMMUNICATIONS:
Landing Rwy 8: At BASBL turn left, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000′.
Landing Rwy 26: At BADNE proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000′.

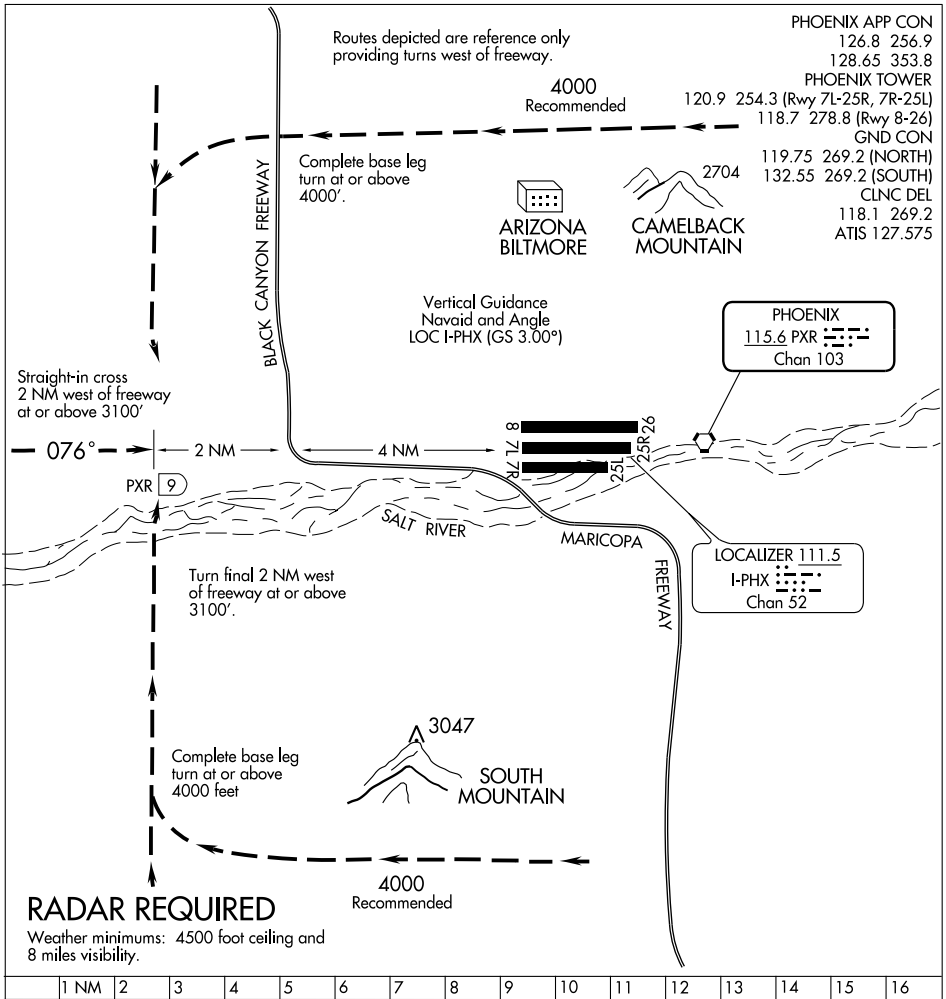
EAGUL THREE ARRIVAL (RNAV)
(EAGUL.EAGUL3) 09183
PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

ST-322 (FAA)

FREEWAY VISUAL RWY 7L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

GEELA THREE ARRIVAL (RNAV)

BLYTHE TRANSITION (BLH.GEELA3)
MOHAK TRANSITION (MOHAK.GEELA3)
SALOM TRANSITION (SALOM.GEELA3)

From GEELA via 076°/10 NM track to PEBKE, thence as depicted to GATWA. Then via 079° heading expect radar vectors.

LOST COMMUNICATIONS:
Landing Rwy 7R: At GEELA proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000'.
Landing Rwy 25L: At GATWA turn left, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000'.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

GEELA THREE ARRIVAL (RNAV)
(GEELA.GEELA3) 09127

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-PHX	APP CRS	Rwy Idg 10300
111.5	078°	TDZE 1116
Chan 52		Apt Elev 1135

ILS or LOC RWY 7L

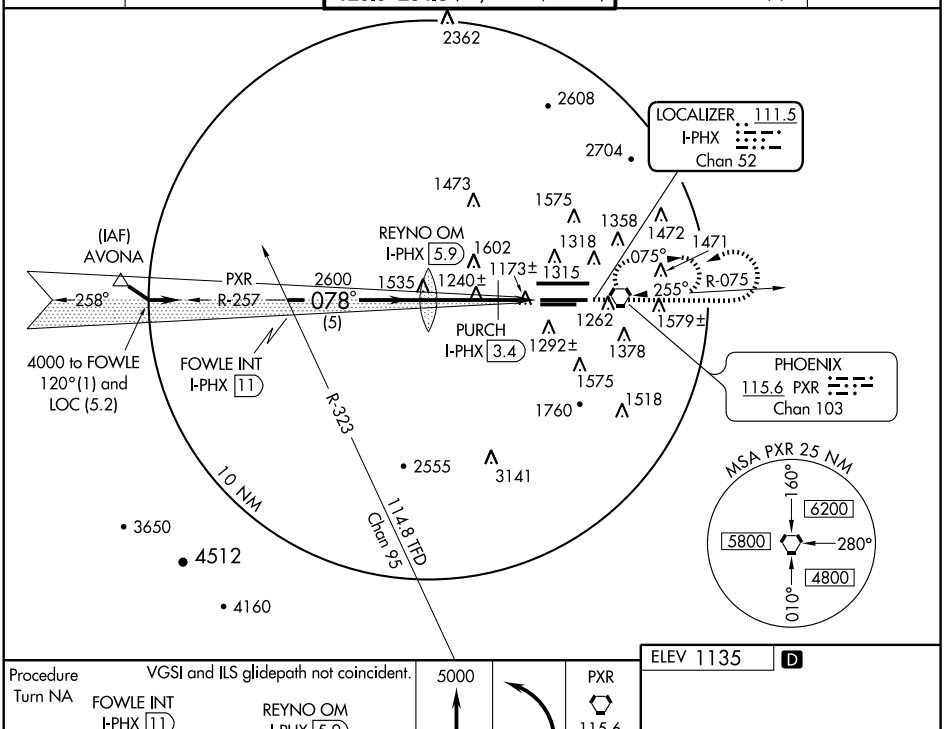
PHOENIX SKY HARBOR INTL (PHX)

Inoperative table does not apply to S-ILS 7L.
For inoperative MALSR, increase S-LOC 7L Cat A/B visibilities to RVR 5000.

MALSR

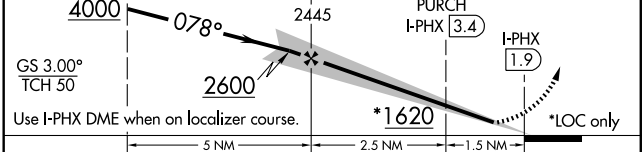
MISSED APPROACH: Climb to 5000 then left turn direct PXR VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



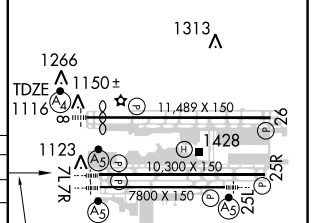
Procedure Turn NA

VGSI and ILS glidepath not coincident.



5000 PXR 115.6

ELEV 1135 D



CATEGORY	A	B	C	D
S-ILS 7L	1321/40 205 (200-¾)			
S-LOC 7L	1620/40 504 (500-¾)		1620/50 504 (500-1)	
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)
PURCH DME MINIMUMS				
S-LOC 7L	1520/40 404 (400-¾)			
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AHA	APP CRS	Rwy Idg	7800
110.75	078°	TDZE	1116
Chan 44 (Y)		Apt Elev	1135

AL-322 (FAA)

ILS or LOC RWY 7R

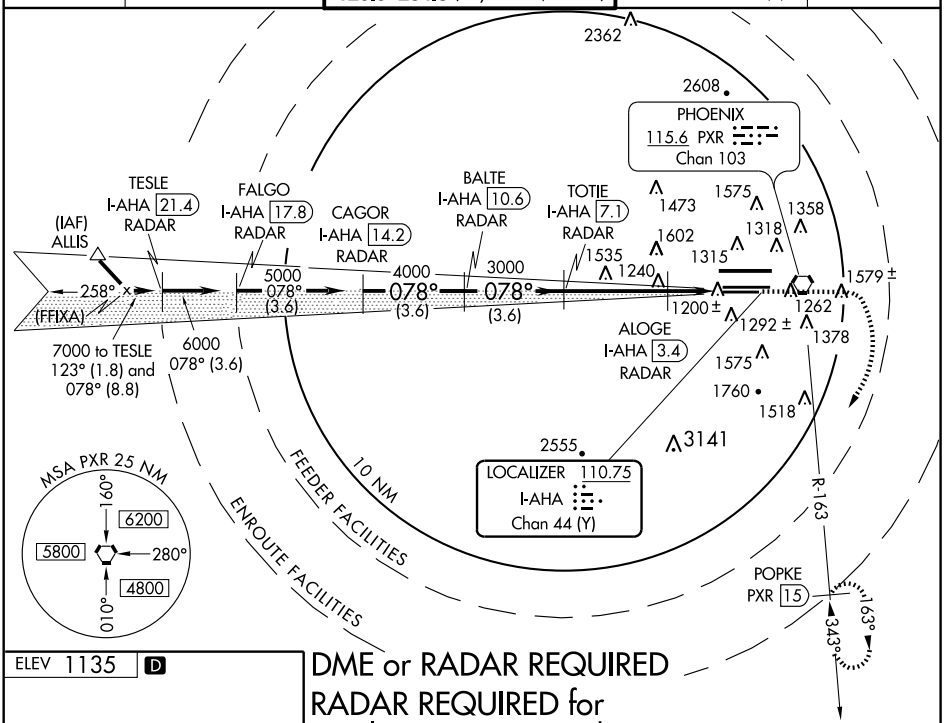
PHOENIX SKY HARBOR INTL (PHX)

Inoperative table does not apply to S-ILS 7R.
For inoperative MALSR, increase S-LOC 7R Cat A/B visibility to 1 mile.
Visibility reduction by helicopters NA.

MALSR

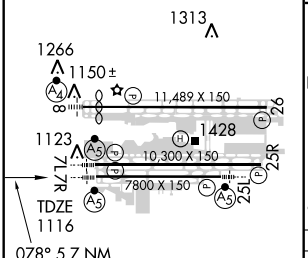
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

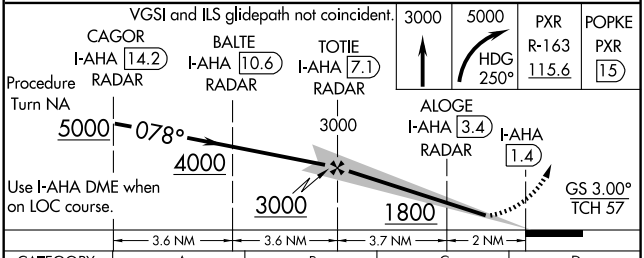


ELEV 1135 D

DME or RADAR REQUIRED
RADAR REQUIRED for simultaneous approaches.



HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



CATEGORY	A	B	C	D
S-ILS 7R	1363-¾ 247 (300-¾)			
S-LOC 7R	1520-¾ 404 (400-¾)			
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SYQ	APP CRS	Rwy Idg	10591
111.75	078°	TDZE	1118
Chan 54 (Y)		Apt Elev	1135

ILS or LOC RWY 8

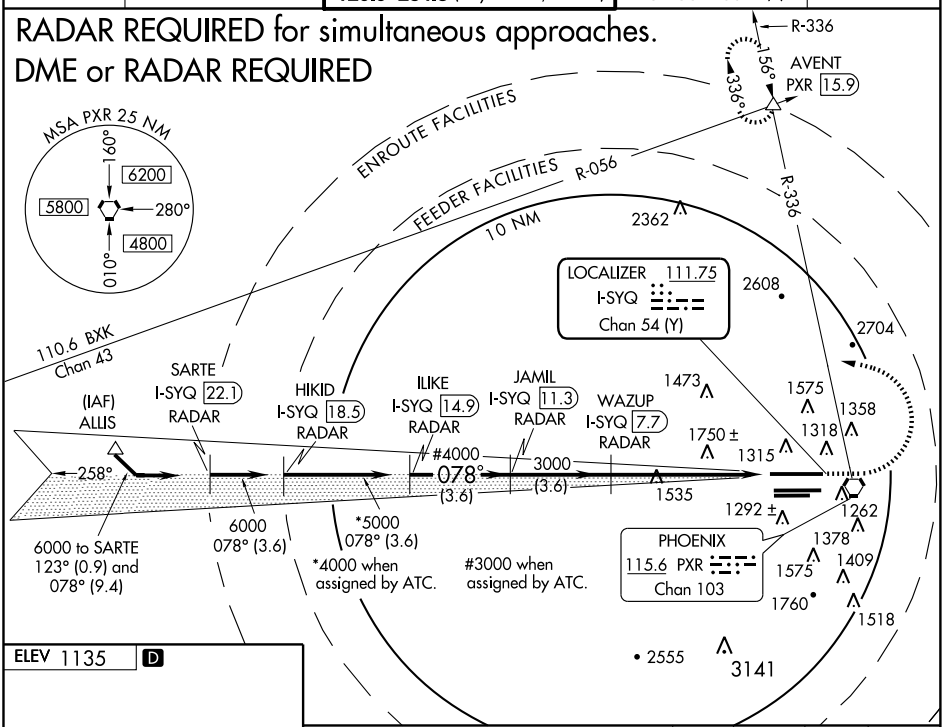
PHOENIX SKY HARBOR INTL (PHX)

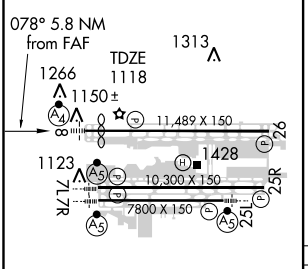
MALSF

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 280° and PXR R-336 to AVENT/INT 15.9 DME and hold.

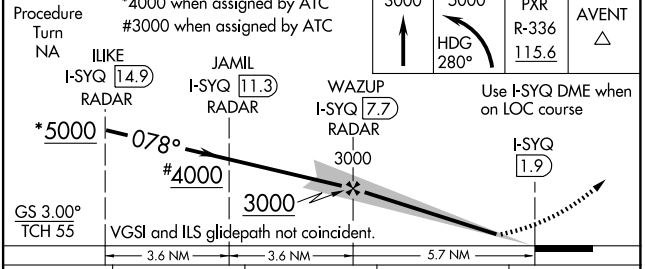
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

RADAR REQUIRED for simultaneous approaches.
DME or RADAR REQUIRED





HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



CATEGORY	A	B	C	D
S-ILS 8	1368-1 250 (300-1)			
S-LOC 8	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RJG	APP CRS	Rwy Idg	7800
110.75	258°	TDZE	1124
Chan 44 (Y)		Apt Elev	1135

AL-322 (FAA)

ILS or LOC RWY 25L

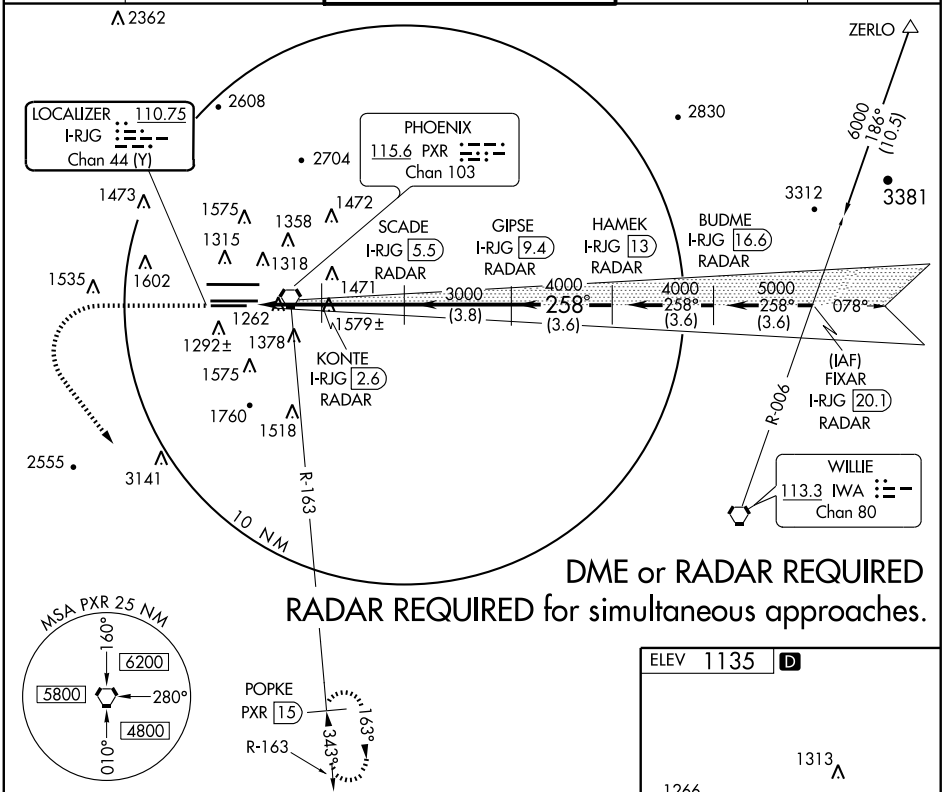
PHOENIX SKY HARBOR INTL (PHX)

Autopilot coupled approach NA below 1925 feet.

MALSR

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 130° and PXR R-163 to POPKE/15 DME and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



CATEGORY	A	B	C	D
S-ILS 25L	1324-½ 200 (200-½)			
S-LOC 25L	1520-½ 396 (400-½)			1520-¾ 396 (400-¾)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54 (Y)		Apt Elev	1135

ILS or LOC RWY 26

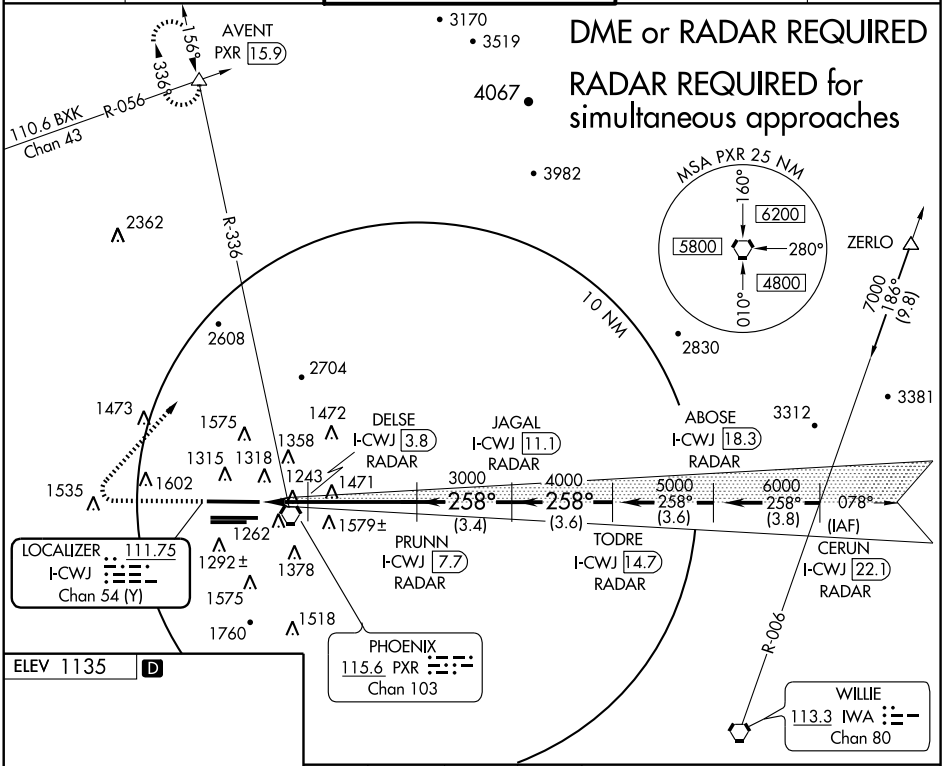
PHOENIX SKY HARBOR INTL (PHX)

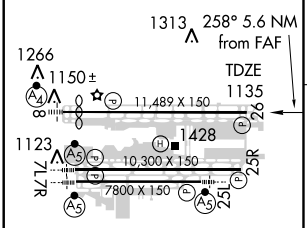
MISSED APPROACH: Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.

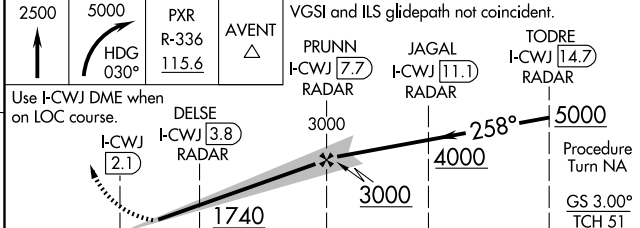
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

DME or RADAR REQUIRED

RADAR REQUIRED for simultaneous approaches







HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 26	1386-¾ 251 (300-¾)			
S-LOC 26	1580-1 445 (500-1)		1580-1¼ 445 (500-1¼)	1580-1½ 445 (500-1½)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

PHOENIX APP CON
128.65 353.8
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2
ATIS 127.575

GALLUP
115.1 GUP
Chan 98
N35°28.56'-W108°52.36'
L-8, H-4

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

R-061
10 NM
210K IAS

12000
180°
(30)

R-038
10 NM
210K IAS

18000
222°
(77)

NEPTN
N34°45.09'
W110°10.50'

18000
242°
(52)

R-073
10 NM
210K IAS

DRAKE
114.1 DRK
Chan 88

JESSE
N34°35.01'
W110°56.63'

18000
(39)

91

ZUNI
113.4 ZUN
Chan 81
N34°57.95'-W109°09.27'
L-8, H-4

210K IAS
8 NM
180°
(16)

46

R-102

GUMMO
N34°19.06'
W111°01.54'

(11)

HOMRR
N33°52.83'
W111°24.27'

214°
(18)

61

EAGUL
N34°07.90'
W111°04.96'

(4)

DBACK
N33°55.57'
W111°20.77'

7 NM
210K IAS

43

(4)

39

225°

214°
(35)

BUNTR
N33°50.08'
W111°27.76'

Fly heading 225°, expect vectors
to Final Approach Course.

R-034

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: JESSE STAR is for turboprop aircraft only.
NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

LOST COMMUNICATIONS:

After DBACK INT, proceed direct to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

KOOLY TWO ARRIVAL (RNAV)

(KOOLY.KOOLY2) 09127

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2
ATIS
127.575

NOTE: For turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: All runways expect radar vectors to final approach course.
NOTE: Landing west: Prior to VNILA expect radar vectors to final approach course.
NOTE: TUS Transition: for non-GPS equipped aircraft, TFD must be operational.
NOTE: SSO Transition: for non-GPS equipped aircraft, TFD and TUS must be operational.

PHOENIX
PXR

BASHA
8000 210K

NEELE

6000
258°
(14)

6000
258°
(6)

BRNDA
7000

300°
8000
(17)

VNILA
9000

9000
302°
(9)

SUNSS
10000

R-2310B
R-2310C
R-2310A

10000
267°
(9)

SQUEZ
11000 250K

112°
10000
7 NM

COOLIDGE
MUNI

11000
292°
(15)

KOOLY
14000 270K

110°
10000
8 NM

14000
290°
(12)

RECOK
17000 280K

14000
335°
(21)

17000
291°
(20)

ITEMM
FL240 280K

094°
8 NM

FL240
274°
(70)

SAN SIMON
SSO

HOTTT
FL190 280K

FL190
335°
(27)

TUCSON
TUS
FL260 280K

N

NOTE: Chart not to scale.

SAN SIMON TRANSITION (SSO.KOOLY2)

TUCSON TRANSITION (TUS.KOOLY2)

From KOOLY via 292°/ 15 NM track to cross SQUEZ , at 11000 at 250 KTs. thence, as depicted to NEELE expect radars vectors.

LOST COMMUNICATIONS:

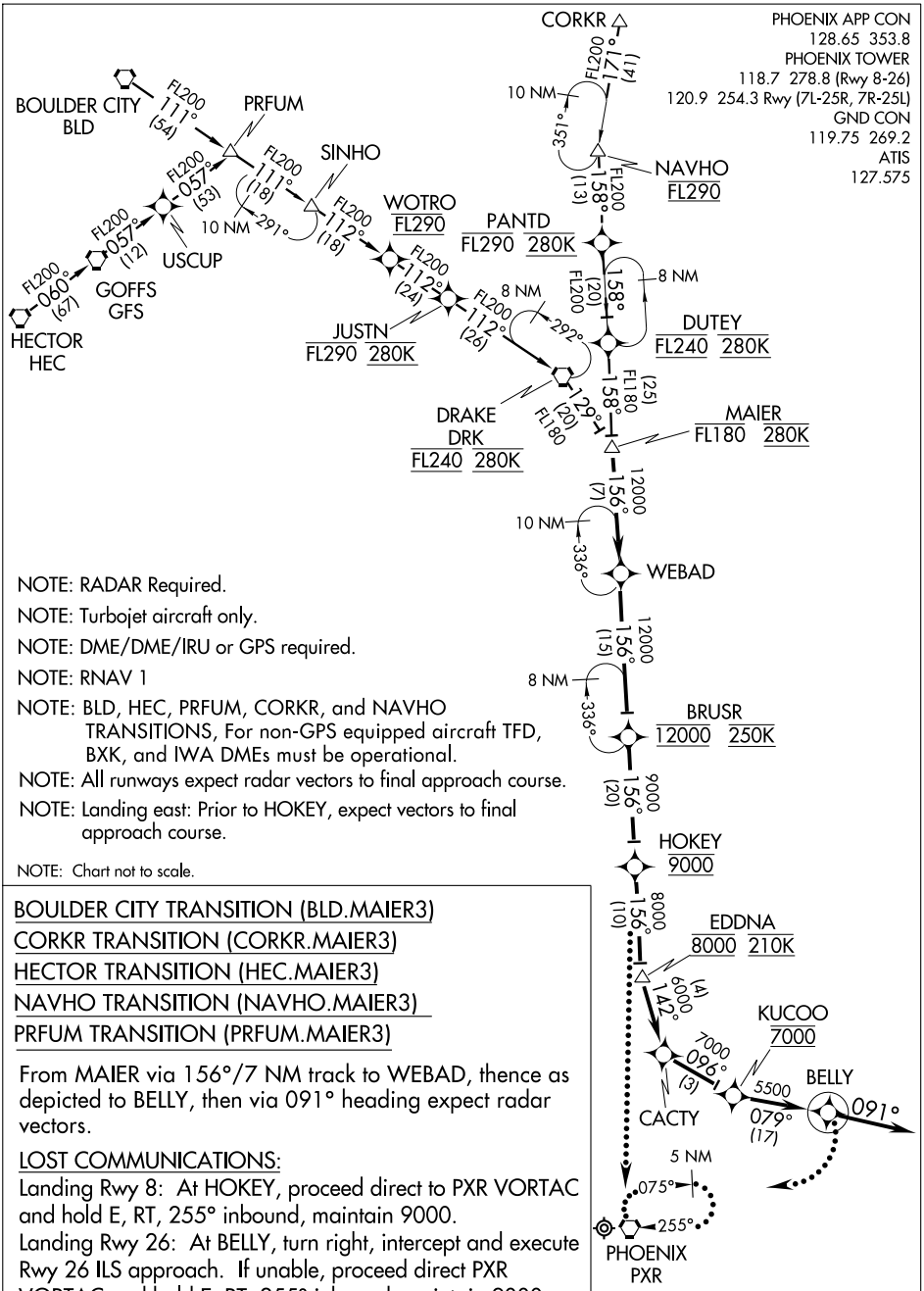
Landing Rwy 7R: At NEELE turn right, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

Landing Rwy 25L: At VNILA proceed direct PXR VORTAC and hold, maintain 9000.

KOOLY TWO ARRIVAL (RNAV)
(KOOLY.KOOLY2) 09127
PHOENIX, ARIZONA
PHOENIX SKY HARBOR INTL

ST-322 (FAA)

MAIER THREE ARRIVAL (RNAV)



NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: BLD, HEC, PRFUM, CORKR, and NAVHO TRANSITIONS, For non-GPS equipped aircraft TFD, BXK, and IWA DMEs must be operational.

NOTE: All runways expect radar vectors to final approach course.

NOTE: Landing east: Prior to HOKEY, expect vectors to final approach course.

NOTE: Chart not to scale.

BOULDER CITY TRANSITION (BLD.MAIER3)

CORKR TRANSITION (CORKR.MAIER3)

HECTOR TRANSITION (HEC.MAIER3)

NAVHO TRANSITION (NAVHO.MAIER3)

PRFUM TRANSITION (PRFUM.MAIER3)

From MAIER via 156°/7 NM track to WEBAD, thence as depicted to BELLY, then via 091° heading expect radar vectors.

LOST COMMUNICATIONS:

Landing Rwy 8: At HOKEY, proceed direct to PXR VORTAC and hold E, RT, 255° inbound, maintain 9000.

Landing Rwy 26: At BELLY, turn right, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000.

SW-4, 21 OCT 2010 to 18 NOV 2010

MAXXO ONE DEPARTURE

(MAXXO1.MAXXO) 09127

PHOENIX SKY HARBOR INTL (PHX)

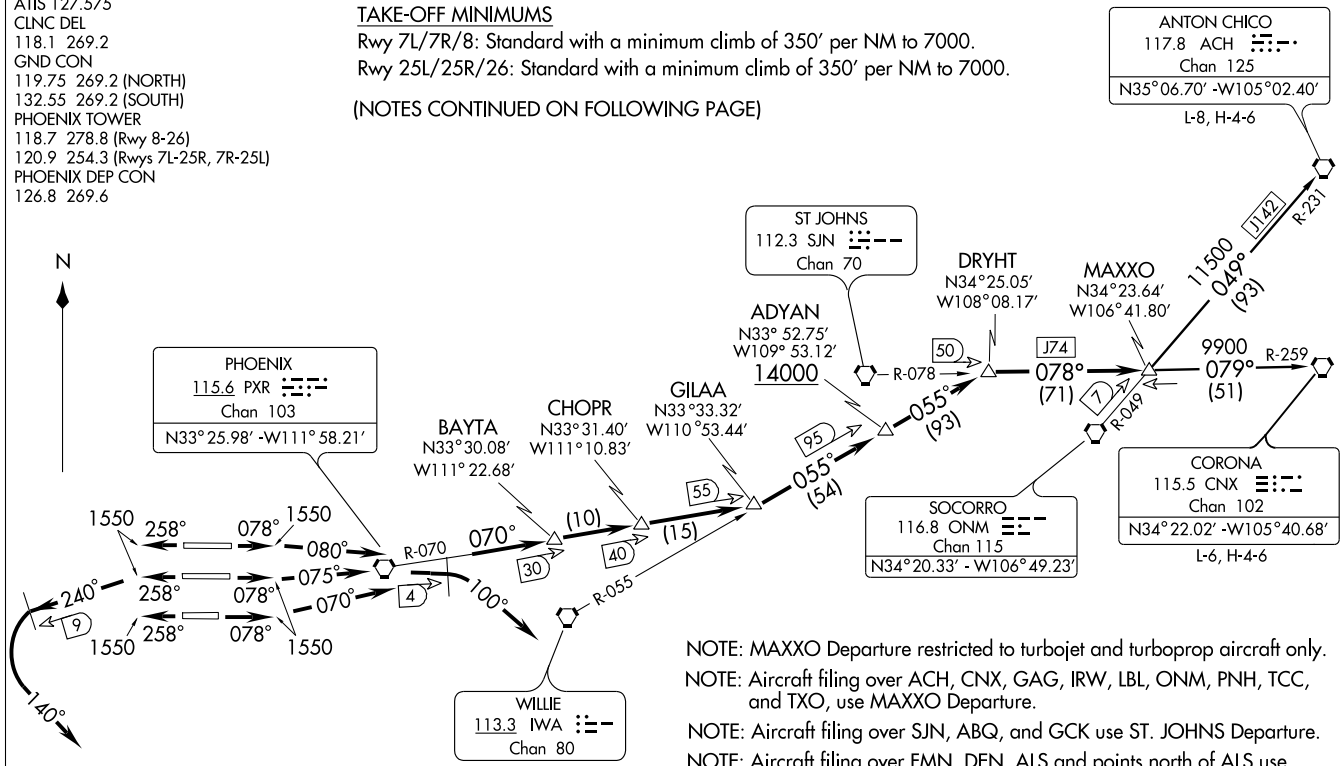
PHOENIX, ARIZONA

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with a minimum climb of 350′ per NM to 7000.
Rwy 25L/25R/26: Standard with a minimum climb of 350′ per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: MAXXO Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ACH, CNX, GAG, IRW, LBL, ONM, PNH, TCC, and TXO, use MAXXO Departure.

NOTE: Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS Departure.

NOTE: Aircraft filing over FMN, DEN, ALS and points north of ALS use SILOW Departure.

NOTE: RADAR and DME required.

NOTE: MRA CHOPR/PXR 40 DME 9100 to receive PXR.

NOTE: MRA GILAA/PXR 55 DME 14000 to receive PXR and IWA.

NOTE: MRA ADYAN/IWA 95 DME FL240 to receive IWA.

MAXXO ONE DEPARTURE
(MAXXO1.MAXXO) 09127
PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . . .

. . . .maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298′ from departure end of runway, 798′ left of centerline, 67′ AGL/1176′ MSL.

NOTE: Rwy 7R, rod 717′ from departure end of runway, 184′ right of centerline, 87′ AGL/1196′ MSL.

NOTE: Rwy 8, light standard 3460′ from departure end of runway, 1207′ left of centerline, 123′ AGL/1232′ MSL.
Rwy 8, light standard 3444′ from departure end of runway, 1003′ left of centerline, 118′ AGL/1227′ MSL.

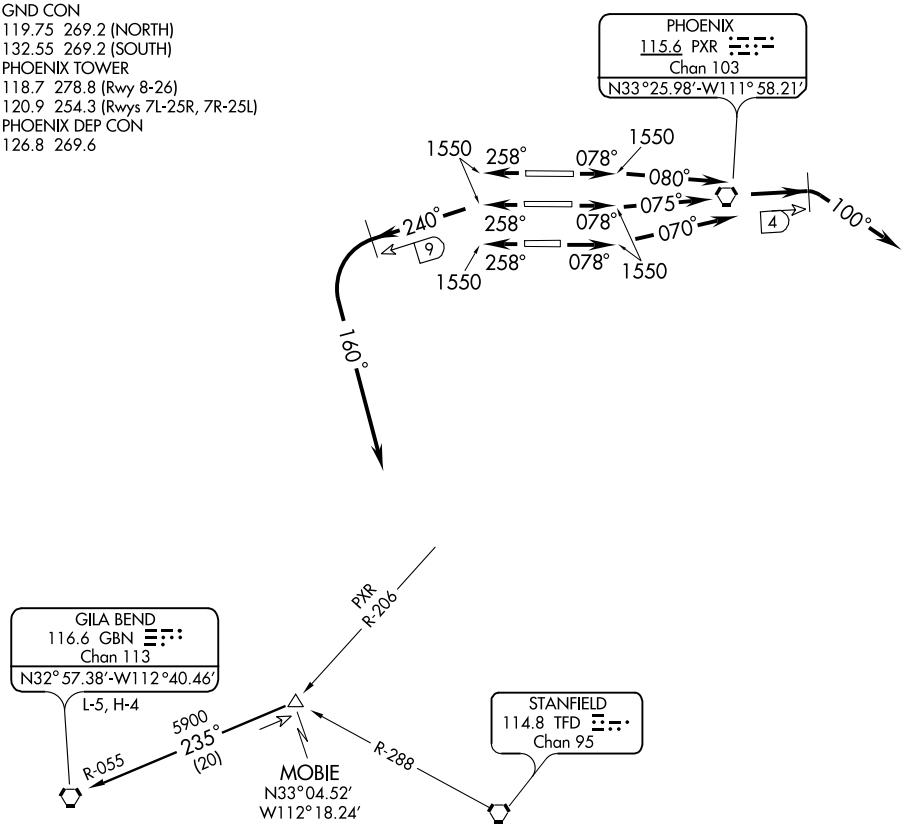
NOTE: Rwy 25L, light standard 271′ from departure end of runway, 5140′ left of centerline, 91′ AGL/1200′ MSL.

NOTE: Rwy 26, light 59′ from departure end of runway, 63′ right of centerline, 16′ AGL/1125′ MSL.
Rwy 26, pole 58′ from departure end of runway, 90′ right of centerline, 25′ AGL/1125′ MSL.
Rwy 26, light 78′ from departure end of runway, 64′ right of centerline, 18′ AGL/1127′ MSL.
Rwy 26, tree 38′ from departure end of runway, 440′ right of centerline, 24′ AGL/1133′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 453′ right of centerline, 27′ AGL/1136′ MSL.
Rwy 26, light standard 74′ from departure end of runway, 453′ right of centerline, 33′ AGL/1142′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 434′ right of centerline, 31′ AGL/1140′ MSL.
Rwy 26, light 38′ from departure end of runway, 440′ right of centerline, 26′ AGL/1135′ MSL.
Rwy 26, tree 113′ from departure end of runway, 294′ left of centerline, 24′ AGL/1133′ MSL.
Rwy 26, building, 2.27 NM from departure end of runway, 3309′ right of centerline, 406′ AGL/1496′ MSL.
Rwy 26, building 2.23 NM from departure end of runway, 3631′ right of centerline, 663′ AGL/1750′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

MOBIE TWO DEPARTURE

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: MOBIE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332′ from departure end of runway, 798′ left of centerline, 67′ AGL/1176′ MSL.

NOTE: Rwy 7R, rod 716′ from departure end of runway, 184′ right of centerline, 87′ AGL/1196′ MSL.

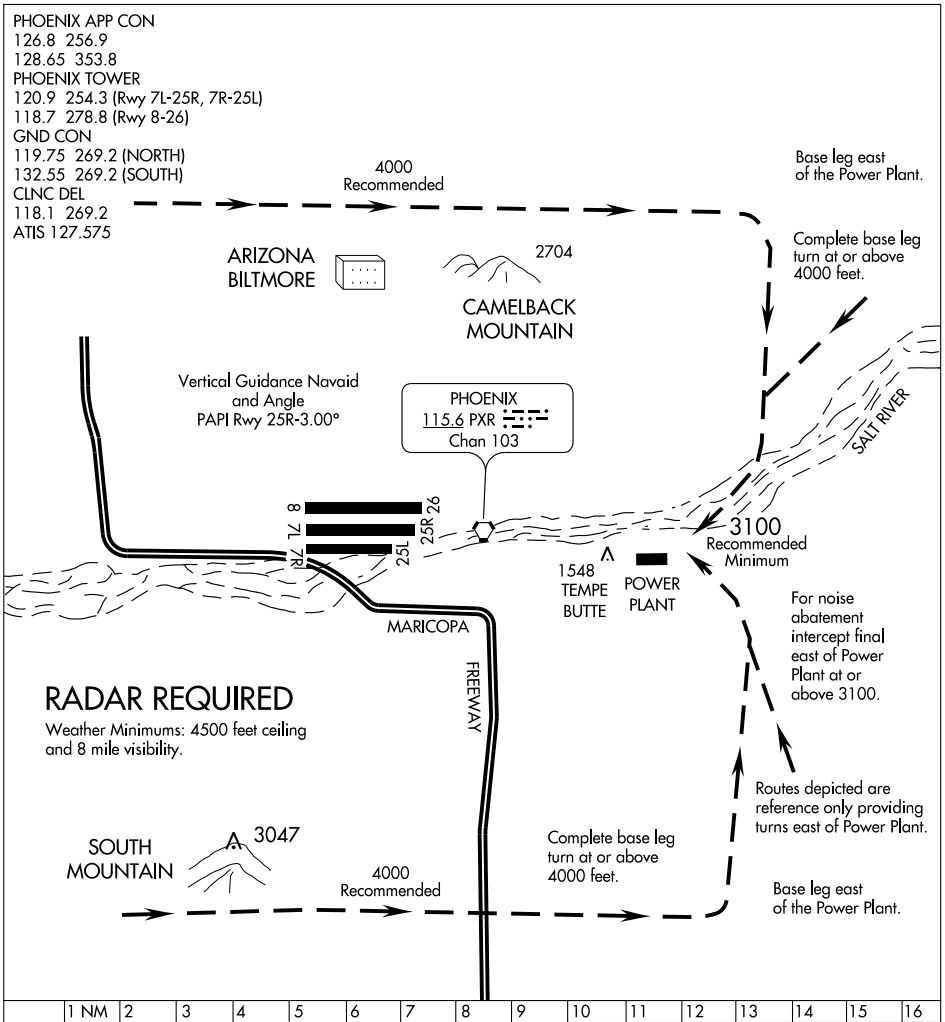
NOTE: Rwy 8, light standard 3530′ from departure end of runway, 1207′ left of centerline, 123′ AGL/1232′ MSL.
Rwy 8, light standard 3479′ from departure end of runway, 1003′ left of centerline, 118′ AGL/1227′ MSL.

NOTE: Rwy 25L, light standard 1129′ from departure end of runway, 774′ left of centerline, 120′ AGL/1200′ MSL.

NOTE: Rwy 26, light 59′ from departure end of runway, 63′ right of centerline, 16′ AGL/1125′ MSL.
Rwy 26, pole 58′ from departure end of runway, 90′ right of centerline, 25′ AGL/1125′ MSL.
Rwy 26, light 78′ from departure end of runway, 64′ right of centerline, 18′ AGL/1127′ MSL.
Rwy 26, light 38′ from departure end of runway, 440′ left of centerline, 24′ AGL/1133′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 453′ left of centerline, 27′ AGL/1136′ MSL.
Rwy 26, light standard 74′ from departure end of runway, 456′ right of centerline, 33′ AGL/1142′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 434′ right of centerline, 31′ AGL/1140′ MSL.
Rwy 26, light standard 64′ from departure end of runway, 68′ left of centerline, 1125′ MSL.
Rwy 26, tree 113′ from departure end of runway, 294′ left of centerline, 24′ AGL/1133′ MSL.
Rwy 26, building, 2.32 NM from departure end of runway, 3309′ right of centerline, 406′ AGL/1496′ MSL.
Rwy 26, building 2.28 NM from departure end of runway, 3612′ right of centerline, 663′ AGL/1750′ MSL.
Rwy 26, tree 234′ from departure end of runway, 214′ right of centerline, 24′ AGL/1133′ MSL

SW-4, 21 OCT 2010 to 18 NOV 2010

POWER PLANT VISUAL RWY 25R



POWER PLANT VISUAL RWY 25R

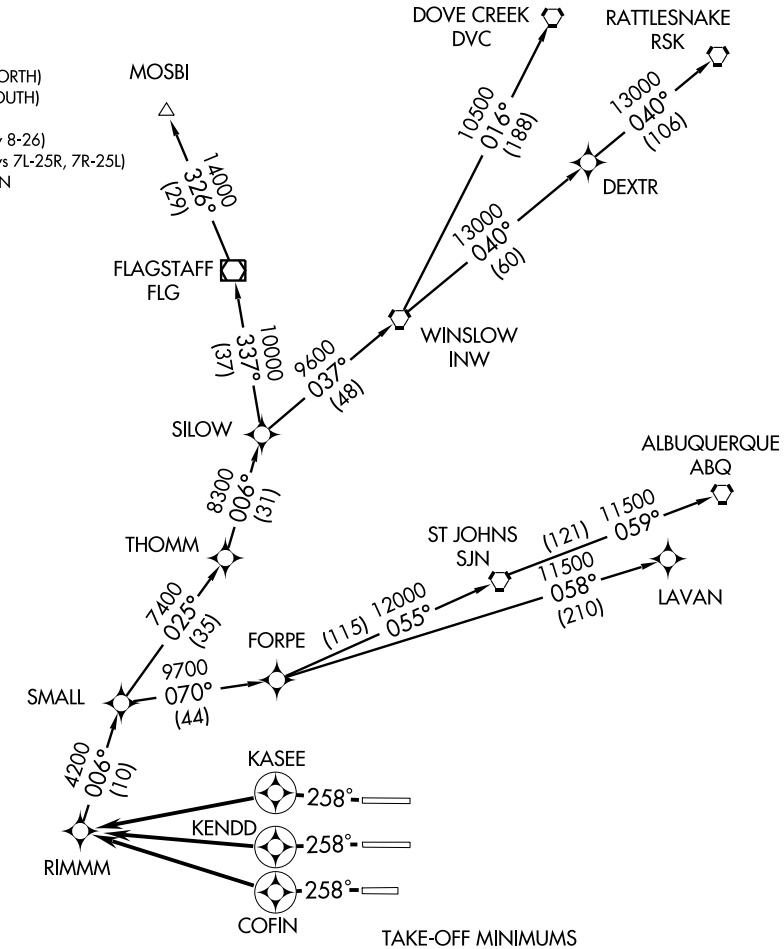
When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phaseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

SW-4, 21 OCT 2010 to 18 NOV 2010

RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6



TAKE-OFF MINIMUMS
Rwys 7L/7R/8: NA
Rwys 25L/25R/26: Standard with mininium climb of 380' per NM to 7000 (ATC).

NOTE: 1. GPS required
2. RNAV 1

NOTE: RIMMM Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

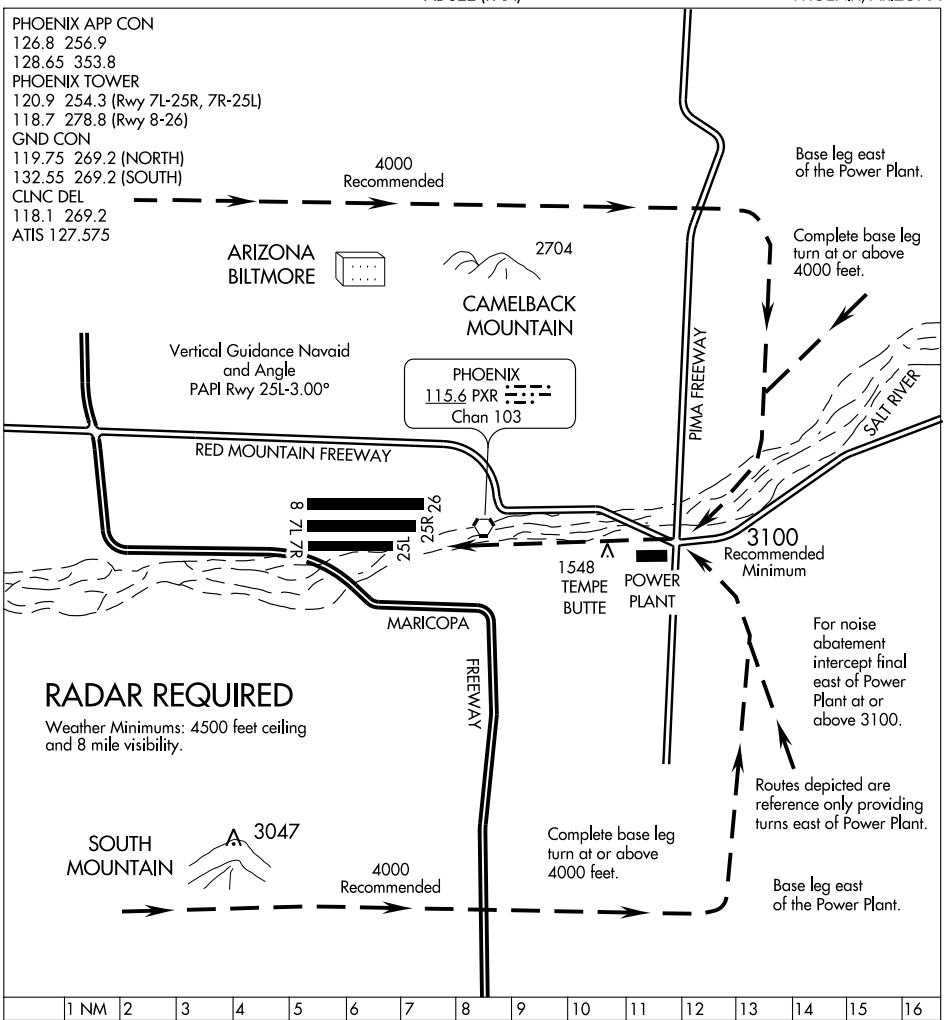
RATTLESNAKE TRANSITION (RIMMM1.RSK)

SW-4, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be given utilizing in part the following phaseology:

"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"

WAAS	APP CRS	Rwy Idg	10300
CH 65811	078°	TDZE	1116
W07A		Apt Elev	1135

RNAV (GPS) Y RWY 7L

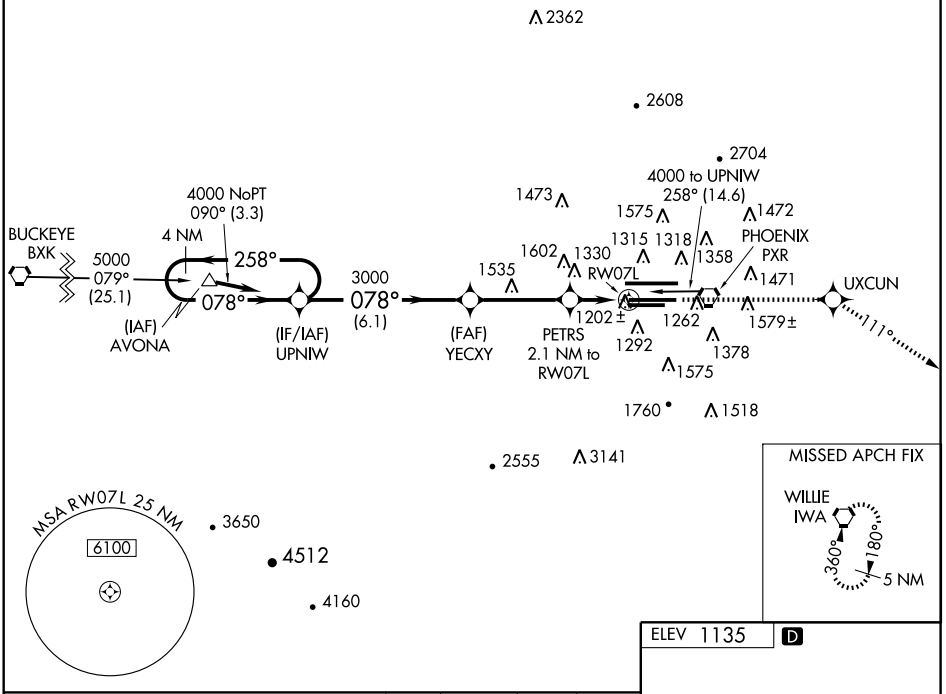
PHOENIX SKY HARBOR INTL (PHX)

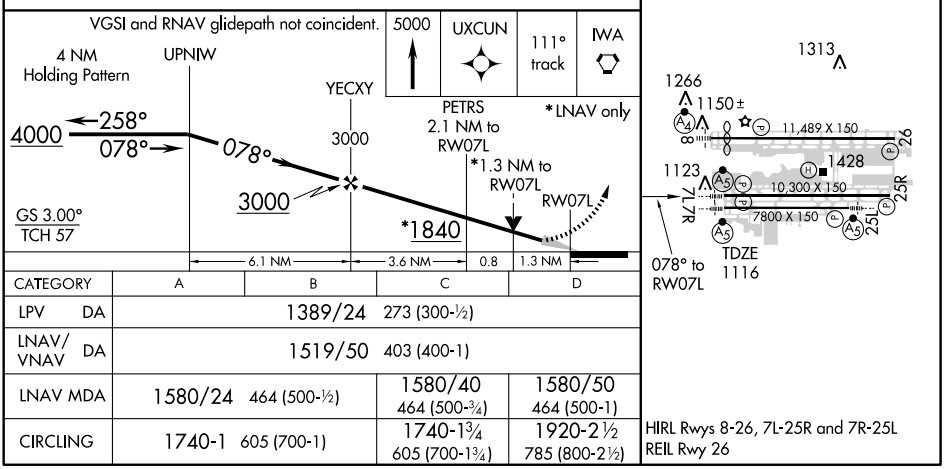
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2





CATEGORY	A	B	C	D
LPV DA	1389/24 273 (300-½)			
LNAV/VNAV DA	1519/50 403 (400-1)			
LNAV MDA	1580/24 464 (500-½)		1580/40 464 (500-¾)	1580/50 464 (500-1)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 73011	078°	TDZE	1116
W07B		Apt Elev	1135

RNAV (GPS) Y RWY 7R

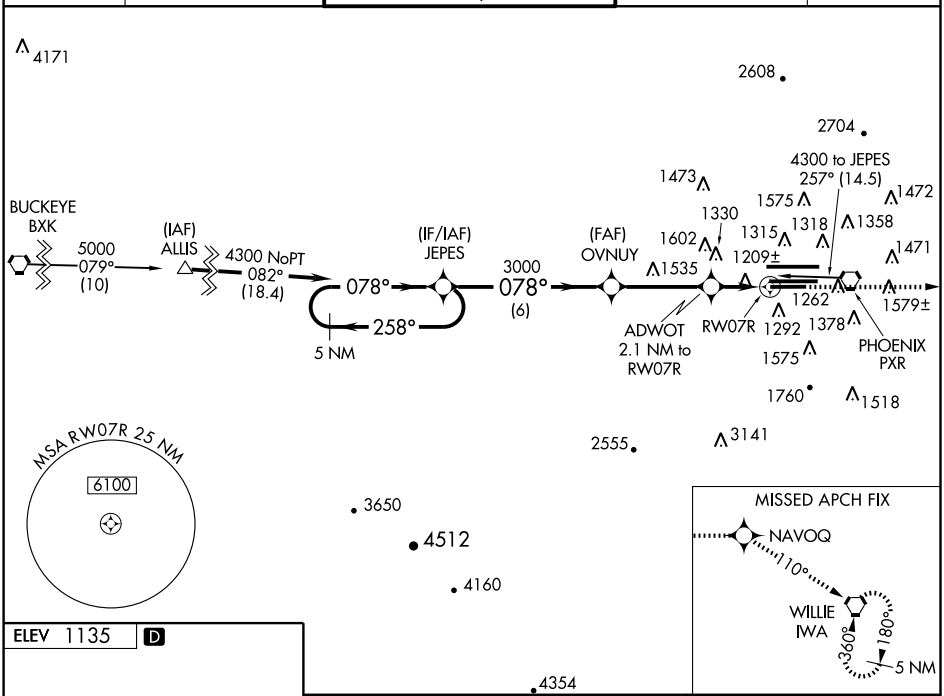
PHOENIX SKY HARBOR INTL (PHX)

For inoperative MALSR, increase LNAV Cat A/B visibility to 1 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

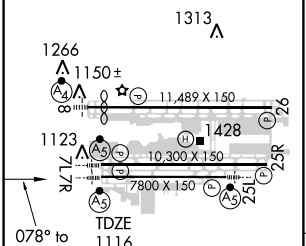
MALSR

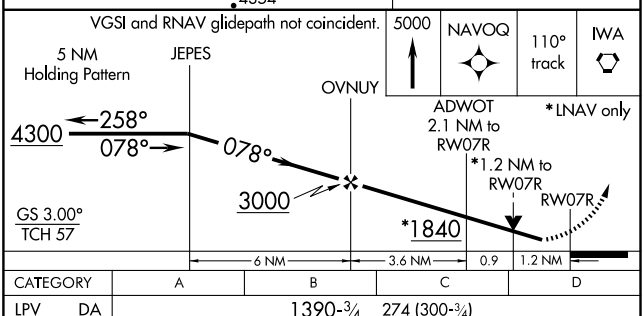
MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



ELEV 1135 **D**





CATEGORY	A	B	C	D
LPV DA	1390-¾ 274 (300-¾)			
LNAV/VNAV DA	1520-1 404 (400-1)			
LNAV MDA	1580-¾ 464 (500-¾)			1580-1 464 (500-1)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10591
CH 86611	078°	TDZE	1118
W08A		Apt Elev	1135

AL-322 (FAA)

RNAV (GPS) Y RWY 8

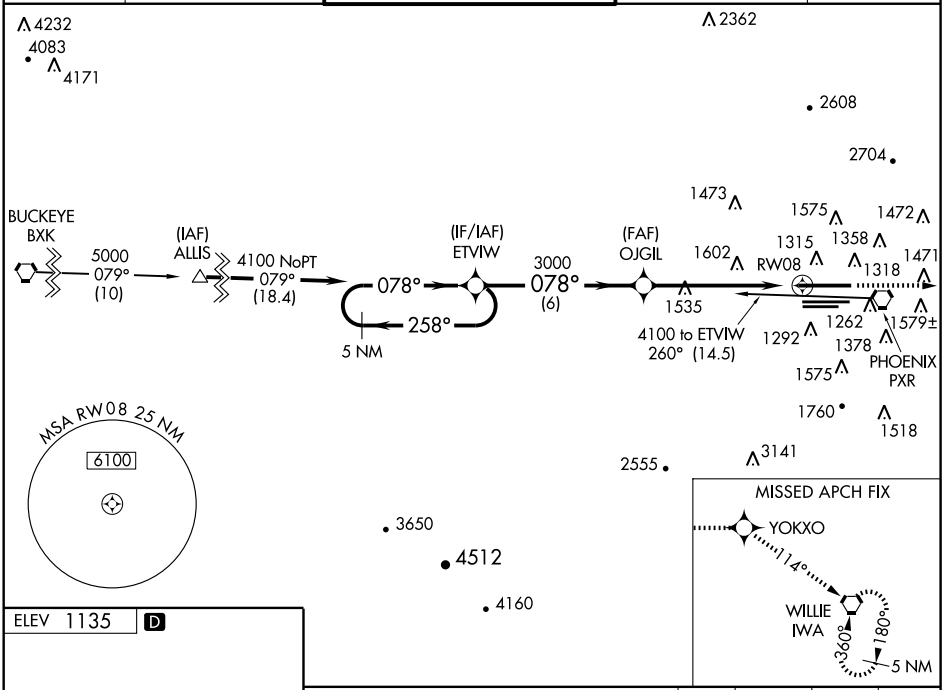
PHOENIX SKY HARBOR INTL (PHX)

Inoperative table does not apply.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

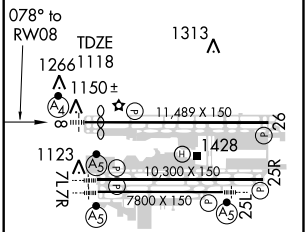
MALSF

MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

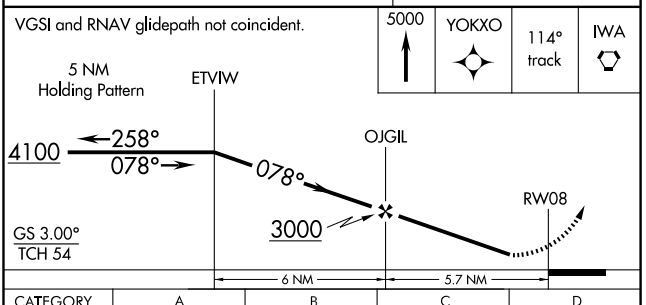
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



ELEV 1135 D



HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



CATEGORY	A	B	C	D
LPV DA	1394-1 276 (300-1)			
LNAV MDA	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 82211	258°	TDZE	1126
W25B		Apt Elev	1135

RNAV (GPS) Y RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

T For inoperative MALSR, increase LPV all Cats visibility to 1¼.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA.

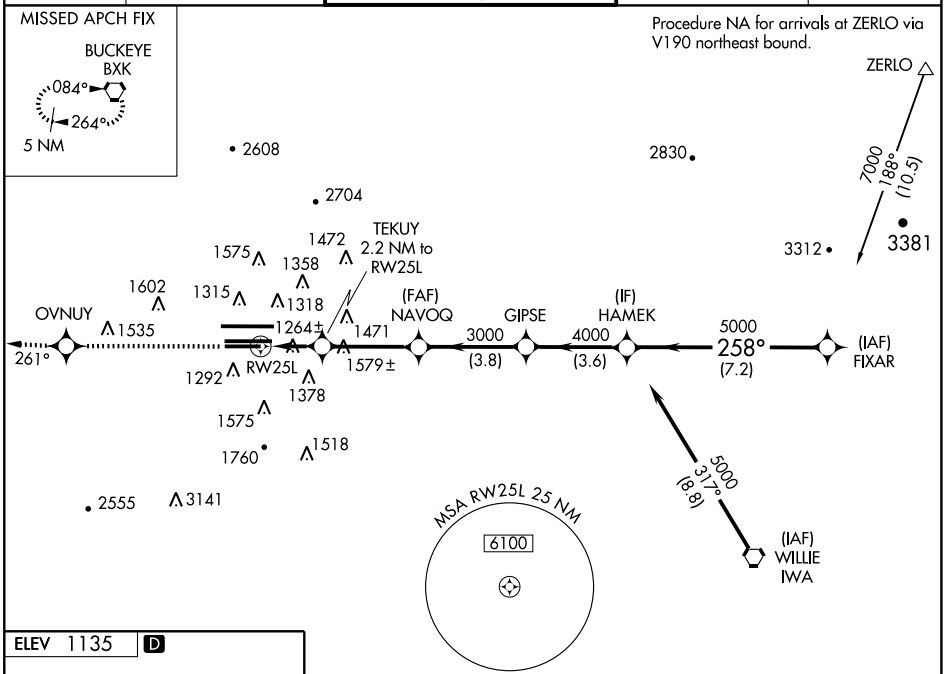
MALSR (A5)

MISSED APPROACH: Climb to 5000 direct OVNUY and via 261° track to BXK VORTAC and hold.

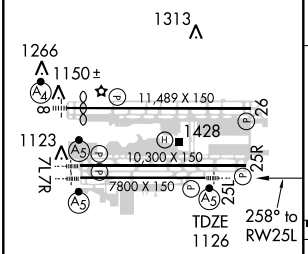
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

MISSED APCH FIX
BUCKEYE BXK
084°
264°
5 NM

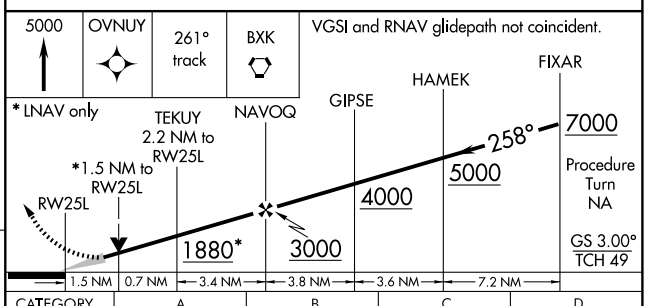
Procedure NA for arrivals at ZERLO via V190 northeast bound.



ELEV 1135 D



HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



CATEGORY	A	B	C	D
LPV DA	1482-¾ 356 (400-¾)			
LNAV/VNAV DA	1613-1¼ 487 (500-1¼)			
LNAV MDA	1680-½ 554 (600-½)		1680-1 554 (600-1)	1680-1¼ 554 (600-1¼)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 25R

PHOENIX SKY HARBOR INTL (PHX)

WAAS	APP CRS	Rwy Idg	10300
CH 40022	258°	TDZE	1134
W25A		Apt Elev	1135

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXK VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

MISSED APCH FIX

BUCKEYE BXK

084°

264°

5 NM

Procedure NA for arrivals at ZERLO via V190 northeast bound.

ZERLO

7000 18° (10.3)

2608 2704 2830 3312 3381

1473 1575 1472 1358 YASCU 2.1 NM to RW25R

1602 1315 1318 1471

YECXY 1535 260° 1264± 1292 RW25R 1579± 1378

(FAF) UXCUN 3000 (3.5)

ZAMEX 4000 (3.6)

(IF) TEYYI 5000 258° (7.4)

(IAF) UVIYO

1575 1760 1518 3141 2555

MSA RW25R 25 NM 6100

5000 317° (8.9)

(IAF) WILLIE IWA

5000 | YECXY | 260° track | BXK

VGSI and RNAV glidepath not coincident.

* LNAV only

*1.4 NM to RW25R

YASCU 2.1 NM to RW25R

UXCUN ZAMEX TEYYI UVIYO

258° 7000 5000 4000 3000 1860*

Procedure Turn NA

GS 3.00° TCH 55

1.4 NM | 0.7 NM | 3.5 NM | 3.5 NM | 3.6 NM | 7.4 NM

CATEGORY	A	B	C	D
LPV DA	1439-1 305 (400-1)			
LNAV/VNAV DA	1580-1½ 446 (500-1½)			
LNAV MDA	1640-1 506 (600-1)		1640-1½ 506 (600-1½)	
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

ELEV 1135 D

1313 1266 1150± 1123

11,489 X 150

1428

10,300 X 150

7800 X 150

7L-25R 7R-25L 8-26

TDZE 1134

258° to RW25R

HIRL Rwys 8-26, 7L-25R and 7R-25L

REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11489
CH 70321	258°	TDZE	1135
W26A		Apt Elev	1135

AL-322 (FAA)

RNAV (GPS) Y RWY 26

PHOENIX SKY HARBOR INTL (PHX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct OJGIL and via 259° track to BXK VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

MISSED APCH FIX

BUCKEYE BXK

084°

264°

5 NM

Procedure NA for arrivals at ZERLO via V190 northeast bound.

(IAF) ZERLO

7000 188° (9.8)

3982 2608 2830 2704 3312 3381 1473 1575 1358 1472 1602 1315 1318 1352± 1471 1550 1535 1292 1262 1579± 1378 1575 1760 1518 2555 3141

OJGIL 259° RW26 (FAF) YOKXO 3000 (3.4) JAGAL 4000 258° (3.6) (IF) TODRE 5000 258° (7.4) CERUN

5000 319° (9.4)

(IAF) WILLIE IWA

MSA RW 26 25 NM 6100

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1135 D

1313 258° to RW26

1266 1150± TDZE 1135

11,489 X 150

1428

1123

10,300 X 150

7800 X 150

7L 7R 25L 25R 8 26

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

5000 | OJGIL | 259° track | BXK

VGSI and RNAV glidepath not coincident.

*LNAV only

*1.9 NM to RW26

RW26 YOKXO JAGAL TODRE 5000 258° 4000 3000

Procedure Turn NA

GS 3.00° TCH 54

1.9 NM 3.7 NM 3.4 NM 3.6 NM

CATEGORY	A	B	C	D
LPV DA	1436-1 301 (400-1)			
LNAV/VNAV DA	1659-1¾ 524 (600-1¾)			
LNAV MDA	1800-1 665 (700-1)		1800-1¾ 665 (700-1¾)	1800-2 665 (700-2)
CIRCLING	1800-1 665 (700-1)		1800-1¾ 665 (700-1¾)	1920-2½ 785 (800-2½)

33°26'N - 112°01'W

APP CRS	Rwy Idg	10300
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

Procedure NA for arrivals at BXK VORTAC via V16 westbound.

BUCKEYE BXK 5000 079° (25.1) — (IAF) AVONA 4000 090° (3.3) — (IF) UPNIW 3000 078° (6.1) — (FAF) YECXY 1535 078° (5.7) — RW07L — 078° 1180± 1262 1579± (7.3) — UXCUN — 111° (13.9)

2362 2608 2704 1473 1575 1358 1472 1602 1315 1318 1471 1292 1378 1575 1760 1518 2555 3141 3650 4512 4160 4354

MISSED APCH FIX: WILLIE IWA 360° 180° 5 NM

MSA RW07L 25 NM: 6100

ELEV 1135 D

1313 1266 1150± 1123 1428 1116

11,489 X 150 — 26

10,300 X 150 — 25L — 25R

7800 X 150 — 7L — 7R

TDZE 1116

078° to RW07L

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

Procedure Turn NA

VGSI and RNAV glidepath not coincident.

UPNIW 4000 — 078° — YECXY 3000 — 3000 — RW07L

GP 3.00° TCH 57

6.1 NM — 5.7 NM

5000 trk 078°	UXCUN	trk 111°	IWA

CATEGORY	A	B	C	D
RNP 0.30 DA	1523/50	407 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7800
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 5000 via track 078° to NAVOQ and via track 110° to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

Procedure NA for arrivals at BUCKEYE (BXK) VORTAC via V461 westbound.

BUCKEYE BXK 5000 079° (10)

(IAF) ALLIS 4300 082° (18.4)

(IF) JEPES 3000 078° (6)

(FAF) OVNUY 078° (5.7)

RW07R

MSA RW07R 25 NM 6200

MISSED APCH FIX: NAVOQ 110° (14.1) WILLIE IWA 360° 180° 5 NM

ELEV 1135 D

078° to RW07R

11,489 X 150

10,300 X 150

7800 X 150

TDZE 1116

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

JEPES 4300 Procedure Turn NA GP 3.00° TCH 57

VGSI and RNAV glidepath not coincident.

OVNUY 3000 078° 3000

RW07R

5000 trk 078° | NAVOQ | trk 110° | IWA

6 NM 5.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1523-1	407 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 8

PHOENIX SKY HARBOR INTL (PHX)

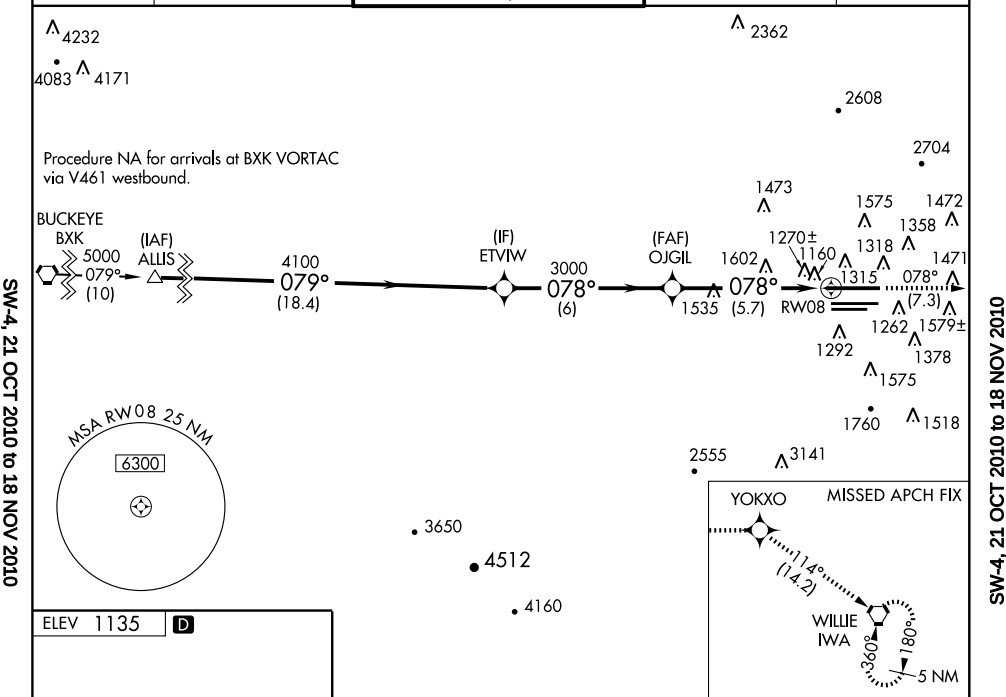
APP CRS	Rwy Idg	10591
078°	TDZE	1118
	Apt Elev	1135

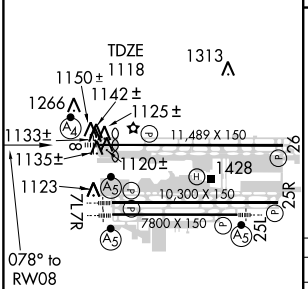
T GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

MALSF

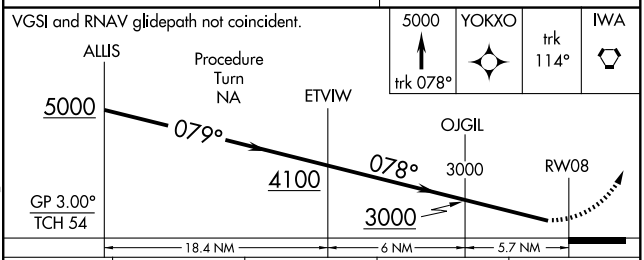
MISSED APPROACH: Climb to 5000 via track 078° to YOKXO and via track 114° to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2





HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1 360 (400-1)			
RNP 0.30 DA	1603-1½ 485 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

APP CRS	Rwy Idg	TDZE	Apt Elev
258°	7800	1126	1135

T For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1¾, RNP 0.30 all Cats visiibility to 2.
Visibility reduction by helicopters NA. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

MALSR

MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BXK VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

MISSED APCH FIX

BUCKEYE BXK

084°

264°

5 NM

Procedure NA for arrivals at ZERLO via V190 northeast bound.

(IAF) ZERLO

7000

188° (10.5)

OVNUY 1535 261° (34.4) 258° (7) 1262 1292 1241± 1579± (5.6) RW25L 1378 1575 1760 1518 2555 3141 1602 1315 1318 1358 1471 1473 1575 1472 2608 2704 2830 3312 3381

(FAF) NAVOQ 258° 3000 (3.8)

GIPSE 4000 (3.6)

(IF) HAMEK 5000 258° (7.2)

FIXAR

MSA RW25L 25 NM

6300

ELEV 1135 D

1313 1266 1150± 1123 1428 10,300 X 150 11,489 X 150 7800 X 150 7L-25R 7R-25L 8-26 TDZE 1126 258° to RW25L

5000 trk 258°	OVNUY	trk 261°	BXK

VGSI and RNAV glidepath not coincident.

FIXAR 7000 HAMEK 5000 GIPSE 4000 NAVOQ 3000 RW25L 3000 258° Procedure Turn NA GP 3.00° TCH 49

5.6 NM 3.8 NM 3.6 NM 7.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1617-1¼ 491 (500-1¼)			
RNP 0.30 DA	1664-1½ 538 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 25R

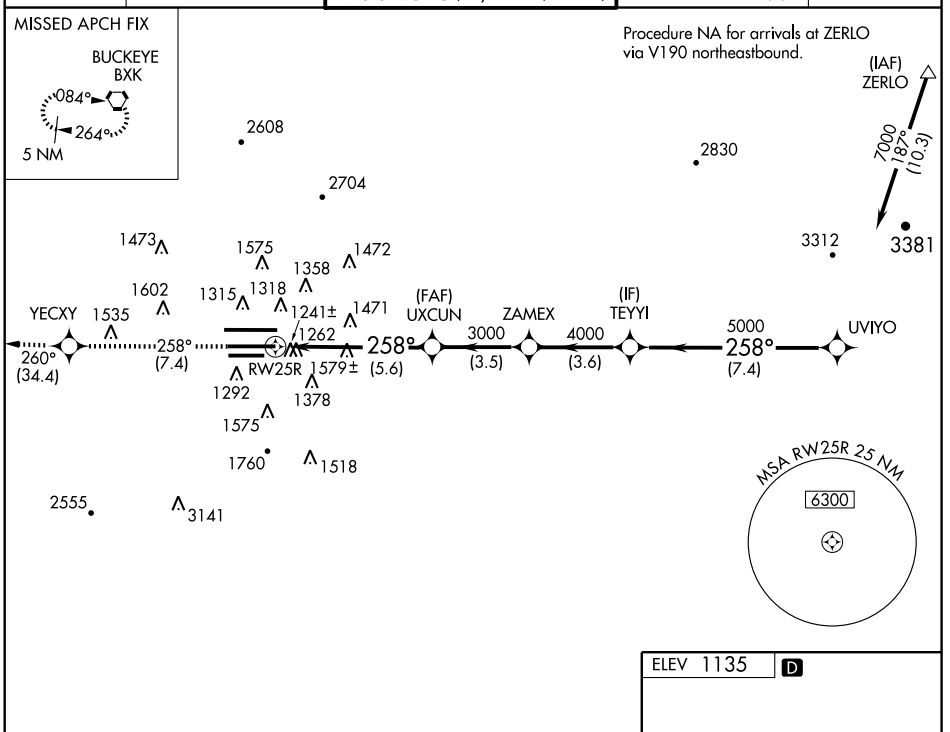
PHOENIX SKY HARBOR INTL (PHX)

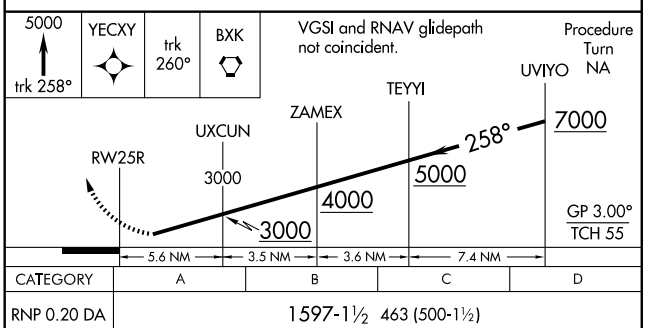
APP CRS	Rwy Idg	10300
258°	TDZE	1134
	Apt Elev	1135

Visibility reduction by helicopters NA. GPS required. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 5000 via track 258° to YECXY and via track 260° to BXK VORTAC and hold.

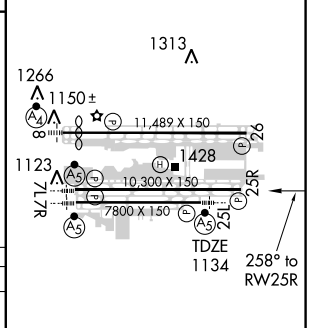
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2





CATEGORY	A	B	C	D
RNP 0.20 DA	1597-1½ 463 (500-1½)			
RNP 0.30 DA	1622-1¾ 488 (500-1¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 26

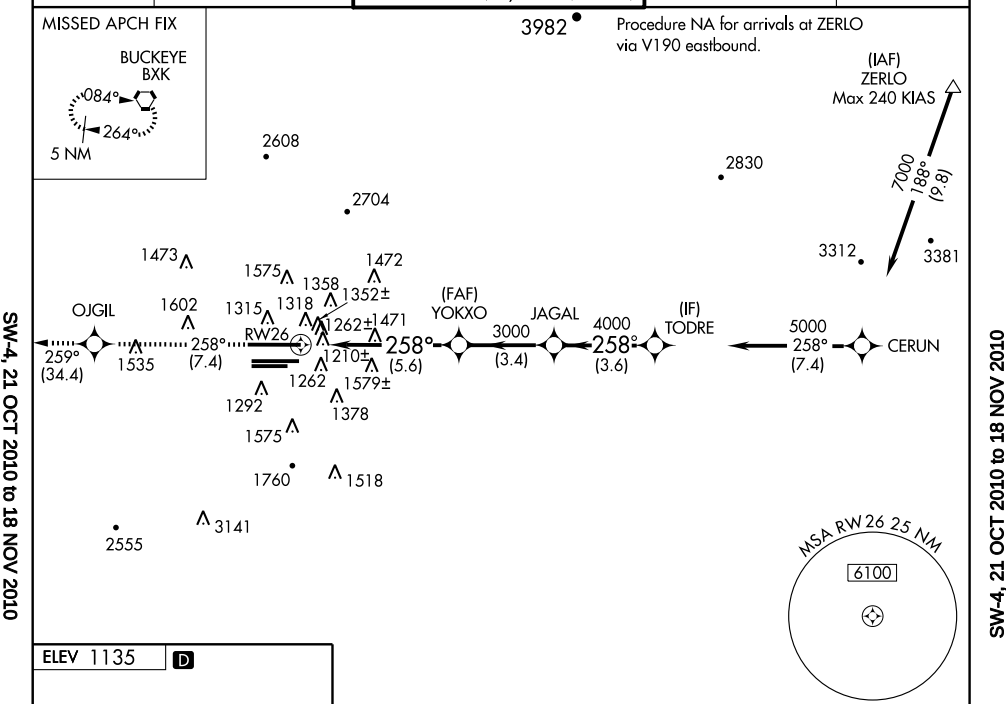
PHOENIX SKY HARBOR INTL (PHX)

APP CRS	Rwy Idg	11489
258°	TDZE	1135
	Apt Elev	1135

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 5000 via track 258° to OJGIL and via track 259° to BXK VORTAC and hold.

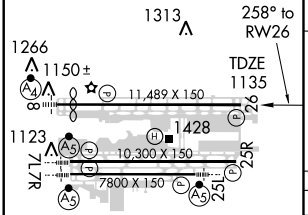
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

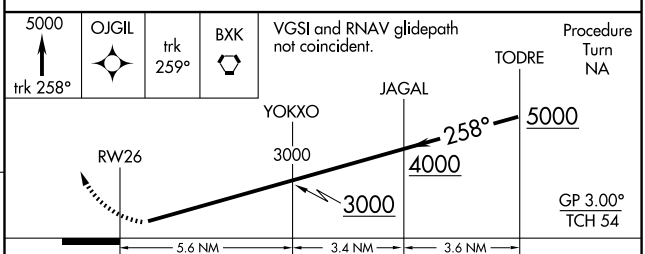


SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1135 D

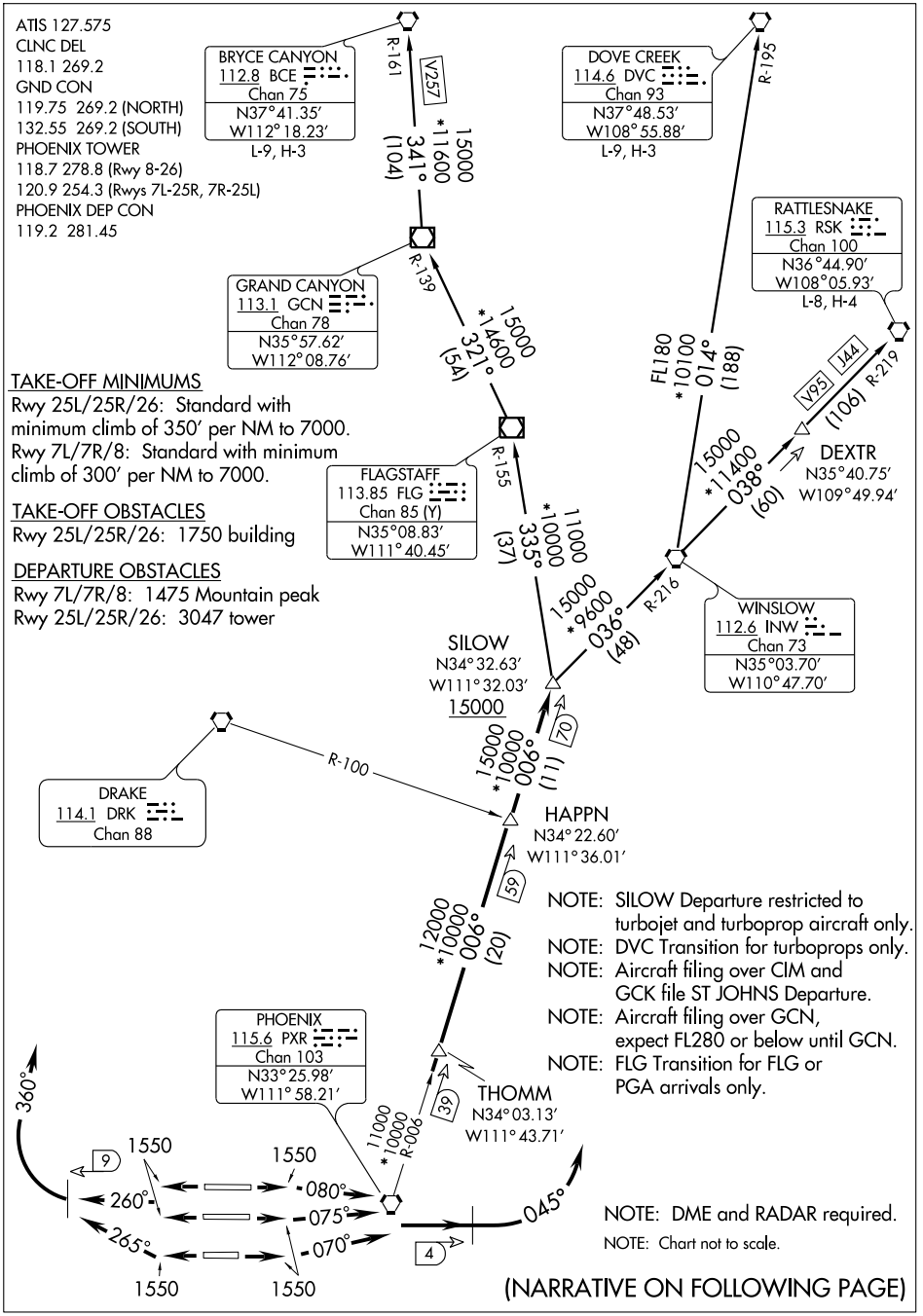




CATEGORY	A	B	C	D
RNP 0.11 DA	1490-1¼ 355 (400-1¼)			
RNP 0.20 DA	1590-1½ 455 (500-1½)			
RNP 0.30 DA	1654-1¾ 519 (600-1¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26



TAKE-OFF MINIMUMS

Rwy 25L/25R/26: Standard with minimum climb of 350′ per NM to 7000.
Rwy 7L/7R/8: Standard with minimum climb of 300′ per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak
Rwy 25L/25R/26: 3047 tower

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....
TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....
TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....
TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....
TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....
TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

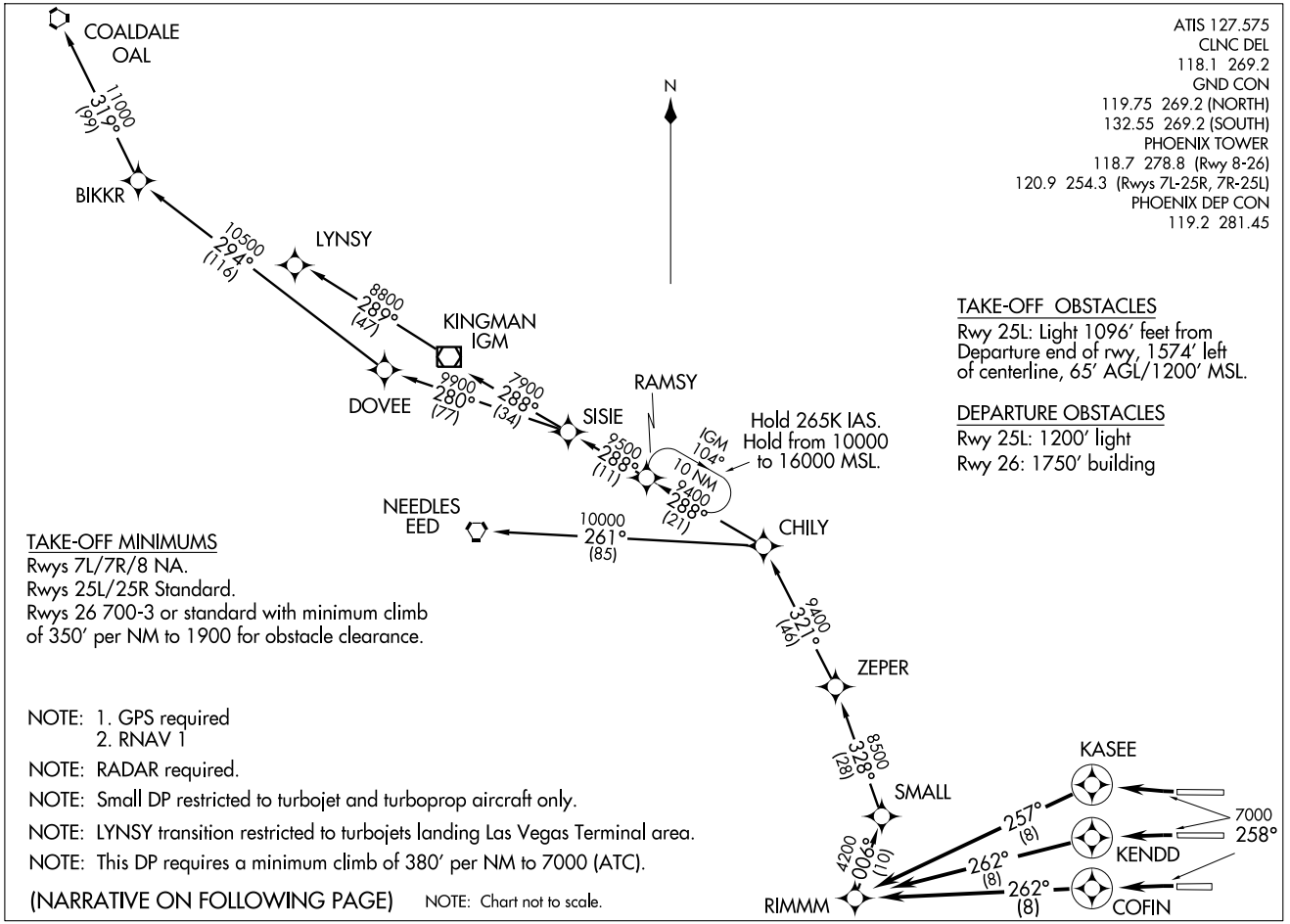
RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

SMALL ONE DEPARTURE (RNAV)

(SMALL1.SMALL) 09127

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45

TAKE-OFF OBSTACLES

Rwy 25L: Light 1096′ feet from Departure end of rwy, 1574′ left of centerline, 65′ AGL/1200′ MSL.

DEPARTURE OBSTACLES

Rwy 25L: 1200′ light
Rwy 26: 1750′ building

TAKE-OFF MINIMUMS

Rwys 7L/7R/8 NA.
Rwys 25L/25R Standard.
Rwys 26 700-3 or standard with minimum climb of 350′ per NM to 1900 for obstacle clearance.

NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: Small DP restricted to turbojet and turboprop aircraft only.

NOTE: LYNSY transition restricted to turbojets landing Las Vegas Terminal area.

NOTE: This DP requires a minimum climb of 380′ per NM to 7000 (ATC).

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMALL ONE DEPARTURE (RNAV)
(SMALL1.SMALL) 09127
PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

SL-322 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

SW-4, 21 OCT 2010 to 18 NOV 2010

ST. JOHNS FIVE DEPARTURE

(SJN5.SJN) 10154

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45

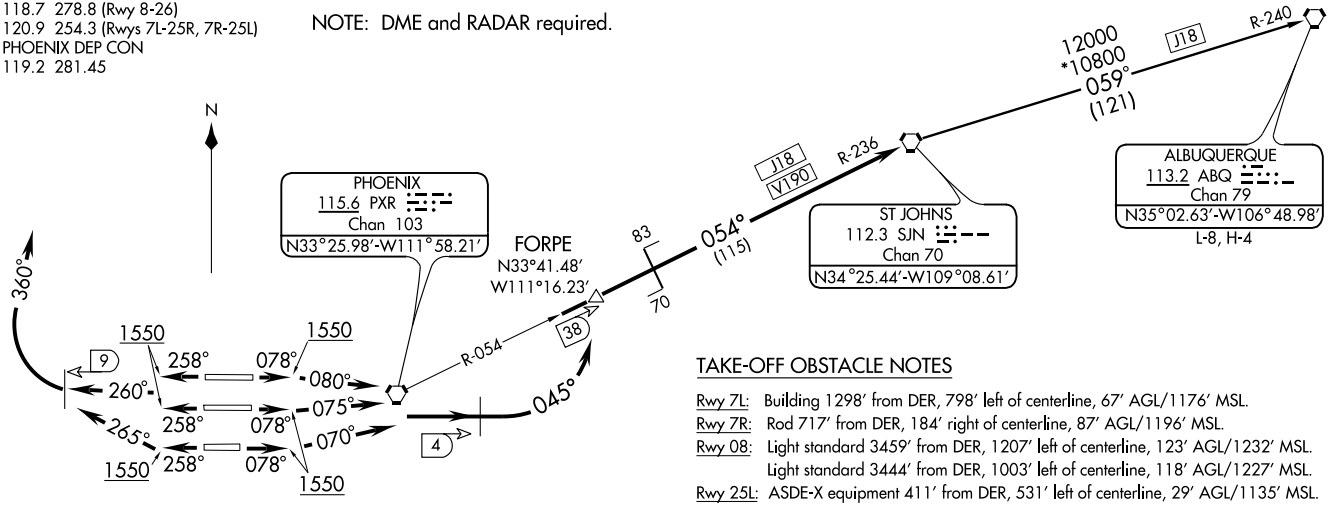
NOTE: ST.JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ALS, RSK and points north of ALS file SILOW DEPARTURE.

NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO DEPARTURE.

NOTE: DME and RADAR required.



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 350′ per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350′ per NM to 7000.

TAKE-OFF OBSTACLE NOTES

Rwy 7L: Building 1298′ from DER, 798′ left of centerline, 67′ AGL/1176′ MSL.

Rwy 7R: Rod 717′ from DER, 184′ right of centerline, 87′ AGL/1196′ MSL.

Rwy 08: Light standard 3459′ from DER, 1207′ left of centerline, 123′ AGL/1232′ MSL.
Light standard 3444′ from DER, 1003′ left of centerline, 118′ AGL/1227′ MSL.

Rwy 25L: ASDE-X equipment 411′ from DER, 531′ left of centerline, 29′ AGL/1135′ MSL.

Rwy 25R: Light 59′ from DER, 63′ right of centerline, 16′AGL/1125′ MSL.
Light 38′ from DER, 440′ right of centerline, 26′ AGL/1135′ MSL.
Tree 113′ from DER, 294′ left of centerline, 24′ AGL/1133′ MSL.
Light 78′ from DER, 64′ right of centerline, 18′ AGL/1127′ MSL.
Building 2.3 NM from DER, 3309′ right of centerline, 406′ AGL/1496′ MSL.
Building 2.2 NM from DER, 3631′ right of centerline, 663′ AGL/1750′ MSL.

Rwy 26: Light 59′ from DER, 63′ right of centerline, 16′ AGL/1125′ MSL.
Pole 58′ from DER, 90′ right of centerline, 25′ AGL/1125′ MSL.
Light 78′ from DER, 64′ right of centerline, 18′ AGL/1127′ MSL.
Tree 38′ from DER, 440′ right of centerline, 24′ AGL/1133′ MSL.
ASDE-X equipment 897′ from DER, 413′ right of centerline, 35′ AGL/1141′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(SJN5.SJN) 10154

ST. JOHNS FIVE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

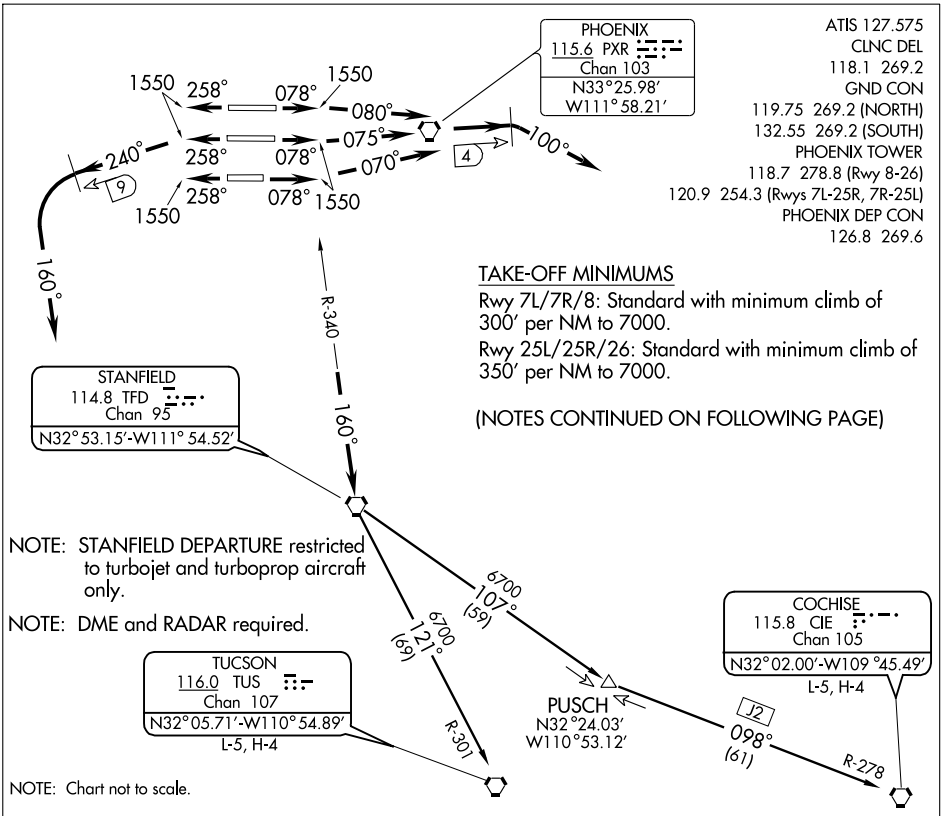
TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

STANFIELD TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COCHISE TRANSITION (TFD2.CIE): From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

TUCSON TRANSITION (TFD2.TUS): From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332′ from departure end of runway, 798′ left of centerline, 67′ AGL/1176′ MSL.

NOTE: Rwy 7R, rod 716′ from departure end of runway, 184′ right of centerline, 87′ AGL/1196′ MSL.

NOTE: Rwy 8, light standard 3530′ from departure end of runway, 1207′ left of centerline, 123′ AGL/1232′ MSL.
Rwy 8, light standard 3479′ from departure end of runway, 1003′ left of centerline, 118′ AGL/1227′ MSL.

NOTE: Rwy 25L, light standard 1129′ from departure end of runway, 774′ left of centerline, 120′ AGL/1200′ MSL.

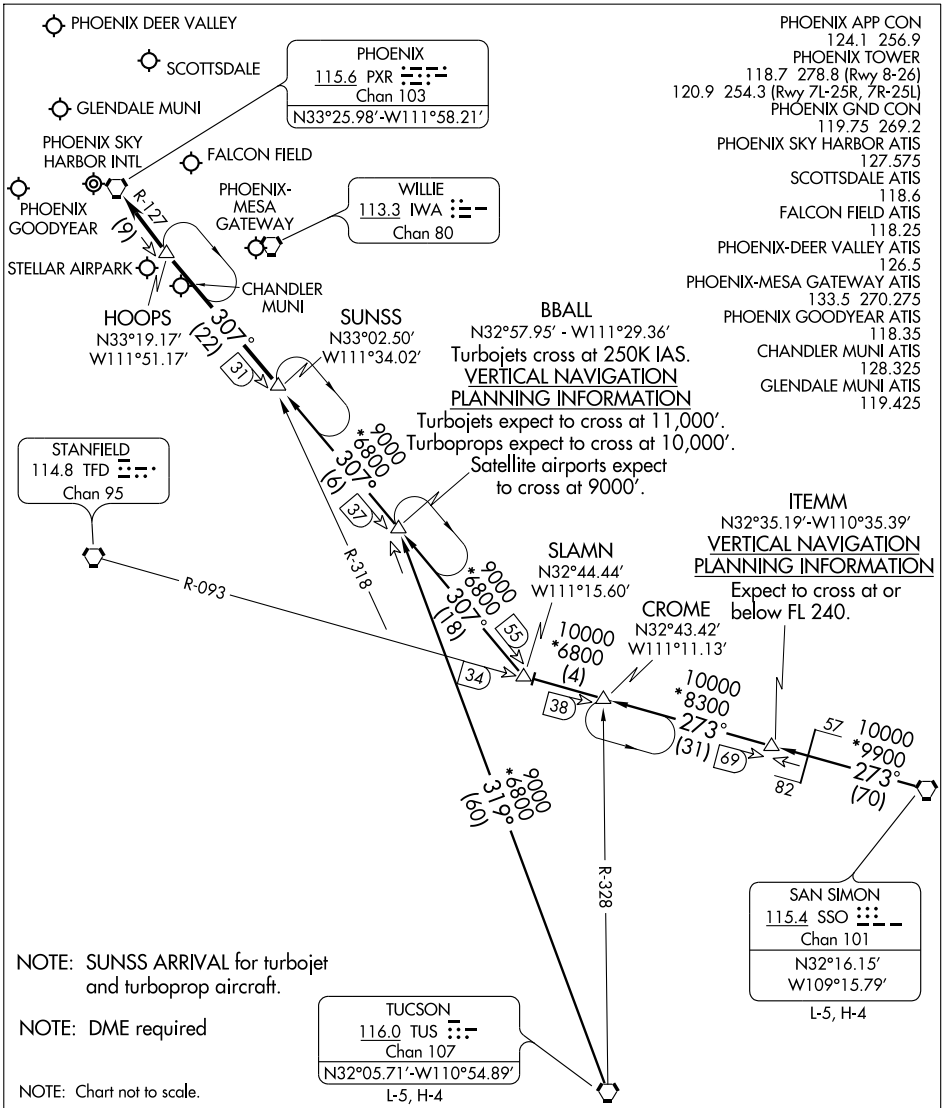
NOTE: Rwy 26, light 59′ from departure end of runway, 63′ right of centerline, 16′ AGL/1125′ MSL.
Rwy 26, pole 58′ from departure end of runway, 90′ right of centerline, 25′ AGL/1125′ MSL.
Rwy 26, light 78′ from departure end of runway, 64′ right of centerline, 18′ AGL/1127′ MSL.
Rwy 26, light 38′ from departure end of runway, 440′ right of centerline, 24′ AGL/1133′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 453′ left of centerline, 27′ AGL/1136′ MSL.
Rwy 26, light standard 74′ from departure end of runway, 453′ right of centerline, 33′ AGL/1142′ MSL.
Rwy 26, light standard 77′ from departure end of runway, 434′ right of centerline, 31′ AGL/1140′ MSL.
Rwy 26, light standard 64′ from departure end of runway, 68′ left of centerline, 1125′ MSL.
Rwy 26, light 38′ from departure end of runway, 440′ right of centerline, 26′ AGL/1135′ MSL.
Rwy 26, tree 113′ from departure end of runway, 294′ left of centerline, 24′ AGL/1133′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

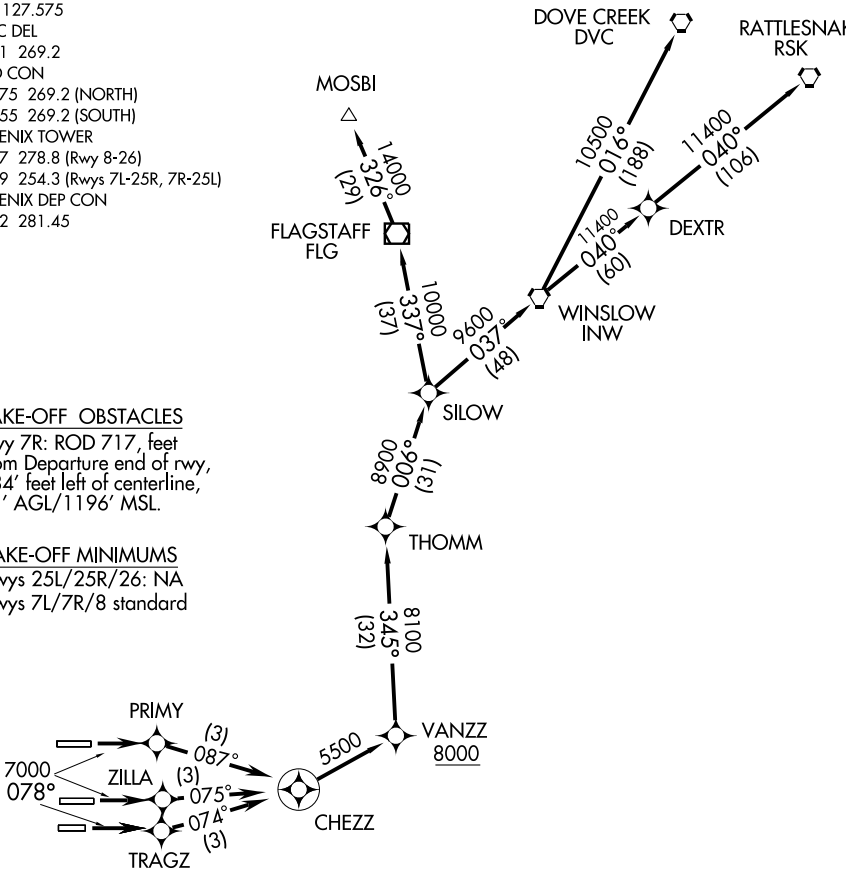
SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

VANZZ ONE DEPARTURE (RNAV)

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45



TAKE-OFF OBSTACLES
Rwy 7R: ROD 717, feet from Departure end of rwy, 184' feet left of centerline, 61' AGL/1196' MSL.

TAKE-OFF MINIMUMS
Rwys 25L/25R/26: NA
Rwys 7L/7R/8 standard

NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC, BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

MOSBI TRANSITION (VANZZ1.MOSBI)

RATTLESNAKE TRANSITION (VANZZ1.RSK)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PRESCOTT/ ERNEST A. LOVE FIELD (PRC)

AL-546 (FAA)

PRESCOTT, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS
127.2
PRESCOTT TOWER *
125.3 257.9
GND CON
121.7

112°25.5'W

112°25.0'W

112°24.5'W

34°40.0'N

34°39.5'N

34°39.0'N

34°38.5'N

RWY 03L-21R
S-12.5
RWY 03R-21L
S-63, D-80, 2S-101, 2D-100
RWY 12-30
S-12.5

ELEV 4938

ELEV 4960

ELEV 4975

ELEV 5017

ELEV 5034

FIELD ELEV 5045

4848 X 60

0.8% UP

1.0% UP

209.9°

029.9°

125.1°

7616 X 150

0.6% UP

4408 X 75

305.1°

HANGARS

FOREST SERVICE

LAHSO

TWR 5087

RESTRICTED AREA

SOUTH RAMP

TRANSIENT PARKING

VAR 11.4° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

PRESCOTT, ARIZONA
PRESCOTT/ ERNEST A. LOVE FIELD (PRC)

APP CRS	Rwy Idg	4258
124°	TDZE	5024
	Apt Elev	5045

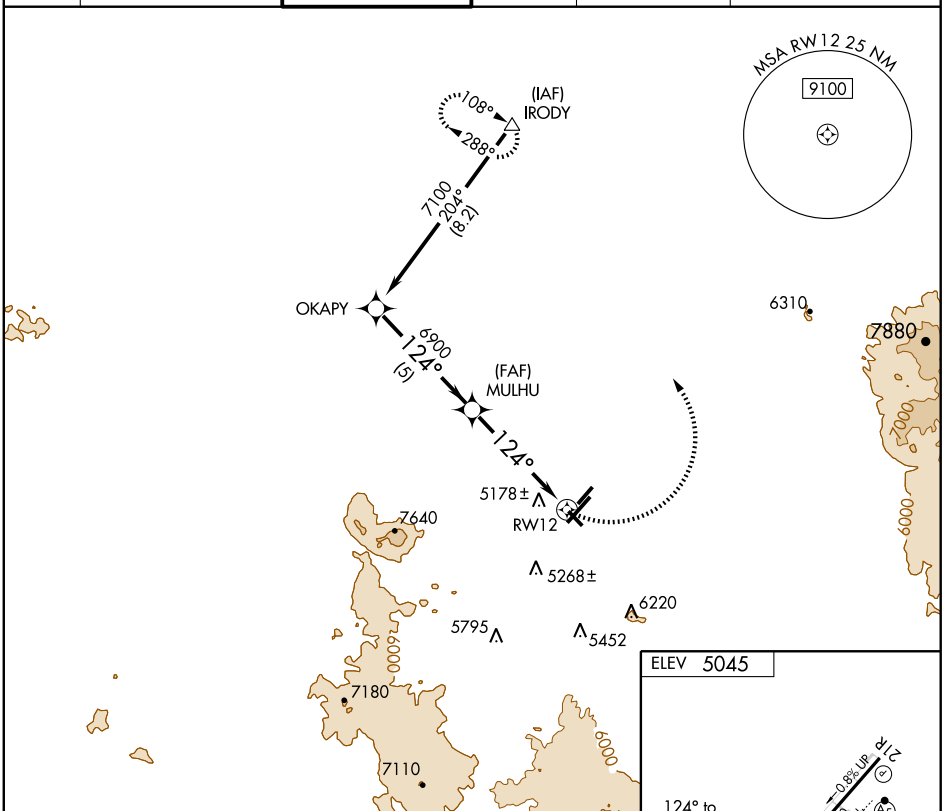
GPS RWY 12

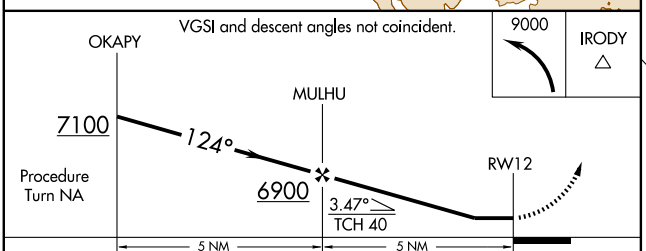
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

NA

MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	128.75 L (12-30) 125.3 (CTAF) L (3R-21L)





CATEGORY	A	B	C	D
S-12	5440-1 416 (400-1)		5440-1¼ 416 (400-1¼)	
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 L
REIL Rwys 3R, 12, 21L and 30

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME	I-PRC	APP CRS	Rwy Idg	7616
108.5		208°	TDZE	4979
Chan	22		Apt Elev	5045

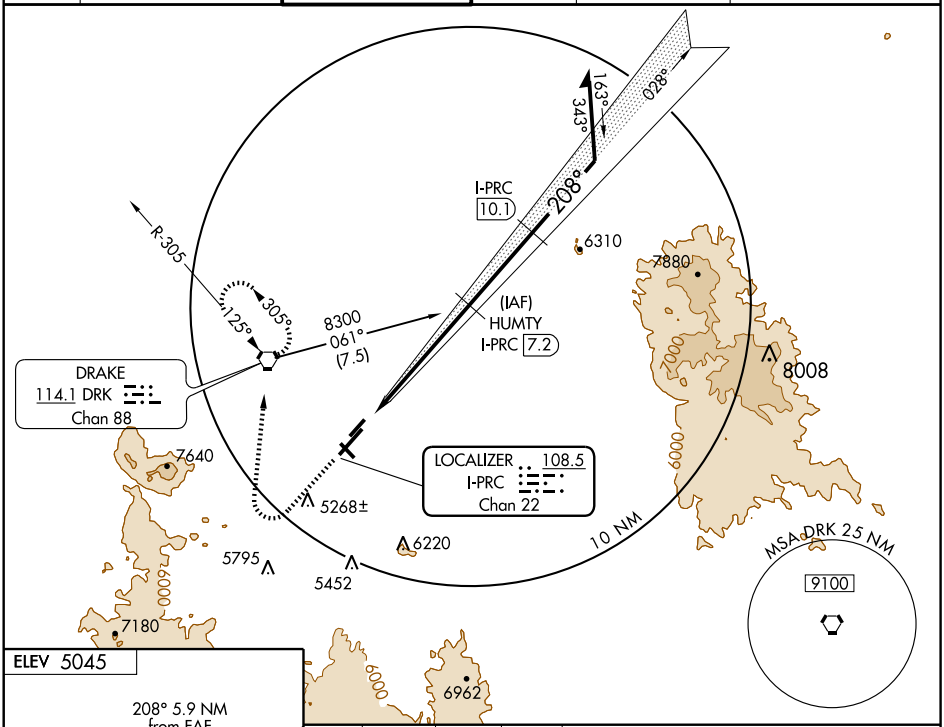
ILS/DME RWY 21L

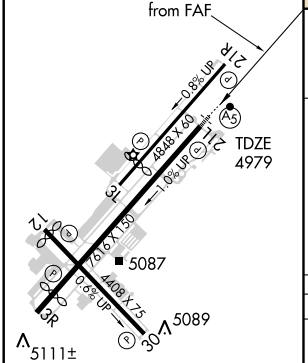
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

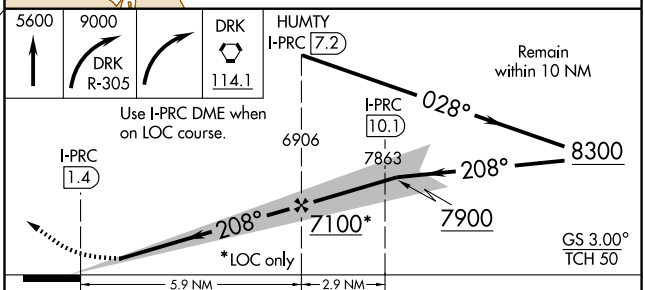
MALSR

MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	128.75 (L) (12-30) 125.3 (CTAF) (L) (3R-21L)







CATEGORY	A	B	C	D
S-ILS 21L	5179-½ 200 (200-½)			
S-LOC 21L	5380-½ 401 (400-½)		5380-¾ 401 (400-¾)	
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 (L)
REIL Rwys 3R, 12, 21L and 30

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
LAS VEGAS, NV			
NORTH LAS VEGAS (VGT)	25	12R-30L	4,000 feet
	30L	07-25	4,000 feet
OGDEN, UT			
OGDEN-HINCKLEY (OGD)	03	07-25	4,700 feet
	07	03-21	3,450 feet
	21	16-34	4,550 feet
	34	07-25	3,850 feet
PRESCOTT, AZ			
ERNEST A. LOVE FIELD (PRC)	21L	12-30	5,150 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7616
CH 40002	208°	TDZE	4979
W21A		Apt Elev	5045

RNAV (GPS) RWY 21L

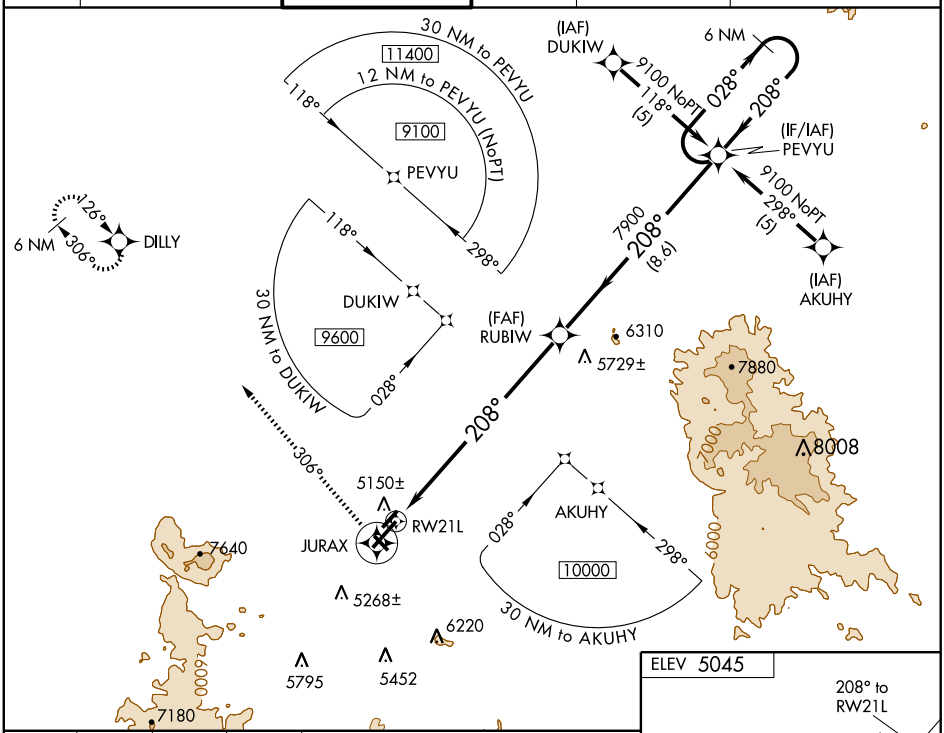
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

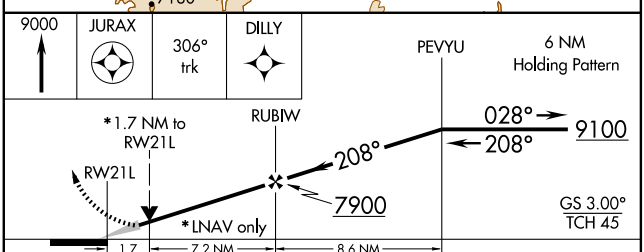
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -25°C (-13°F).

MALSR

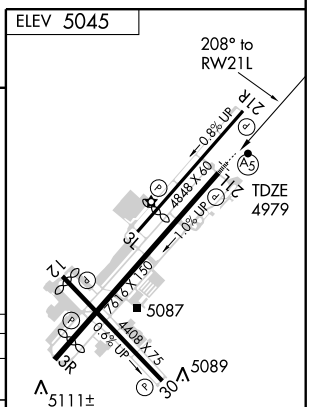
MISSED APPROACH: Climb to 9000 direct JURAX and via 306° track to DILLY and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	128.75 L (12-30) 125.3 (CTAF) L (3R-21L)





CATEGORY	A	B	C	D
LPV DA	5230-½ 251 (200-½)			
LNAV/VNAV DA	5380-1 401 (400-1)			
LNAV MDA	5560-½ 581 (600-½)		5560-1 581 (600-1)	5560-1¼ 581 (600-1¼)
CIRCLING	5560-1½ 515 (600-1½)	5660-1½ 615 (700-1½)	5720-2 675 (700-2)	6000-3 955 (1000-3)



MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 L
REIL Rwys 3R, 12, 21L and 30

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6828
028°	TDZE	5022
	Apt Elev	5045

RNAV (RNP) RWY 3R

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -11°C (12°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 9100 via track 028° to PEVYU and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	128.75 (L) (12-30) 125.3 (CTAF) (L) (3R-21L)

Procedure NA for arrival at KARLO via V105 southeast bound, and for arrival at MUMTE via V12 southwest bound.

MISSED APCH FIX

7 NM 028° 208° PEVYU

(IAF) MUMTE

10000 17° (26.8)

8100 028° (7.8)

(IF) HOLEB

(FAF) GOVTE

028° (9.2)

10000 305° (11.5)

(IAF) KARLO

RW03R

5239± 5339±

5268±

5795

5452

6220

7640

7180

7110

6962

7979

6791

6000

7000

MSA RW03R 25 NM 9200

ELEV 5045

21R 21L 3L 12 30 3R

0.8% UP 4648 X 60 1.0% UP 7616 X 150 0.5% UP 4408 X 75

TDZE 5022

5087

5089

5111±

028° to RW03R

MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 (L)
REIL Rwys 3R, 12, 21L and 30

HOLEB GOVTE 9100 PEVYU trk 028°

10000 028° 8100 RW03R

Procedure Turn NA

GS 3.00° TCH 62

VGSI and RNAV glidepath not coincident.

7.8 NM 9.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	5492-1½	470 (500-1½)		NA
RNP 0.30 DA	5667-2¼	645 (700-2¼)		NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

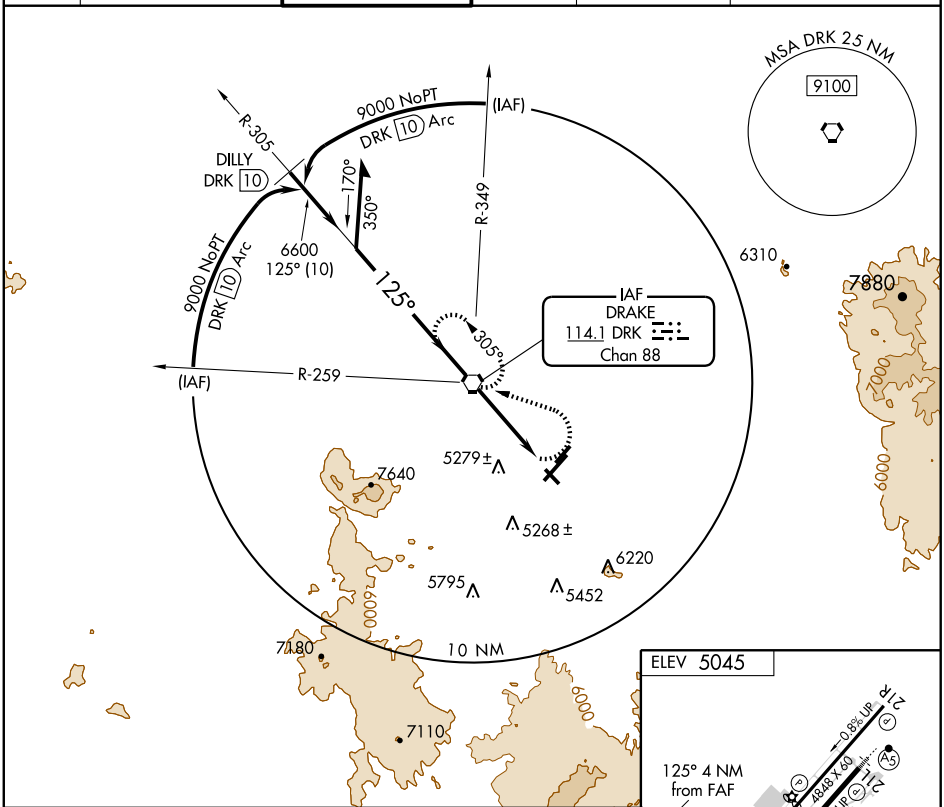
VORTAC DRK	APP CRS	Rwy Idg	4258
114.1	125°	TDZE	5024
Chan 88		Apt Elev	5045

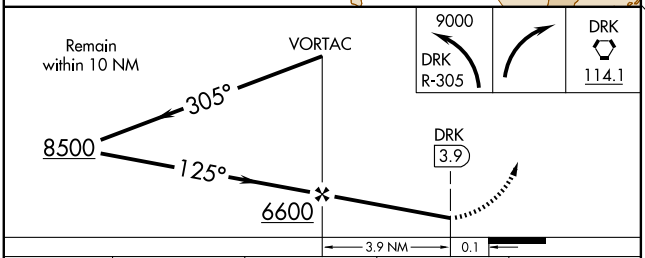
VOR RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	128.75 L (12-30) 125.3 (CTAF) L (3R-21L)





MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 L
REIL Rwys 3R, 12, 21L and 30

CATEGORY	A	B	C	D
S-12	5540-1 516 (500-1)		5540-1½ 516 (500-1½)	5540-1¾ 516 (500-1¾)
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69516 W12A | APP CRS 123° | Rwy Idg 6006 | TDZE 3167 | Apt Elev 3179

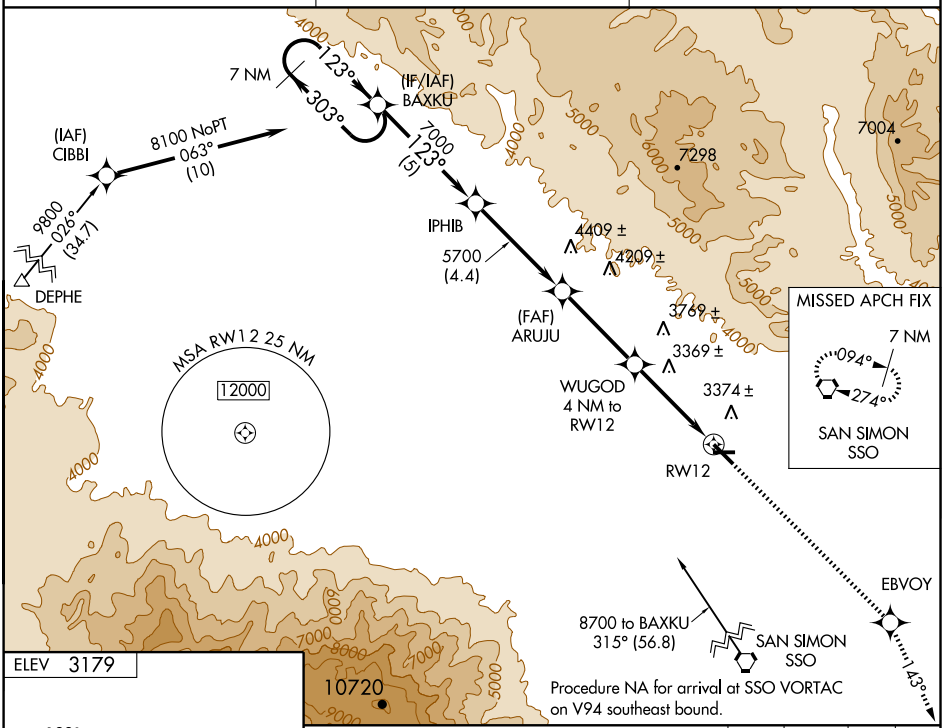
RNAV (GPS) RWY 12

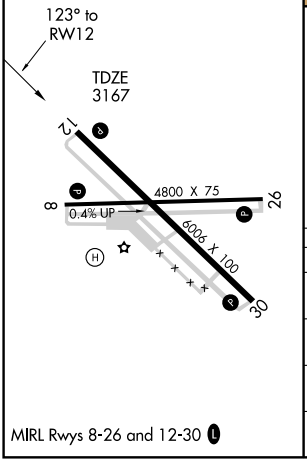
SAFFORD RGNL (SAD)

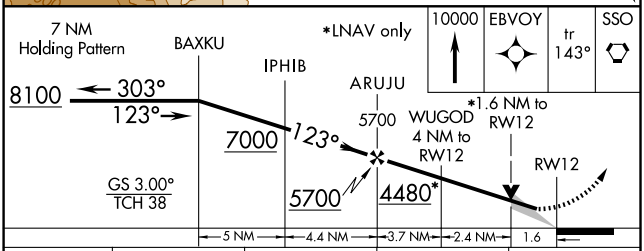
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct EBVOY and on track 143° to SSO VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
124.175	134.45 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3417-1	250 (300-1)	NA	
LNAV/VNAV DA	3623-1¾	456 (500-1¾)	NA	
LNAV MDA	3700-1	533 (600-1)	NA	
CIRCLING	3740-1	561 (600-1)	NA	

MIRL Rwys 8-26 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6006
CH 78316	303°	TDZE	3169
W30A		Apt Elev	3179

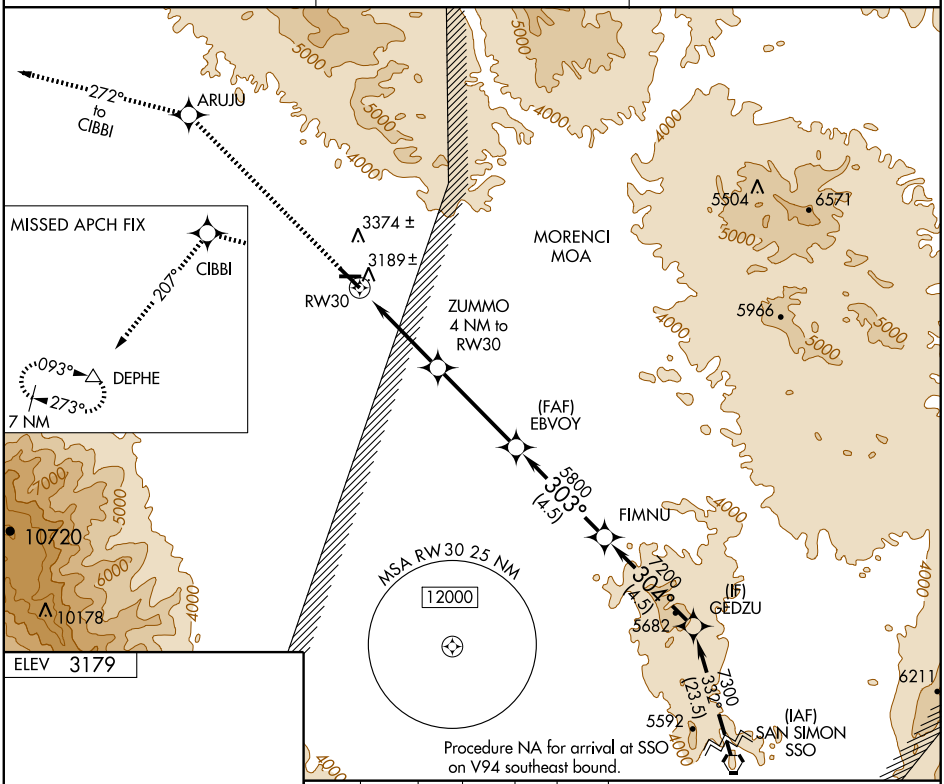
RNAV (GPS) RWY 30

SAFFORD RGNL (SAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.

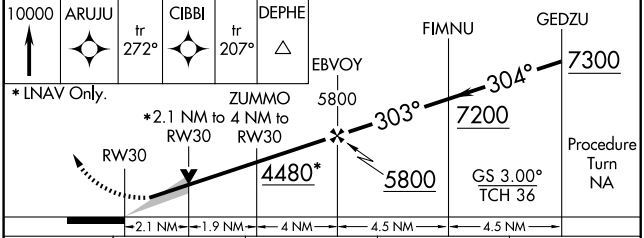
MISSED APPROACH: Climb to 10000 direct ARUJU and on track 272° to CIBBI and on track 207° to DEPHE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
124.175	134.45 327.15	122.8 (CTAF) L



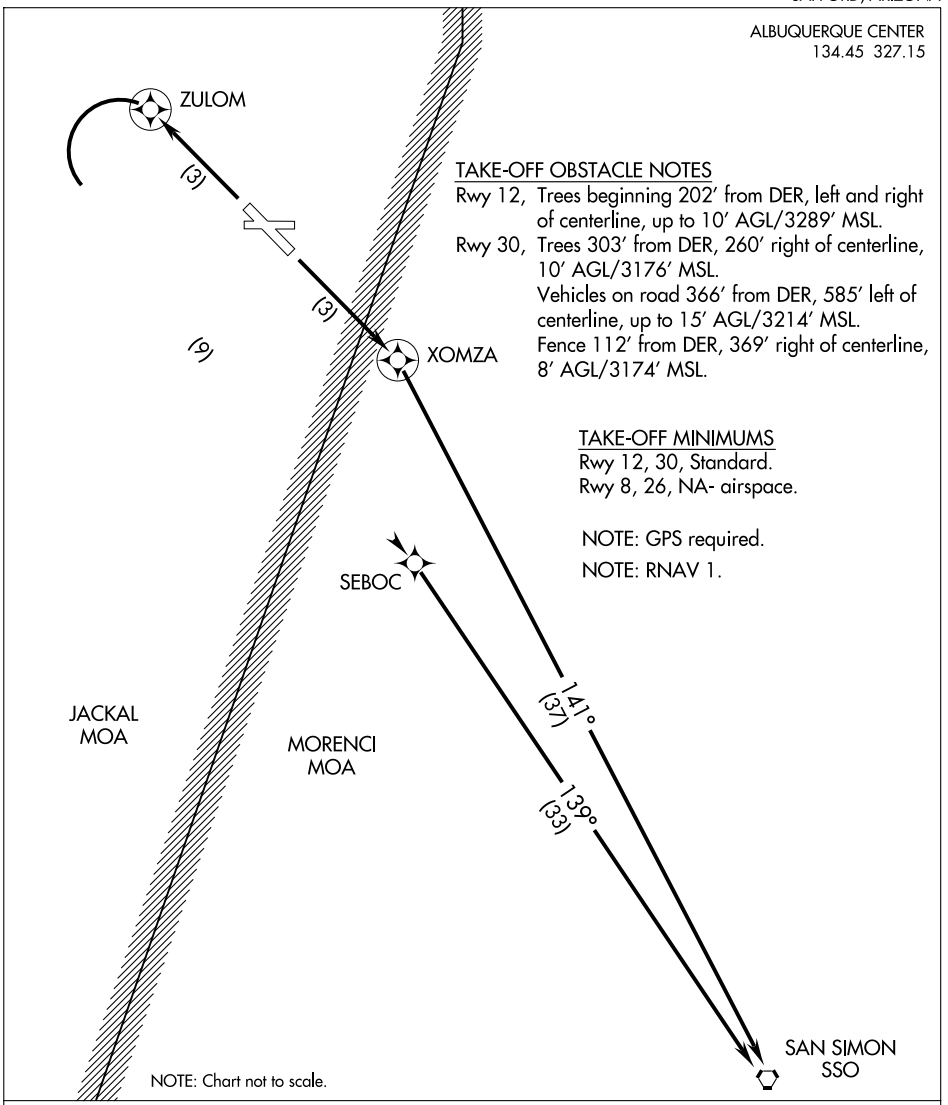
10000	ARUJU	tr 272°	CIBBI	tr 207°	DEPHE

* LNAV Only.



CATEGORY		A	B	C	D
LPV	DA	3419-1	250 (300-1)	NA	
LNAV/VNAV	DA	3854-2½	685 (700-2½)	NA	
LNAV MDA		3860-1	691 (700-1)	NA	
CIRCLING		3860-1	681 (700-1)	NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



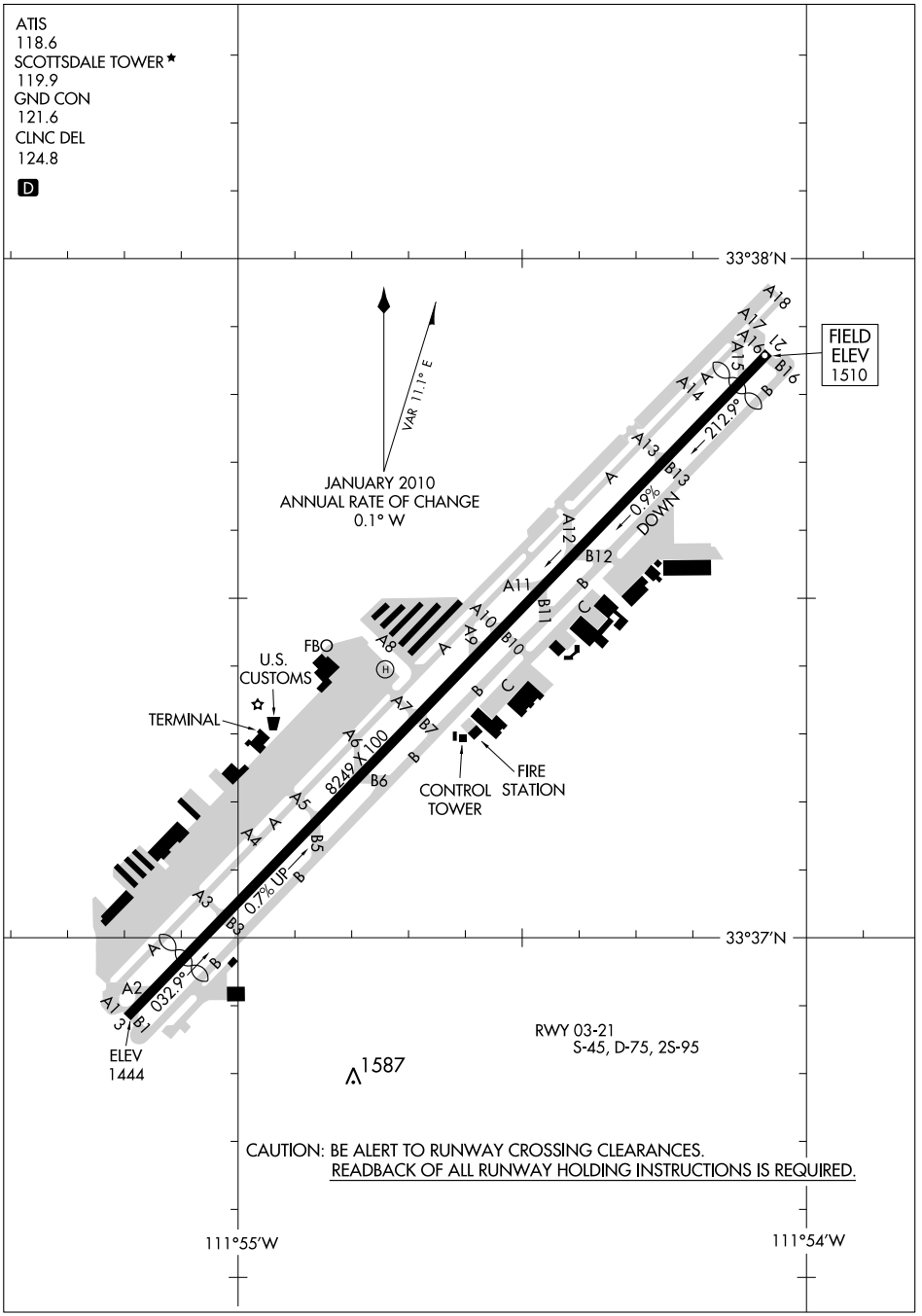
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climb direct XOMZA and right turn on track 141° to SSO VORTAC, thence. . . .

TAKE-OFF RUNWAY 30: Climb direct ZULOM then climbing left turn direct SEBOC then on track 139° to SSO VORTAC, thence. . . .

. . . .via assigned route, expect clearance to filed altitude 10 minutes after departure.



SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL (ARLIN.ARLIN3) 09127

BLYTHE TRANSITION (BLH.ARLIN3): From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....

MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

....From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

SATELLITE AIRPORTS: Expect vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX DEER VALLEY ATIS
126.5
SCOTTSDALE ATIS
118.6
FALCON FIELD ATIS
118.25
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SCOLE
N33°27.76′-W114°04.91′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL 250

FL 180
*5000
089°
(35)

11,000
*6000
089°
(48)

83

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

16

R-215

R-171

R-131

10,000
*4500
076°
(11)

71

10,000
*4500
076°
(8)

60

52

AMBRR
N33°17.46′
W112°20.83′

076°
(17)

35

STELLAR AIRPARK

R-194

R-143

(9)

(8)

PHOENIX-MESA GATEWAY

R-256

20

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

PHOENIX-SKY HARBOR INTL

FALCON FIELD

PHOENIX-DEER VALLEY

SCOTTSDALE

N

MOHAK
N32°46.55′-W113°58.33′
L-5, H-4
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at or below FL 250
Turboprops expect to cross at or below 15,000

CALIE
N33°16.34′
W113°08.76′

75

(4)

10,000
*6500
035°
(42)

58

PAYNT
N33°16.80′
W112°50.65′
Cross at 250K IAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect to cross at 11,000.
Turboprops expect to cross at 10,000.

R-344

GBN R-025

ARLIN
N33°17.02′
W112°41.11′

ALEYS
N33°17.80′
W112°02.94′

TUKEE
N33°17.96′
W111°53.85′

WILLIE
113.3 IWA
Chan 80

116.8 BZA
Chan 115

R-075

66

10,000
*6500
067°
(15)

52

R-247

JUDTH
N32°48.99′
W113°41.30′

GILA BEND
116.6 GBN
Chan 113

NOTE: BLYTHE TRANSITION for turbojet aircraft FL 240 and above. Turboprop aircraft plan BLYTHE FOUR ARRIVAL at or below FL 230.

NOTE: MOHAK TRANSITION for turbojet and turboprop aircraft.

NOTE: Chart not to scale.

ST-322 (FAA)

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . .

. . . .From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
PHOENIX GND CON
119.75 269.2
FALCON FIELD ATIS
118.25
PHOENIX DEER VALLEY ATIS
126.5
PHOENIX SKY HARBOR ATIS
127.575
SCOTTSDALE ATIS
118.6
CHANDLER MUNI ATIS
128.325
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PHOENIX-DEER VALLEY
SCOTTSDALE
FALCON FIELD
PHOENIX-SKY HARBOR INTL

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ W114°45.67′
L-4-5, H-4

SALOM
N33°30.97′ - W113°53.33
VERTICAL NAVIGATION PLANNING INFORMATION
Turboprop aircraft expect to cross at or below 17,000′

10,000
*5800
082°
(44)

10,000
*5200
105°
(31)

SADLL
N33°16.01′
W113°20.71

10,000
*4800
076°
(14)

85
39
71

BUCKEYE
110.6 BXK
Chan 43

HYDRR
N33°16.46′
W113°04.18′

10,000
*4500
(11)

R-215
R-171
R-131

ARLIN
N33°17.02′
W112°41.11′

60
(8)

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ W111°58.21′

AMBRR
N33°17.46′
W112°20.83′

52
076°
(17)

35
(15)

STELLAR AIRPARK

R-194
R-143
(9)

TUKEE
N33°17.96′
W111°53.85′

20
(8)

R-256

CHANDLER MUNI

PHOENIX-MESA GATEWAY

ALEYS
N33°17.80′
W112°02.94′

GBN R-344
GBN R-025

PAYNT
N33°16.80′-W112°50.65′

Turbojets: Cross at 250K IAS.
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets: Expect to cross at 11,000.
Turboprops: Expect to cross at 10,000.

WILLIE
113.3 IWA
Chan 80

R-025

BARD
116.8 BZA
Chan 115

R-285

GILA BEND
116.6 GBN
Chan 113

N

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL (BLH.BLH4) 09127

ST-322 (FAA)

PHOENIX, ARIZONA

PHOENIX, ARIZONA

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON
120.7 239.0
DEER VALLEY TOWER★
118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
FALCON TOWER★124.6
SCOTTSDALE TOWER★119.9
CHANDLER MUNI ATIS
128.325
PHOENIX DEER VALLEY ATIS 126.5
GLENDALE MUNI ATIS
119.425
PHOENIX SKY HARBOR ATIS
127.575
PHOENIX GOODYEAR ATIS
118.35
SCOTTSDALE ATIS
118.6
PHOENIX-MESA GATEWAY ATIS
133.5 270.275

PEACH SPRINGS
112.0 PGS
Chan 57

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'-W111°40.45'
L-8, H-4

R-112

SNAAK
N34°45.89'
W111°46.87'
Holding 265K IAS
12000' thru FL180

12000
*10000
179°
(24)

KIDDR
N34°56.66'
W112°27.99'
H-4

R-349

FL220
*11000
112°
(36)

17000
*10000
090°
(30)

102

17000
*11000
228°
(58)

WINSLOW
112.6 INW
Chan 73
N35°03.70'-W110°47.70'
L-8, H-4

(10)

33

JAKAR
N34°36.24'
W111°49.55'

DRAKE
114.1 DRK
Chan 88
N34°42.15'-W112°28.82'
L-8, H-4

12000
*10000
179°
(19)

DEERS
N34°34.86'
W111 53.85'

12000
*10000
171°
(17)

JCOBS
N34°18.00'
W111°54.93'
Holding 230K IAS
12000' thru 14000'

52

52

12000
*10000
171°
(6)

SWIRL
N34°12.00'-W111°55.31'
Turbojets cross at 250K IAS
Holding 175K, 12000' thru 14000'
GPS equipped aircraft 230K
10000' thru 14000'

NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(8)

46

POURS
N34°04.00'
W111°55.81'

(13)

38

PHOENIX
DEER VALLEY

SCOTTSDALE

SLIMY
N33°50.99'
W111°56.64'

GLENDALE
MUNI

R-351

(25)

FALCON FIELD

PHOENIX
GOODYEAR

PHOENIX-MESA
GATEWAY

CHANDLER MUNI

PHOENIX
115.6 PXR
Chan 103
N33°25.98'-W111°58.21'

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

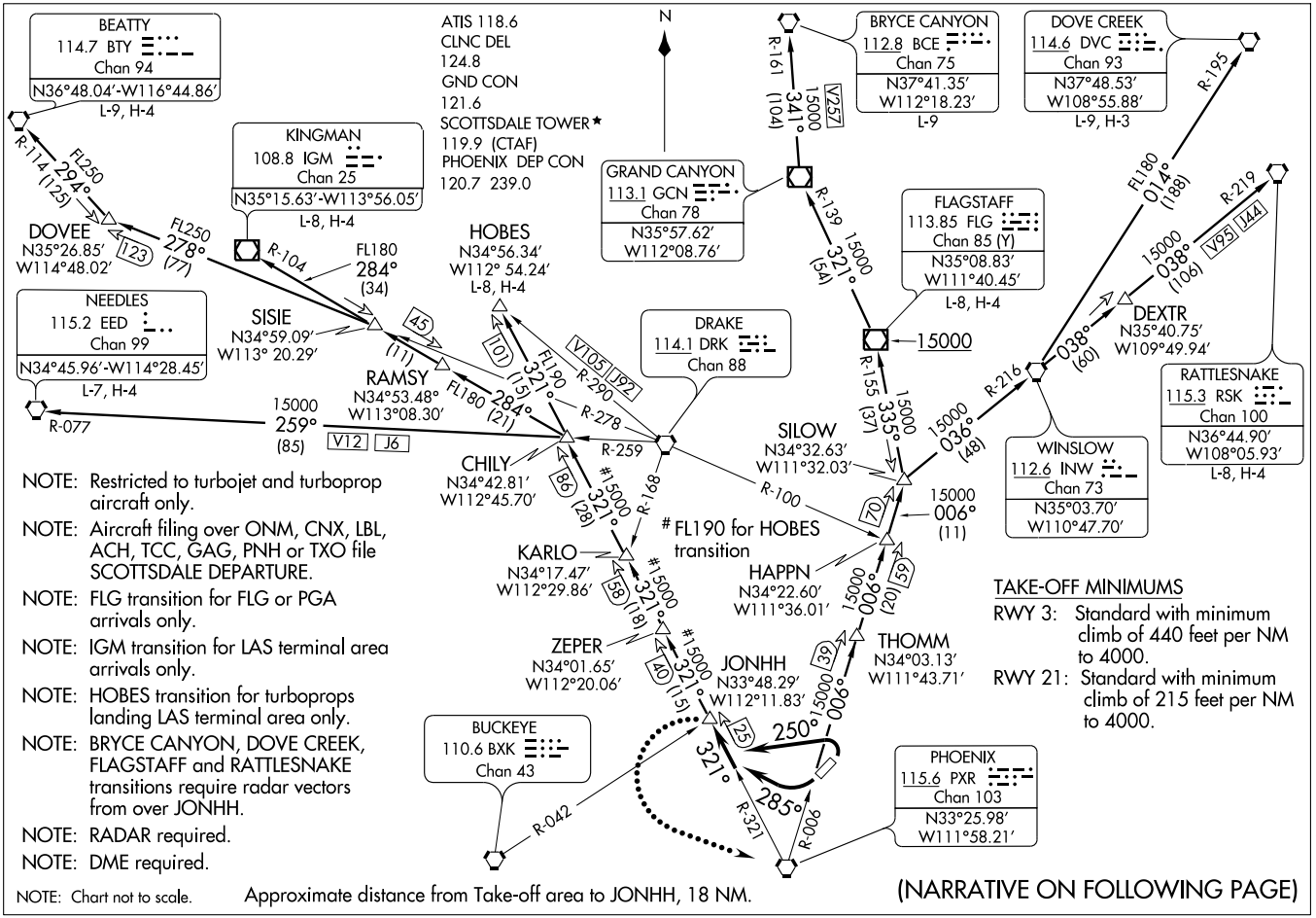
WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

JONHH ONE DEPARTURE (JONHH1.JONHH)



SCOTTSDALE, ARIZONA
SCOTTSDALE (SDL)

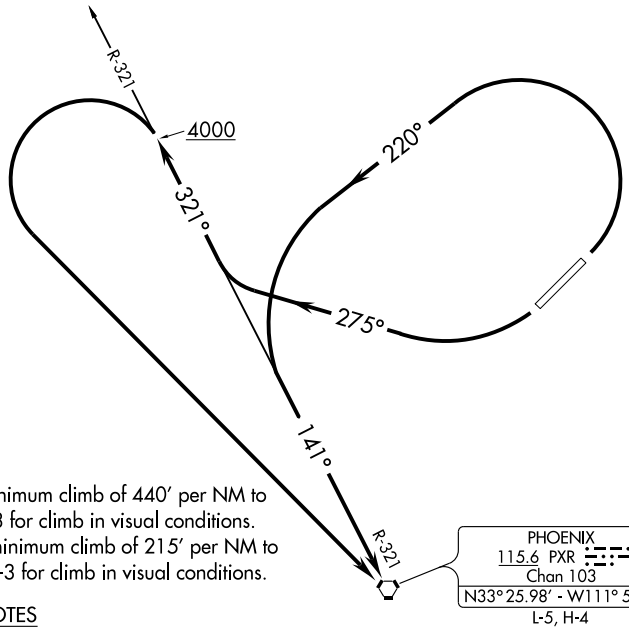
SL-5651 (FAA)

JONHH ONE DEPARTURE (JONHH1.JONHH) 09183

SCOTTSDALE, ARIZONA
SCOTTSDALE (SDL)

MARICOPA ONE DEPARTURE (OBSTACLE)

ATIS 118.6
PRESCOTT RADIO
122.6
SCOTTSDALE TOWER★
119.9 (CTAF)
PHOENIX DEP CON
120.7 239.0



TAKE-OFF MINIMUMS

Rwy 3: Standard with minimum climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions.

Rwy 21: Standard with minimum climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.
Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.
Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.
Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.
Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.
Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.
Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.
Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.
Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.
Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.
Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.
Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKE-OFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

...Continue climb on course.

SW-4, 21 OCT 2010 to 18 NOV 2010

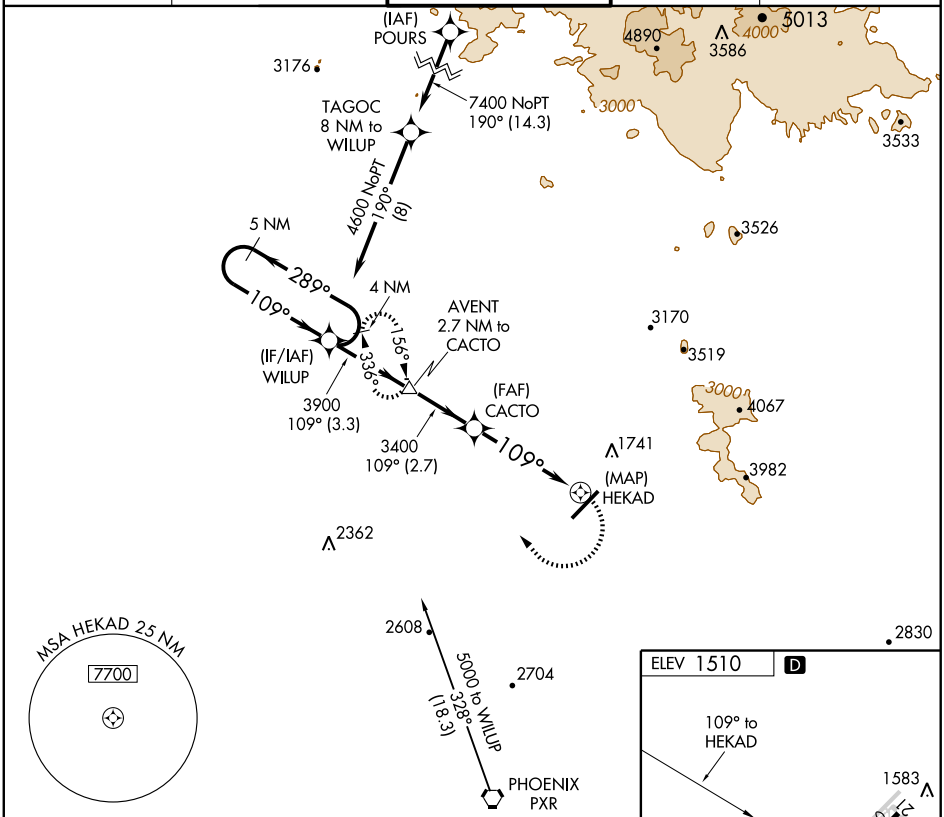
RNAV (GPS)-D
SCOTTSDALE (SDL)

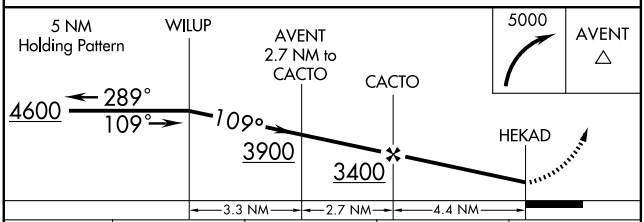
APP CRS	Rwy Idg	N/A
109°	TDZE	N/A
	Apt Elev	1510

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting.

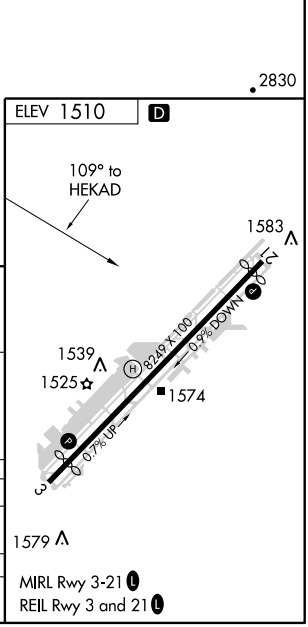
MISSED APPROACH: Climbing right turn to 5000 direct AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8





CATEGORY	A	B	C	D
CIRCLING	2080-1 570 (600-1)		2080-1½ 570 (600-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
CIRCLING	2160-1 650 (700-1)		2160-1¾ 650 (700-1¾)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

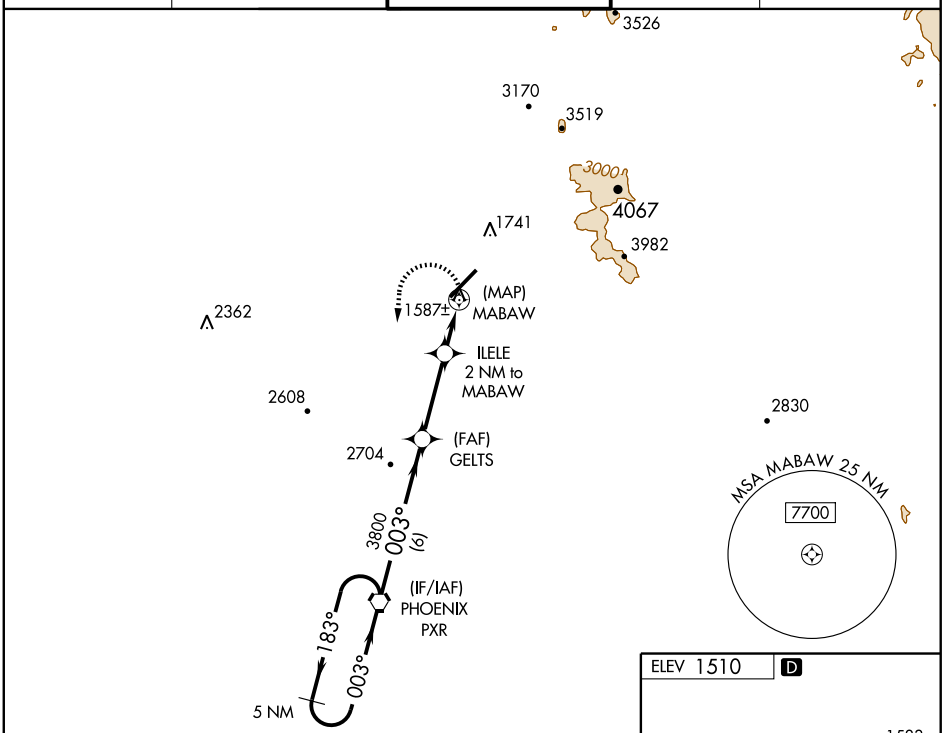
APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	1510

RNAV (GPS)-E
SCOTTSDALE (SDL)

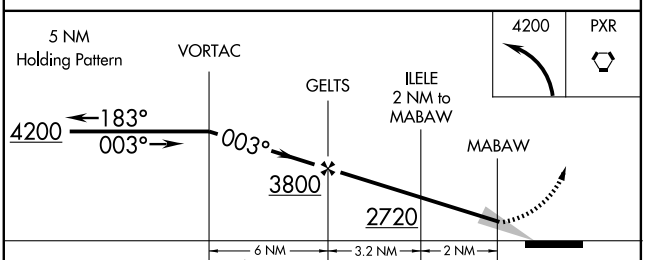
DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4200 direct PXR VORTAC and hold.

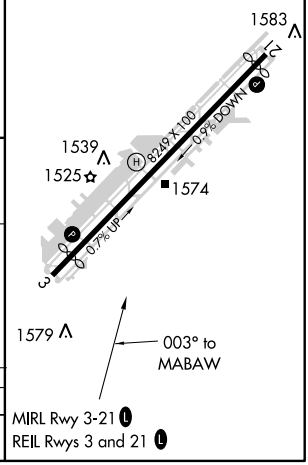
ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8



NoPT for arrival on PXR VORTAC airway radials 143 CW 260.



CATEGORY	A	B	C	D
CIRCLING	2040-1 530 (600-1)	2060-1 550 (600-1)	2060-1½ 550 (600-1½)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7109
032°	TDZE	1470
	Apt Elev	1510

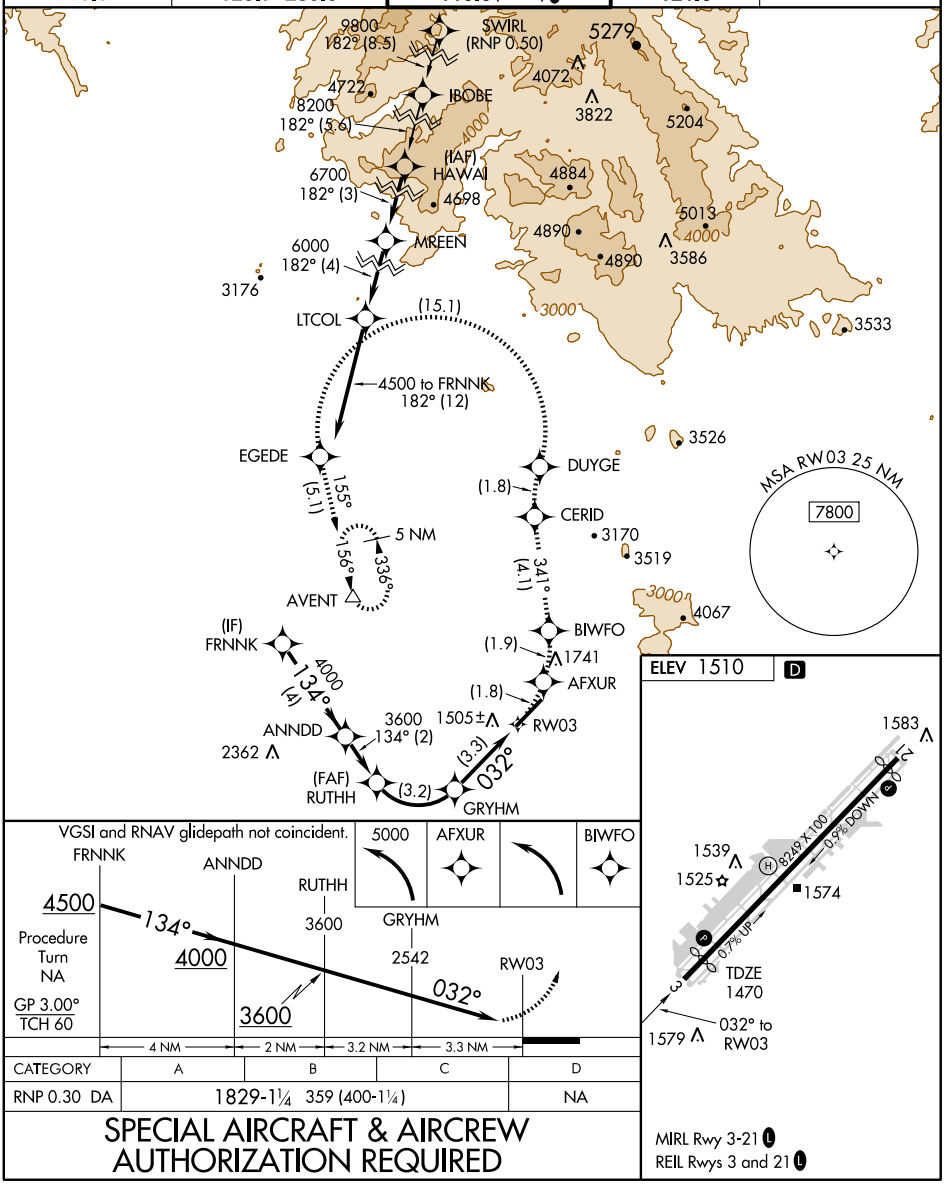
RNAV (RNP) Y RWY 3

SCOTTSDALE (SDL)

T RF and GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8



CATEGORY	A	B	C	D
RNP 0.30 DA	1829-1¼ 359 (400-1¼)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 3

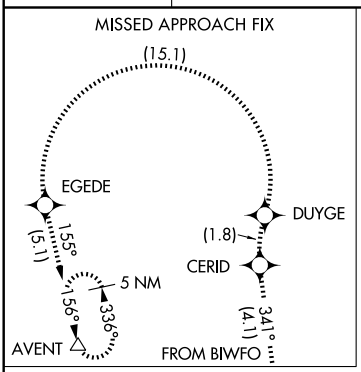
SCOTTSDALE (SDL)

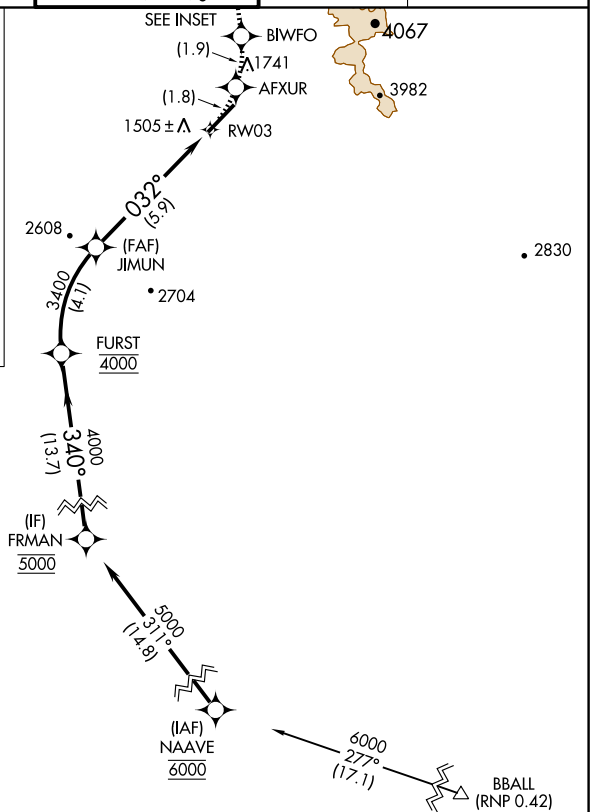
APP CRS	Rwy Idg	7109
032°	TDZE	1470
	Apt Elev	1510

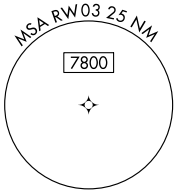
T RF and GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

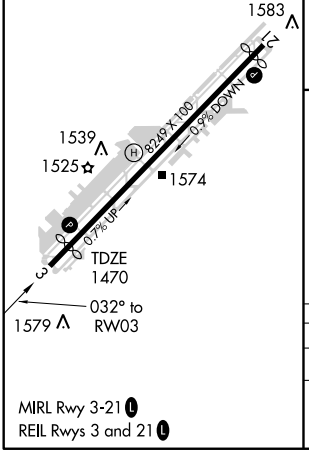
MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

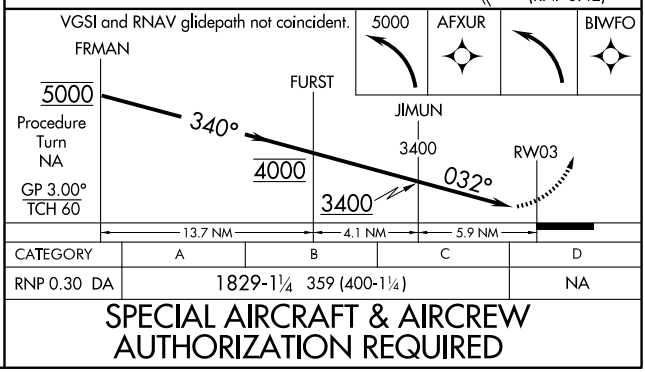
ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8











CATEGORY	A	B	C	D
RNP 0.30 DA	1829-1¼ 359 (400-1¼)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SCOTTSDALE SIX DEPARTURE

(SCOT6.SCOT) 09183

SCOTTSDALE, ARIZONA

SCOTTSDALE (SDL)

ATIS 118.6
CLNC DEL
124.8
GND CON
121.6
SCOTTSDALE TOWER ★
119.9 (CTAF)
PHOENIX DEP CON
120.7 239.0

Approximate distance from Take-off area to JONHH, 18 NM.

ALBUQUERQUE
113.2 ABQ
Chan 79
N35°02.63′ - W106°48.98′
L-8, H-4

ST. JOHNS
112.3 SJN
Chan 70
N34°25.44′
W109°08.61′

JONHH
N33°48.29′
W112°11.83′

FORPE
N33°41.48′
W111°16.23′

ACOMA
N34°53.26′
W107°25.31′
116.8 ONM
Chan 115

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ - W114°45.67′
L-4-5, H-4

BUCKEYE
110.6 BXK
Chan 43
N33°27.21′ - W112°49.48′
L-5, H-4

MOBIE
N33°04.52′
W112°18.24′

PHOENIX
115.6 PXR
Chan 103
N33°25.98′ - W111°58.21′

STANFIELD
114.8 TFD
Chan 95
N32°53.15′ - W111°54.52′

GILA BEND
116.6 GBN
Chan 113
N32°57.38′
W112°40.46′
L-5, H-4

BASER
N32°33.05′
W111°37.92′

DINGO
N32°29.74′
W111°32.66′

PUSCH
N32°24.03′
W110°53.12′

COCHISE
115.8 CIE
Chan 105
N32°02.00′
W109°45.49′
L-5, H-4

TUCSON
116.0 TUS
Chan 107
N32°05.71′ - W110°54.89′
L-5, H-4

NOTE: RADAR required. NOTE: DME required.

NOTE: Restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX file J4 after BXK.

NOTE: Aircraft landing other than LAX, and turboprops landing LAX requesting FL240 and above, file J212 after BXK.

NOTE: Aircraft filing via SJN, ABQ, LVS, CIM, or GCK use ABQ transition.

NOTE: Aircraft filing south of LVS, via TCC, PNH, LBL, GAG, or TXO use SCOTTSDALE DEPARTURE.

NOTE: BLYTHE transition restricted to aircraft requesting FL220 and below.

NOTE: All transitions require radar vectors from over JONHH.

TAKE-OFF MINIMUMS

RWY 3: Standard with minimum climb of 440′ per NM to 4000.

RWY 21: Standard with minimum climb of 215′ per NM to 4000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SL-5651 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC, then via BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63′ from DER, 445′ left of centerline, up to 44′ AGL/1554′ MSL.
Hoist on dike 878′ from DER, 735′ left of centerline, 51′ AGL/1561′ MSL.
Dike beginning 1066′ from DER, 316′ left of centerline, 38′ AGL/1548′ MSL.
Day marker on dike, 1230′ from DER, 5′ left of centerline, 39′ AGL/1549′ MSL.
Tree 765′ from DER, 115′ left of centerline, 22′ AGL/1532′ MSL.
Road beginning 647′ from DER, 296′ left of centerline, 19′ AGL/1529′ MSL.
Fence beginning 5′ from DER, 338′ right of centerline, 6′ AGL/1511′ MSL.
Light standard 1013′ from DER, 430′ right of centerline, 44′ AGL/1552′ MSL.

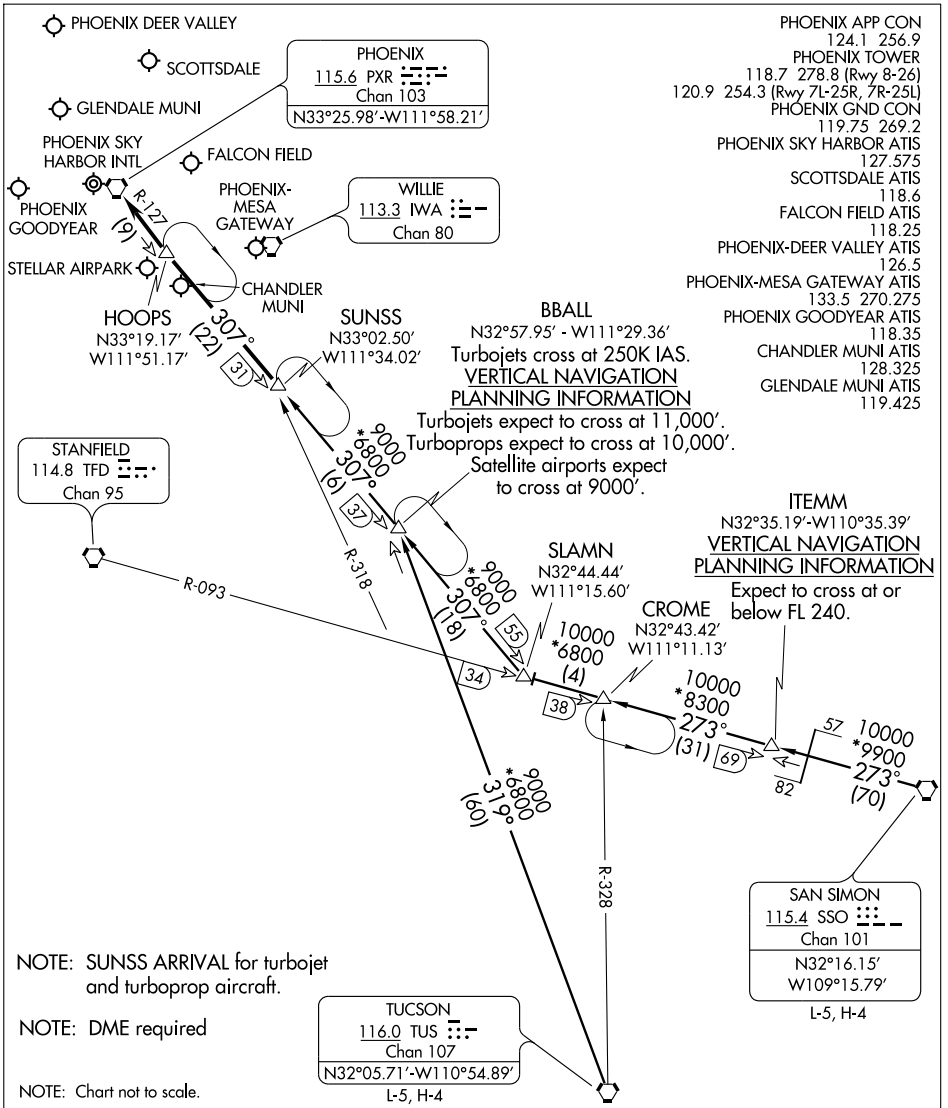
RWY 21: Trees 1072′ from DER, 426′ right of centerline, 53′ AGL/1497′ MSL.
Building 316′ from DER, 537′ right of centerline, 23′ AGL/1467′ MSL.
Tree 2087′ from DER, 418′ left of centerline, 61′ AGL/1505′ MSL.
Tree 1432′ from DER, 438′ right of centerline, 38′ AGL/1482′ MSL.
Tree 2234′ from DER, 559′ left of centerline, 58′ AGL/1502′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(SUNSS.SUNSS6) 09127

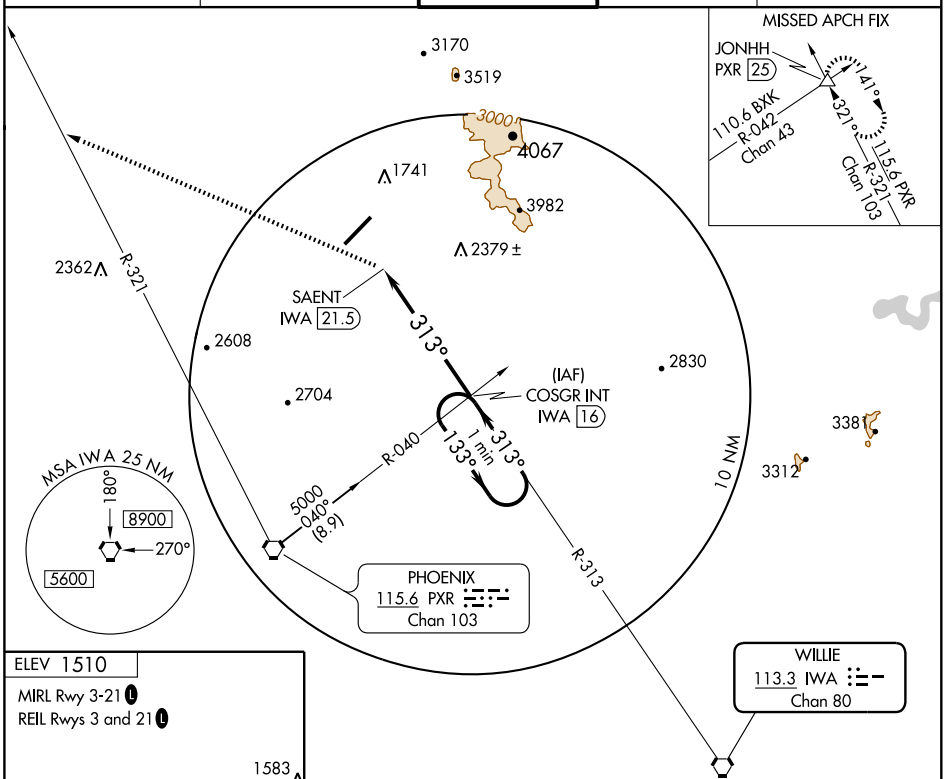
VORTAC IWA	APP CRS	Rwy Idg	N/A
113.3	313°	TDZE	N/A
Chan 80		Apt Elev	1510

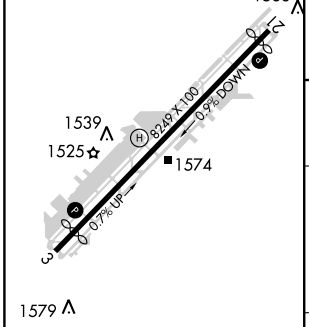
VOR-C
SCOTTSDALE (SDL)

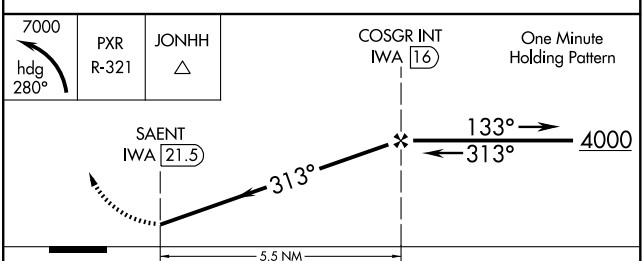
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-321 to JONHH INT/PXR 25 DME and hold, continue climb-in-hold to 7000.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	2480-2	970 (1000-2)	2480-3	NA
			970 (1000-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

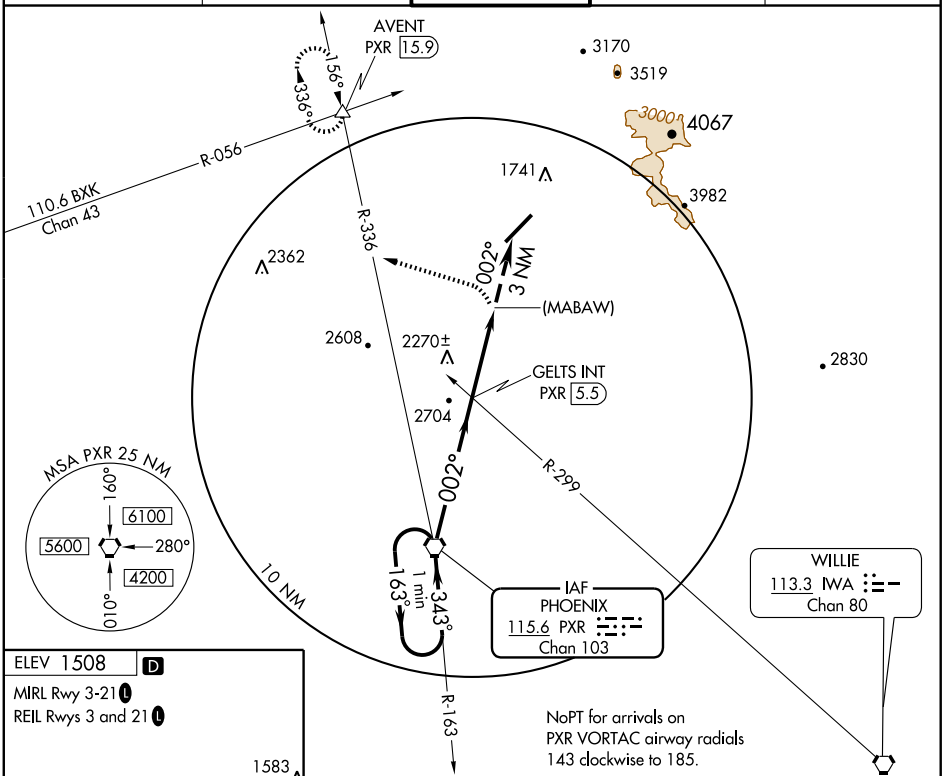
VORTAC PXR 115.6 Chan 103	APP CRS 002°	Rwy Idg N/A TDZE N/A Apt Elev 1508

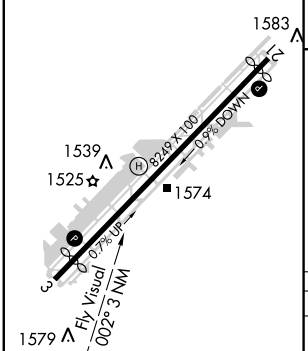
VOR or GPS-A
SCOTTSDALE (SDL)

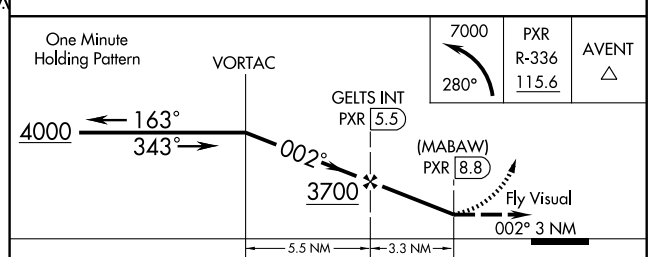
When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 Northwest bound; then continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) L	121.6	124.8







CATEGORY	A	B	C	D
CIRCLING	2540-2½ 1032 (1100-2½)		2540-3 1032 (1100-3)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
CIRCLING	2620-2½ 1112 (1200-2½)		2620-3 1112 (1200-3)	NA

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SW-4, 21 OCT 2010 to 18 NOV 2010

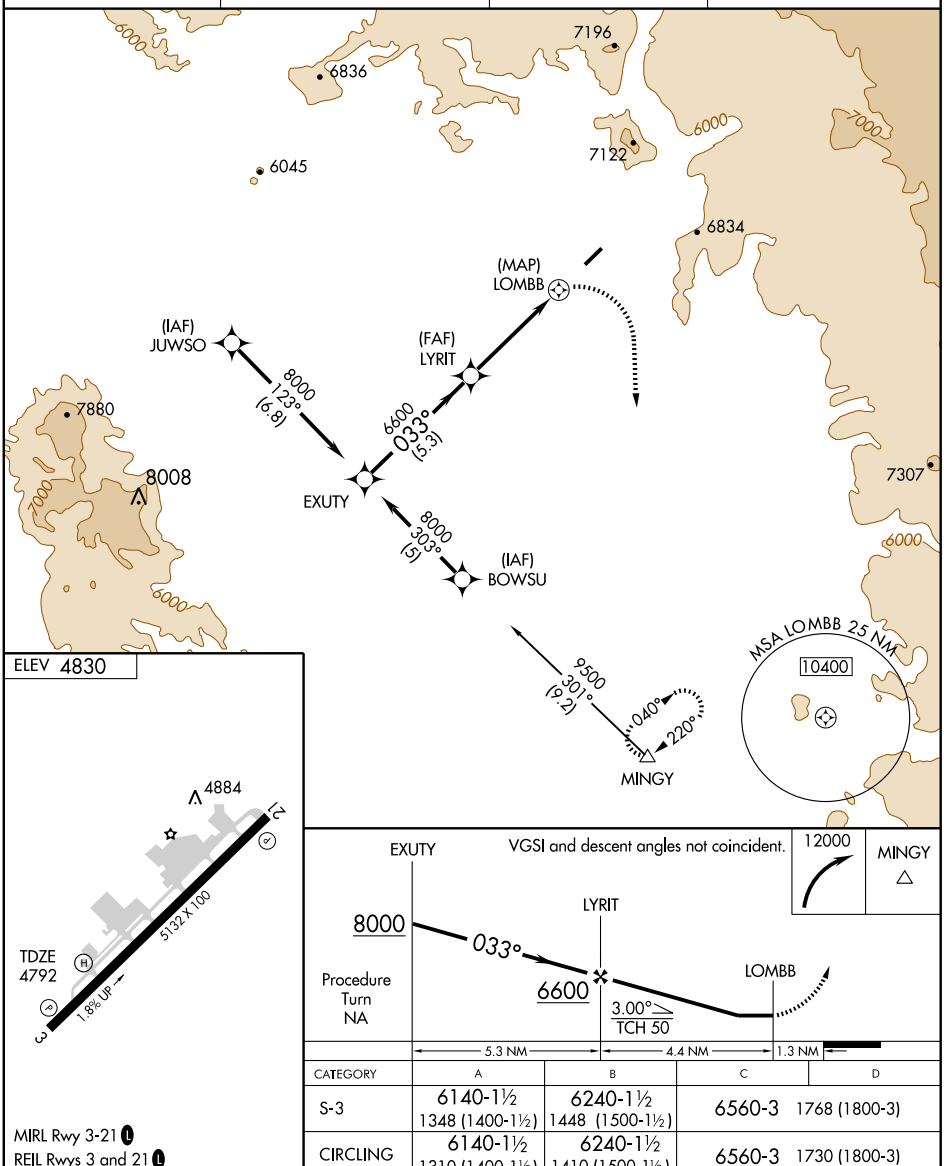
APP CRS	Rwy Idg	5132
033°	TDZE	4792
	Apt Elev	4830

GPS RWY 3
SEDONA (SEZ)

When local altimeter not received, procedure not authorized.
Cat D circling not authorized northwest of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 12000 direct MINGY WP and hold.

AWOS-2	ALBUQUERQUE CENTER	PRESCOTT RADIO	UNICOM
118.525	124.5 306.2	122.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-3	6140-1½ 1348 (1400-1½)	6240-1½ 1448 (1500-1½)	6560-3	1768 (1800-3)
CIRCLING	6140-1½ 1310 (1400-1½)	6240-1½ 1410 (1500-1½)	6560-3	1730 (1800-3)

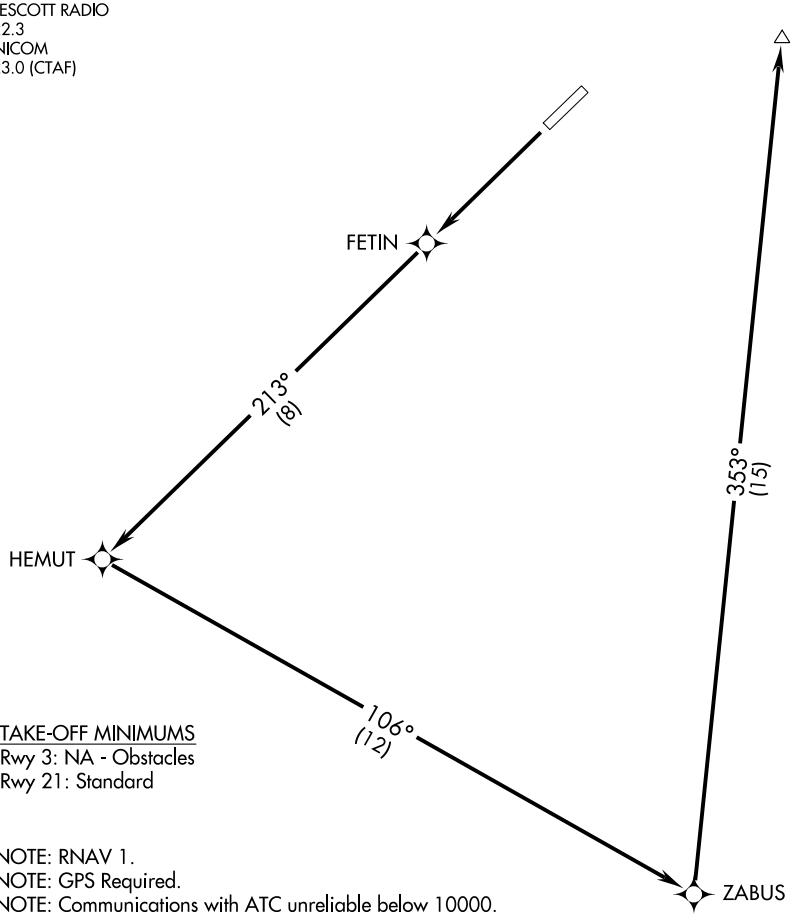
SW-4, 21 OCT 2010 to 18 NOV 2010

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SW-4, 21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE CENTER
124.5 306.2
PRESCOTT RADIO
122.3
UNICOM
123.0 (CTAF)



TAKE-OFF MINIMUMS
Rwy 3: NA - Obstacles
Rwy 21: Standard

NOTE: RNAV 1.
NOTE: GPS Required.
NOTE: Communications with ATC unreliable below 10000.

TAKE-OFF OBSTACLE NOTES:
Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.
Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

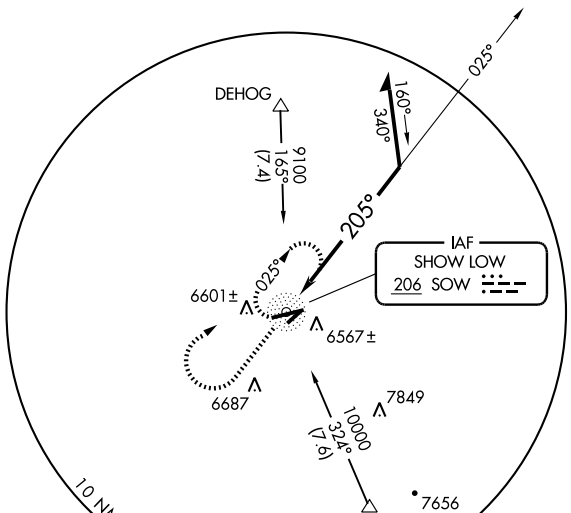
NDB SOW 206	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 6415

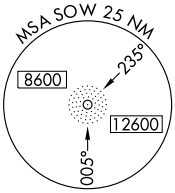
NDB-A
SHOW LOW RGNL (SOW)

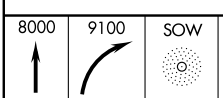
▼ NA — Obtain local altimeter setting on CTAF; when not received, procedure NA.
Circling NA southeast of Rwys 3 and 24.

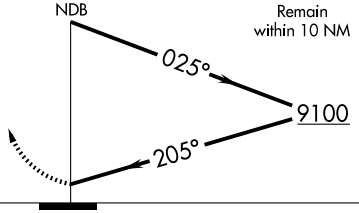
MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.

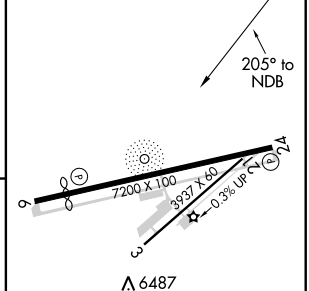
AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	132.9 239.05	123.0 (CTAF) L











CATEGORY	A	B	C	D
CIRCLING	7600-1¼ 1185 (1200-1¼)	7600-1½ 1185 (1200-1½)	7600-3 1185 (1200-3)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

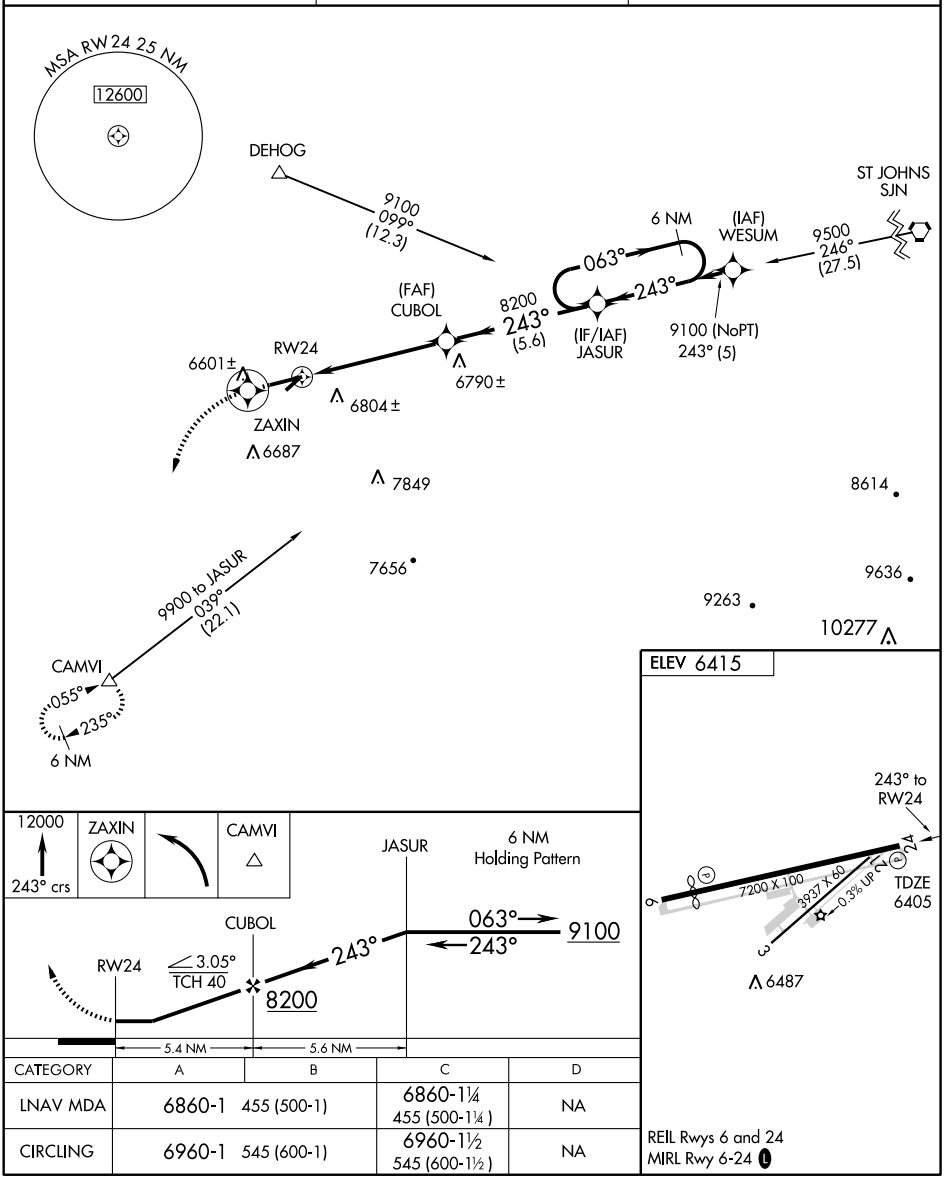
APP CRS	Rwy Idg	6450
243°	TDZE	6405
	Apt Elev	6415

RNAV (GPS) RWY 24
SHOW LOW RGNL (SOW)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 12000 via 243° course to ZAXIN WP, then left turn direct CAMVI WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	132.9 239.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6860-1 455 (500-1)		6860-1¼ 455 (500-1¼)	NA
CIRCLING	6960-1 545 (600-1)		6960-1½ 545 (600-1½)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

SPRINGERVILLE MUNI (D68)

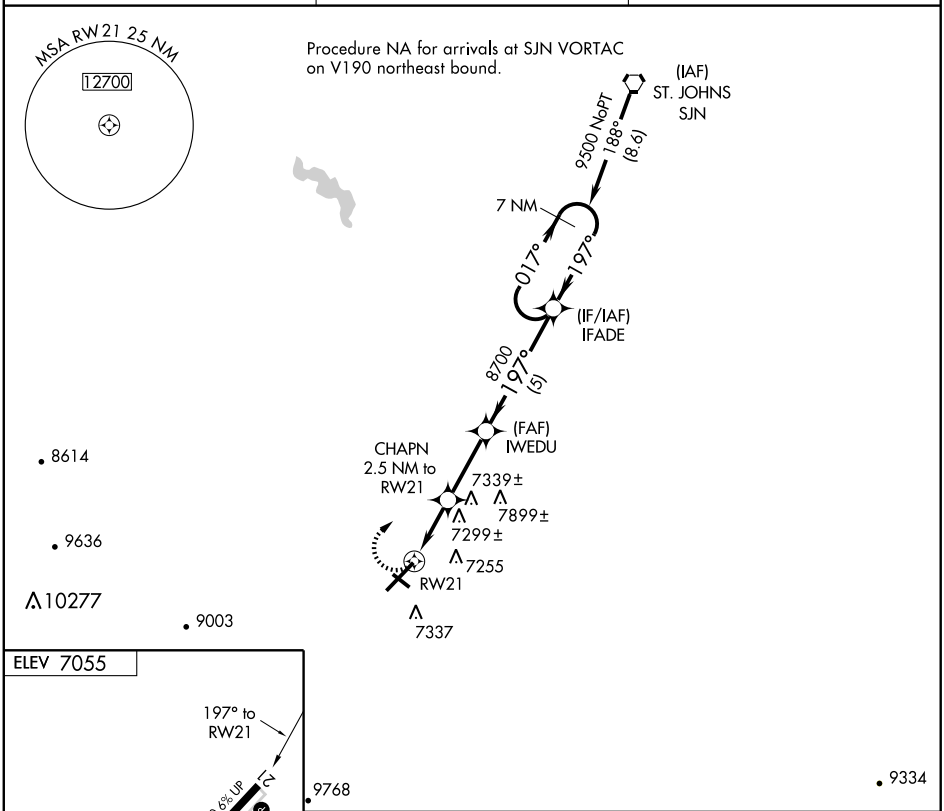
APP CRS	Rwy Idg	8422
197°	TDZE	7032
	Apt Elev	7055

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 12000 direct IFADE and hold, continue climb-in-hold to 12000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.65	132.9 239.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7560-1 528 (600-1)		NA	
CIRCLING	7660-1 605 (700-1)	7740-1 685 (700-1)	NA	

MIRL Rwys 3-21 and 11-29 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5322
136°	TDZE	5736
	Apt Elev	5737

RNAV (GPS) RWY 14

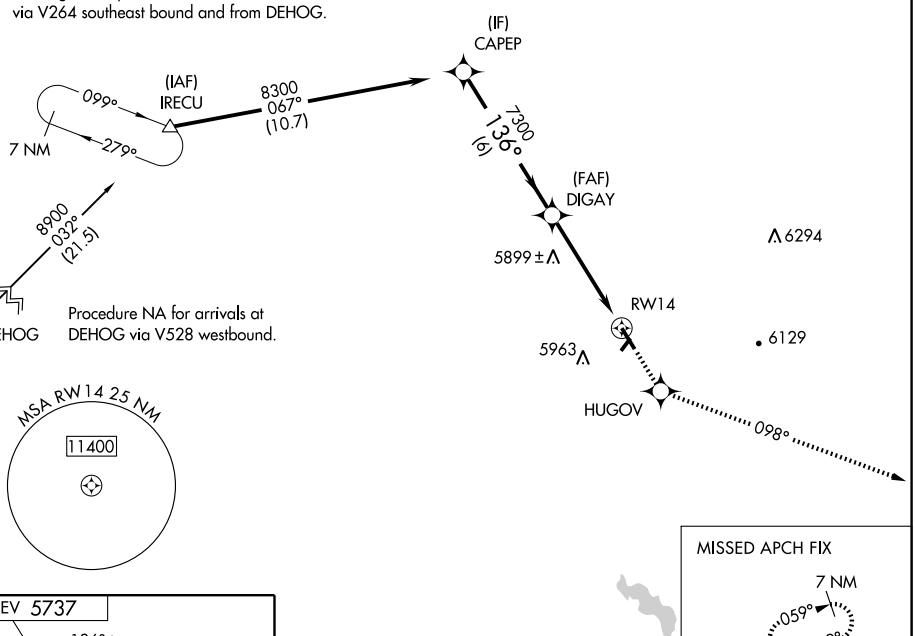
ST. JOHNS INDUSTRIAL AIR PARK (SJN)

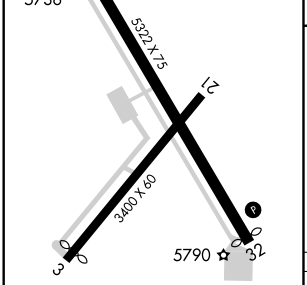
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.
VDP NA when using Show Low altimeter setting.

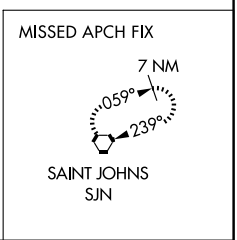
MISSED APPROACH: Climb to 9000 direct HUGOV and via 098° track to SJN VORTAC and hold, continue climb-in-hold to 9000.

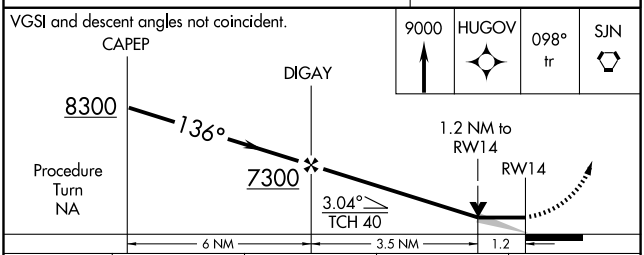
ASOS	ALBUQUERQUE CENTER	UNICOM
134.225	124.325 288.25	122.8 (CTAF) L

Holding not required for arrivals at IRECU via V264 southeast bound and from DEHOG.









CATEGORY	A	B	C	D
LNAV MDA	6160-1 424 (500-1)		NA	
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwys 3-21 and 14-32

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5230
316°	TDZE	5737
	Apt Elev	5737

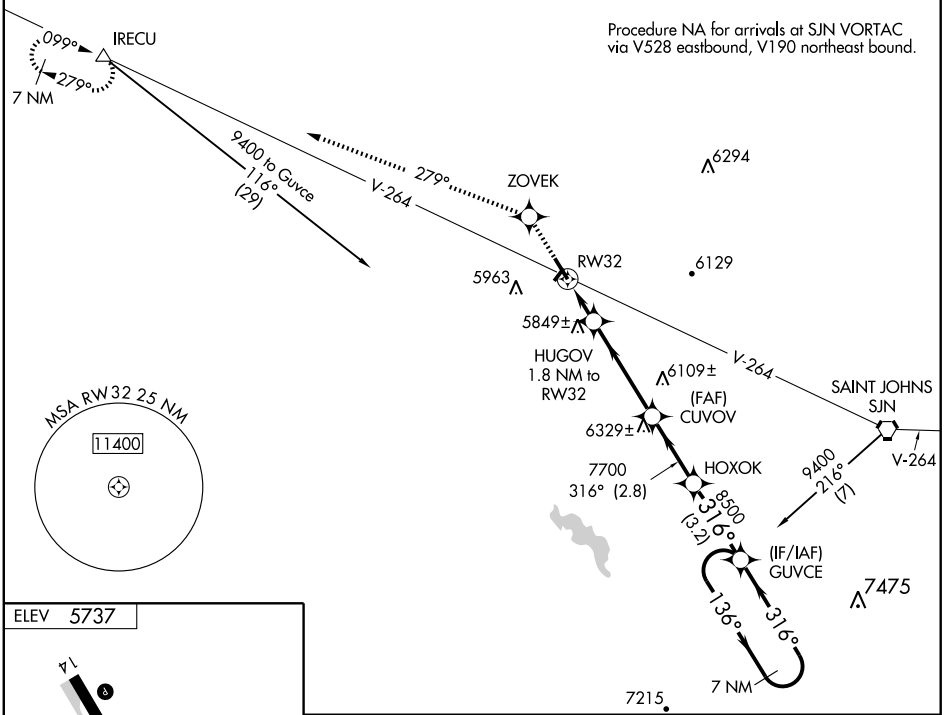
RNAV (GPS) RWY 32

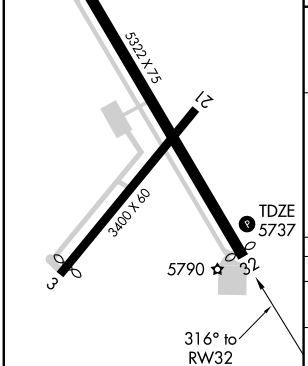
ST. JOHNS INDUSTRIAL AIR PARK (SJN)

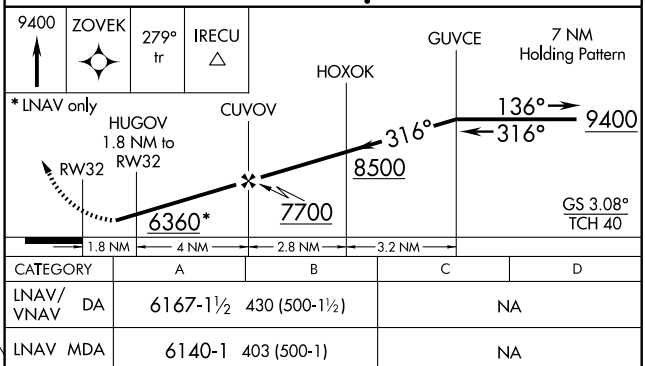
If local altimeter setting not received, use Show Low altimeter setting and increase all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-15°F) or above 30°C (86°F). Visibility reduction by helicopters NA.
Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.225	124.325 288.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	6167-1½ 430 (500-1½)		NA	
LNAV MDA	6140-1 403 (500-1)		NA	
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SJN 112.3 Chan 70	APP CRS 283°	Rwy Idg N/A TDZE N/A Apt Elev 5737

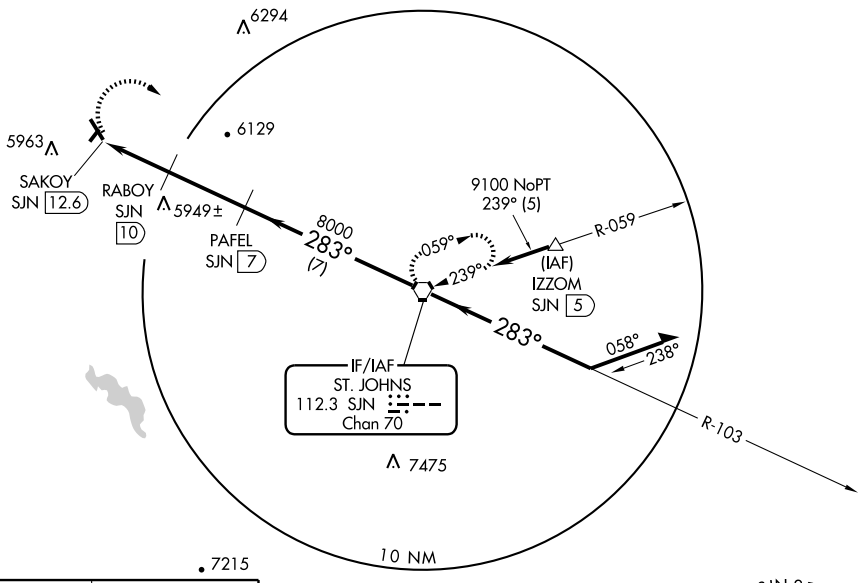
VOR/DME-A

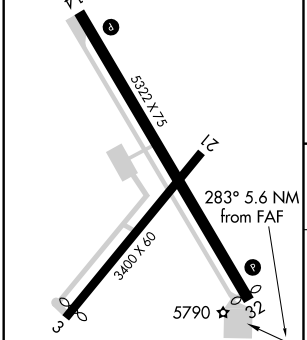
ST. JOHNS INDUSTRIAL AIR PARK (SJN)

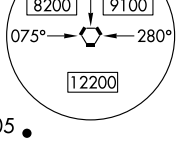
When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.225	124.325 288.25	122.8 (CTAF) L

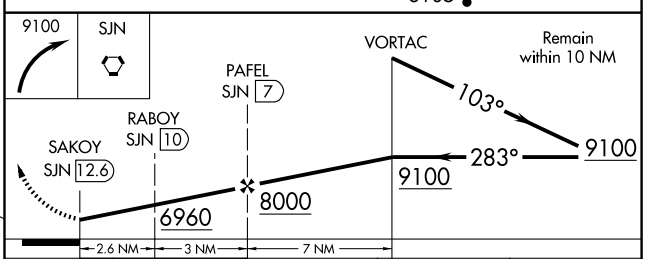






7810

8105



CATEGORY	A	B	C	D
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwys 3-21 and 14-32

SW-4, 21 OCT 2010 to 18 NOV 2010

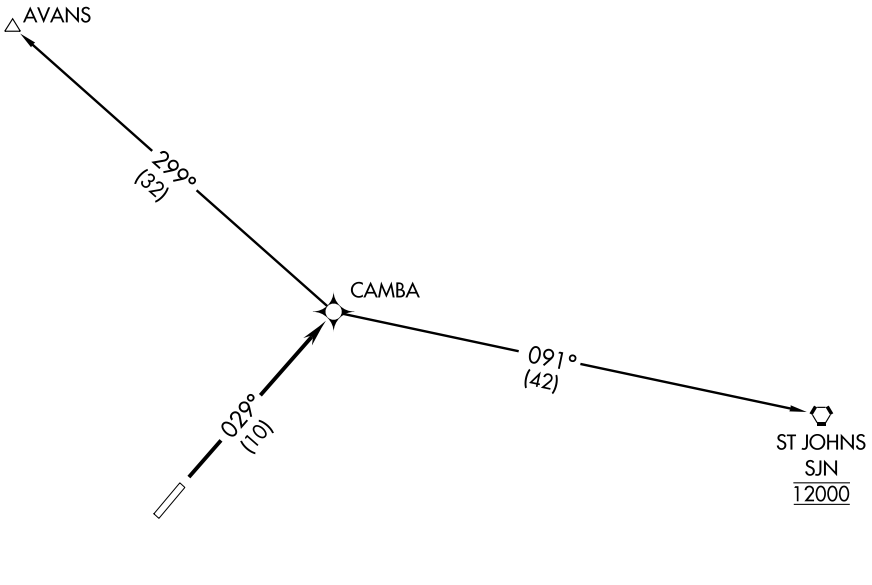
SW-4, 21 OCT 2010 to 18 NOV 2010

CAMBA ONE DEPARTURE (RNAV)

SL-9422 (FAA)

SW-4, 21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE CENTER
132.9 239.05



NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

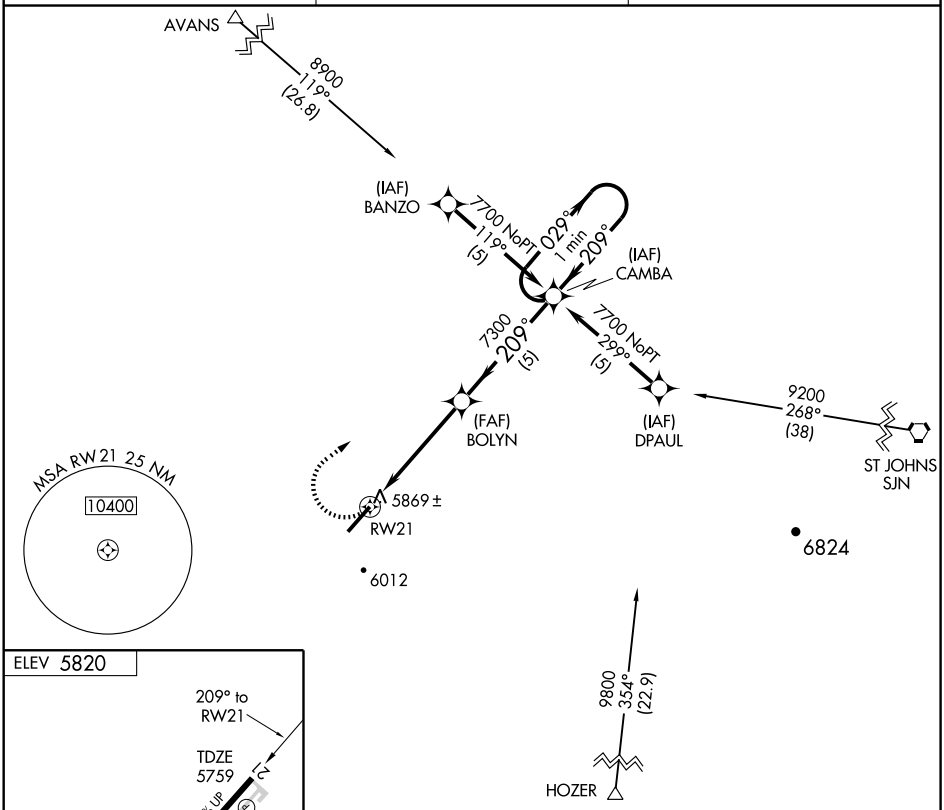
APP CRS	Rwy Idg	7000
209°	TDZE	5759
	Apt Elev	5820

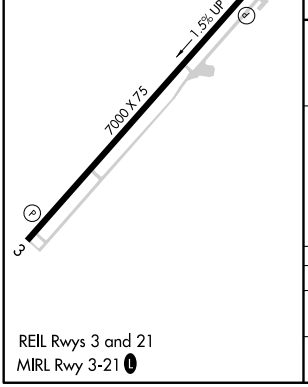
GPS RWY 21
TAYLOR MUNI (TYL)

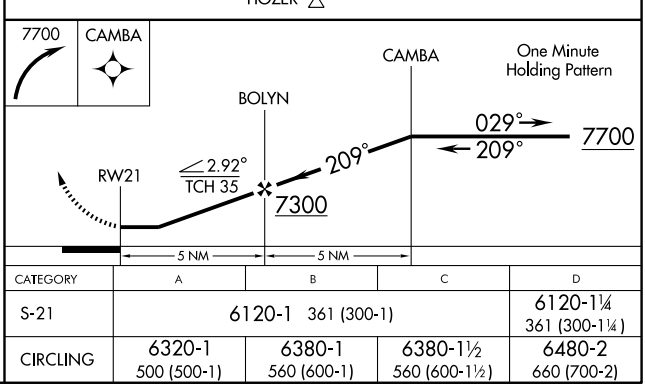
NA

MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.075	132.9 239.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	6120-1 361 (300-1)			6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

NDB AVQ	APP CRS	Rwy Idg	6901
245	111°	TDZE	2022
		Apt Elev	2031

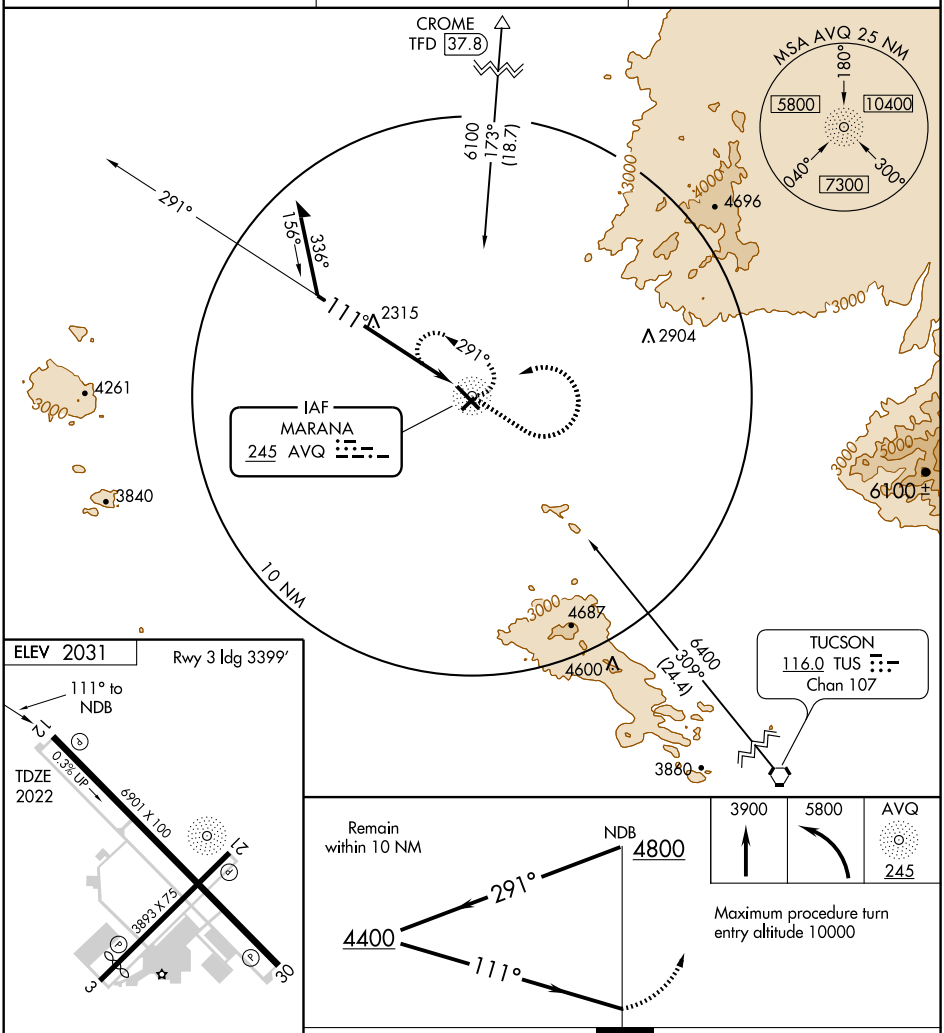
NDB RWY 12

TUCSON/MARANA RGNL (AVQ)

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3900 then climbing left turn to 5800 direct AVQ NDB and hold, continue climb-in-hold to 5800.

AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF)



REIL Rwys 12 and 30 (L)
MIRL Rwys 3-21 and 12-30 (L)

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
282°	TDZE	N/A
	Apt Elev	2031

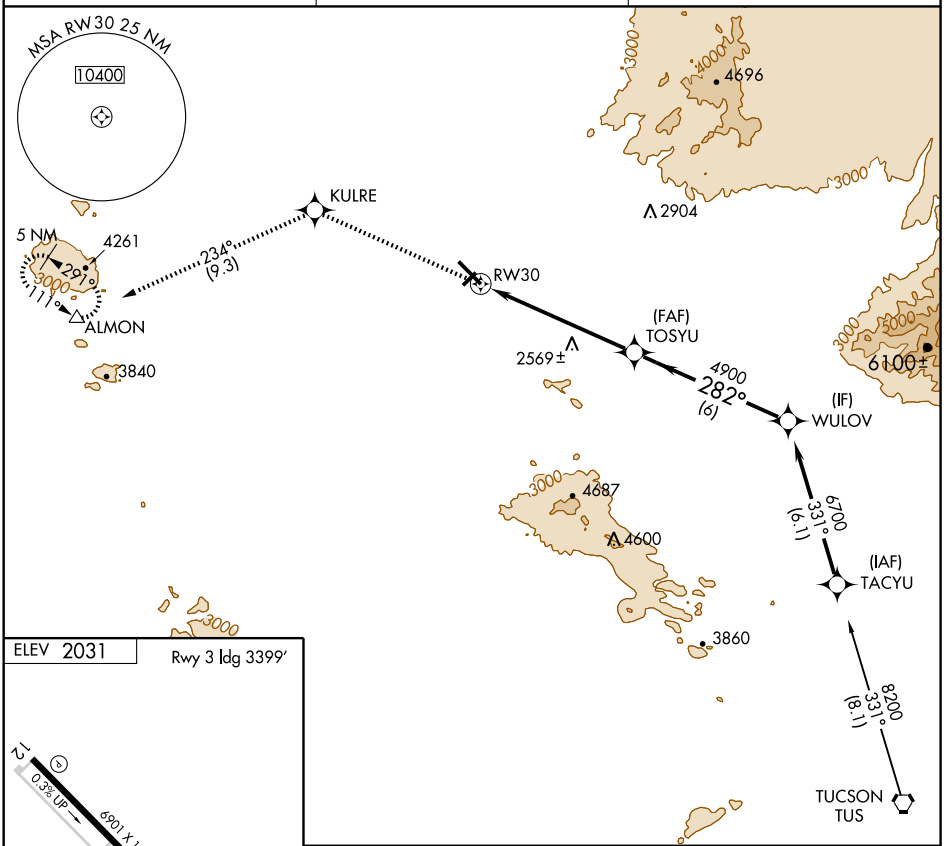
RNAV (GPS)-E

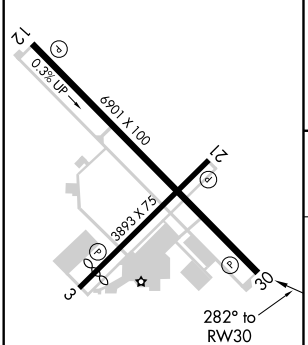
TUCSON/MARANA RGNL (AVQ)

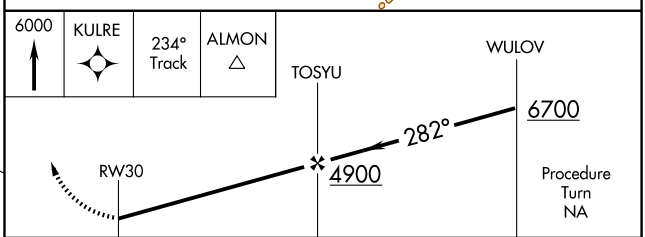
▼ If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
▲NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2820-1 789 (800-1)	2820-1¼ 789 (800-1¼)	2820-2¼ 789 (800-2¼)	NA

REIL Rwys 12 and 30 L
MIRL Rwys 3-21 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3399
033°	TDZE	2026
	Apt Elev	2031

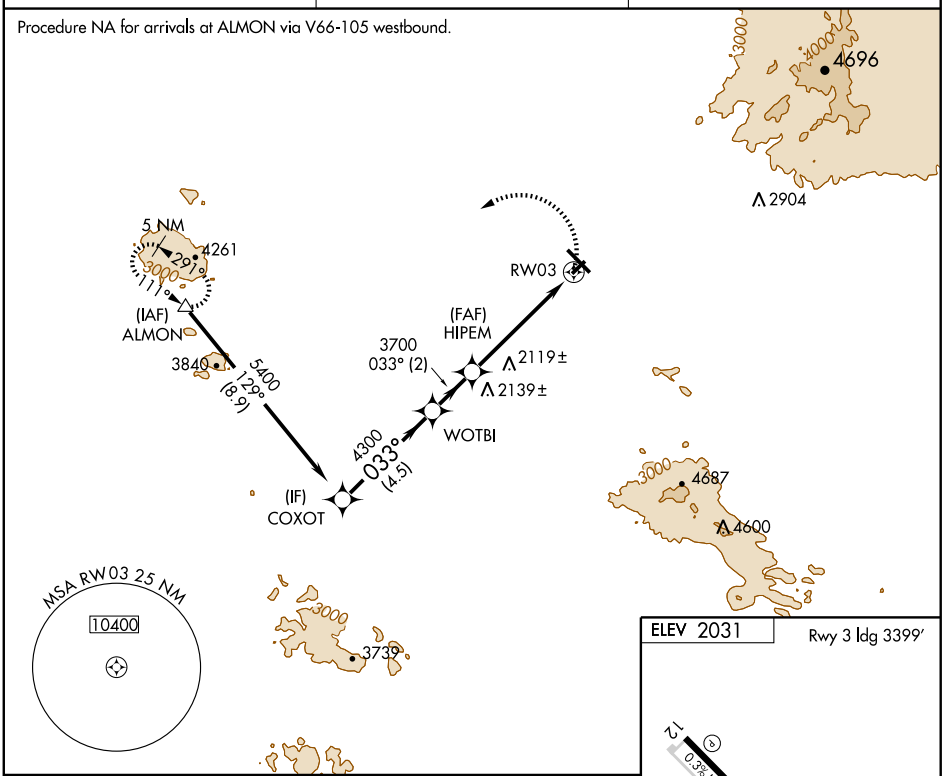
RNAV (GPS) RWY 3
TUCSON/MARANA RGNL (AVQ)

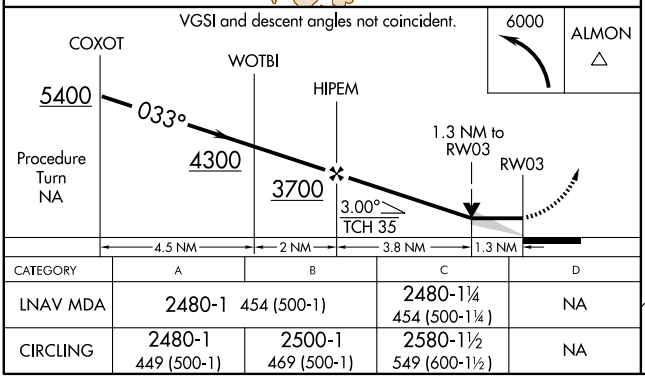
▼ ▲NA If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

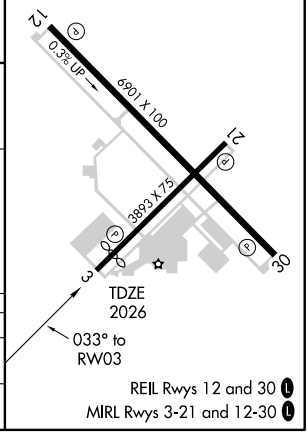
AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF) L

Procedure NA for arrivals at ALMON via V66-105 westbound.





CATEGORY	A	B	C	D
LNAV MDA	2480-1 454 (500-1)		2480-1¼ 454 (500-1¼)	NA
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6901
138°	TDZE	2022
	Apt Elev	2031

RNAV (GPS) RWY 12

TUCSON/MARANA RGNL (AVQ)

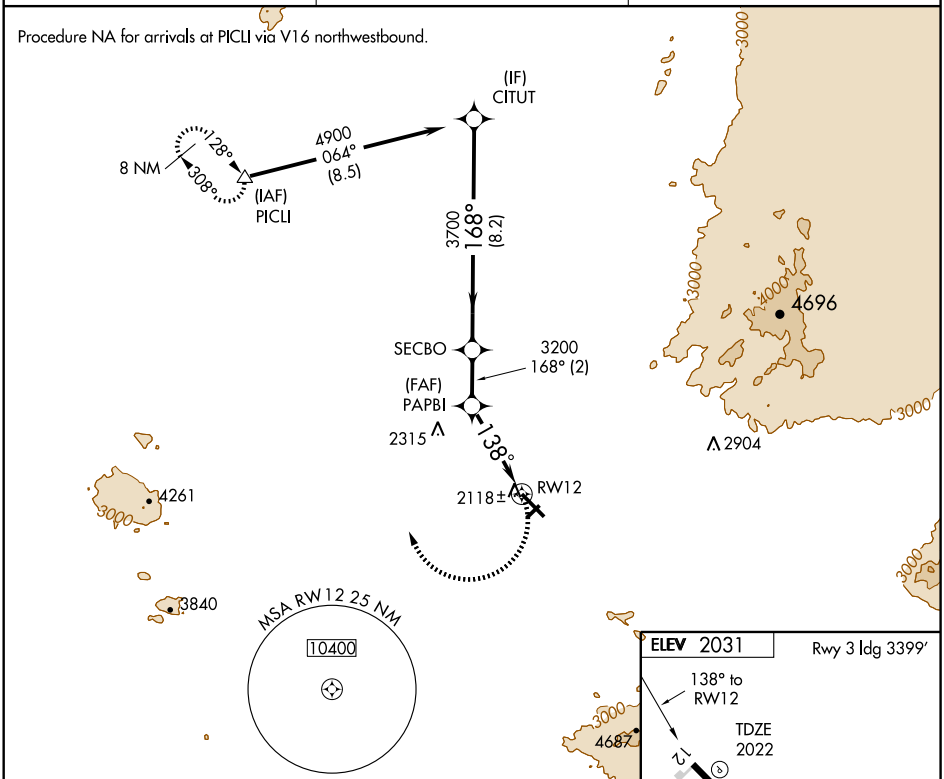
If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

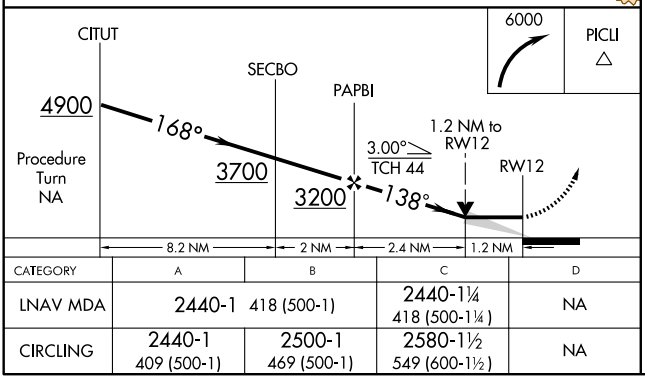
NA

MISSED APPROACH: Climbing right turn to 6000 direct PICLI and hold, continue climb-in-hold to 6000.

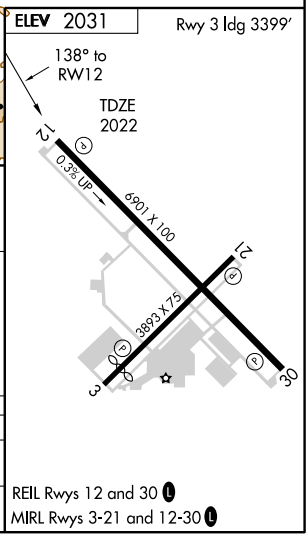
AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF) L

Procedure NA for arrivals at PICLI via V16 northwestbound.





CATEGORY	A	B	C	D
LNAV MDA	2440-1 418 (500-1)		2440-1¼ 418 (500-1¼)	NA
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



REIL Rwys 12 and 30 L
MIRL Rwys 3-21 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3893
199°	TDZE	2026
	Apt Elev	2031

RNAV (GPS) RWY 21

TUCSON/MARANA RGNL (AVQ)

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3	TUCSON APP CON	UNICOM
118.375	119.4 318.1	123.0 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at ALMON via V105 southeastbound.

4567±

(IAF) PICLI

4900 067° (14.2)

(IF) NABPI

4300 169° (9)

MSA ZOMAP 25 NM

10400

4000

3000

4696

(FAF) FIMTU

3309±

DUYED 2 NM to ZOMAP

199°

(MAP) ZOMAP

2089±

2904

6600 004° (13.9)

5 NM

291°

111°

4261

ALMON

3840

267° (12.5)

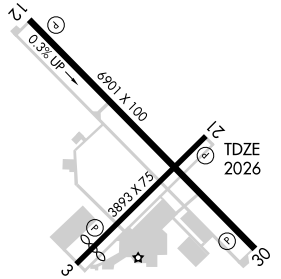
TUPBO

5030±

4687

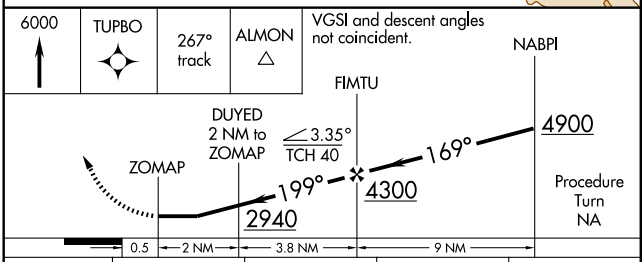
ELEV 2031

Rwy 3 ldg 3399′



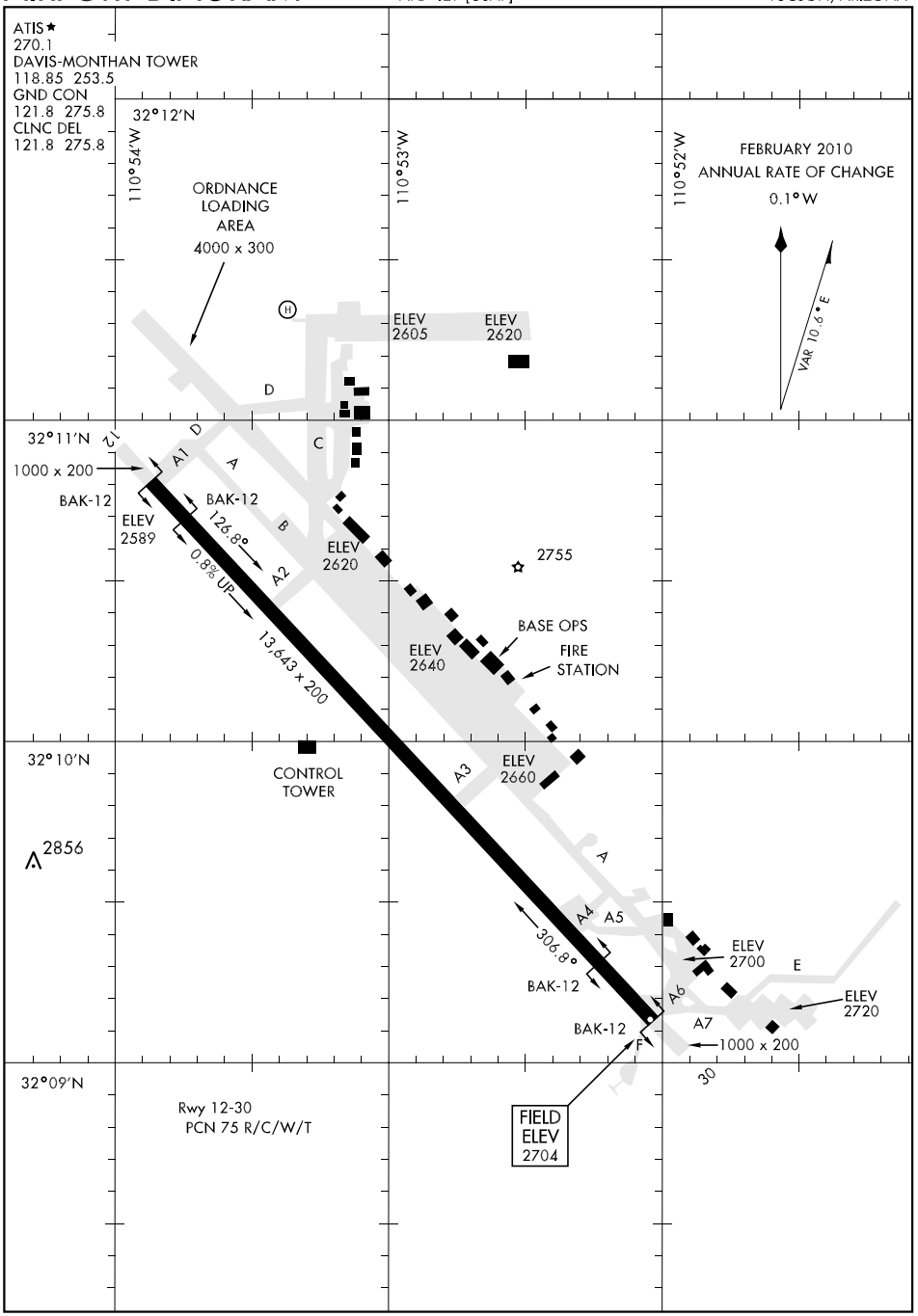
REIL Rwys 12 and 30 L

MIRL Rwys 3-21 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	2640-1	614 (700-1)	2640-1¾ 614 (700-1¾)	NA
CIRCLING	2640-1	609 (700-1)	2640-1¾ 609 (700-1¾)	NA

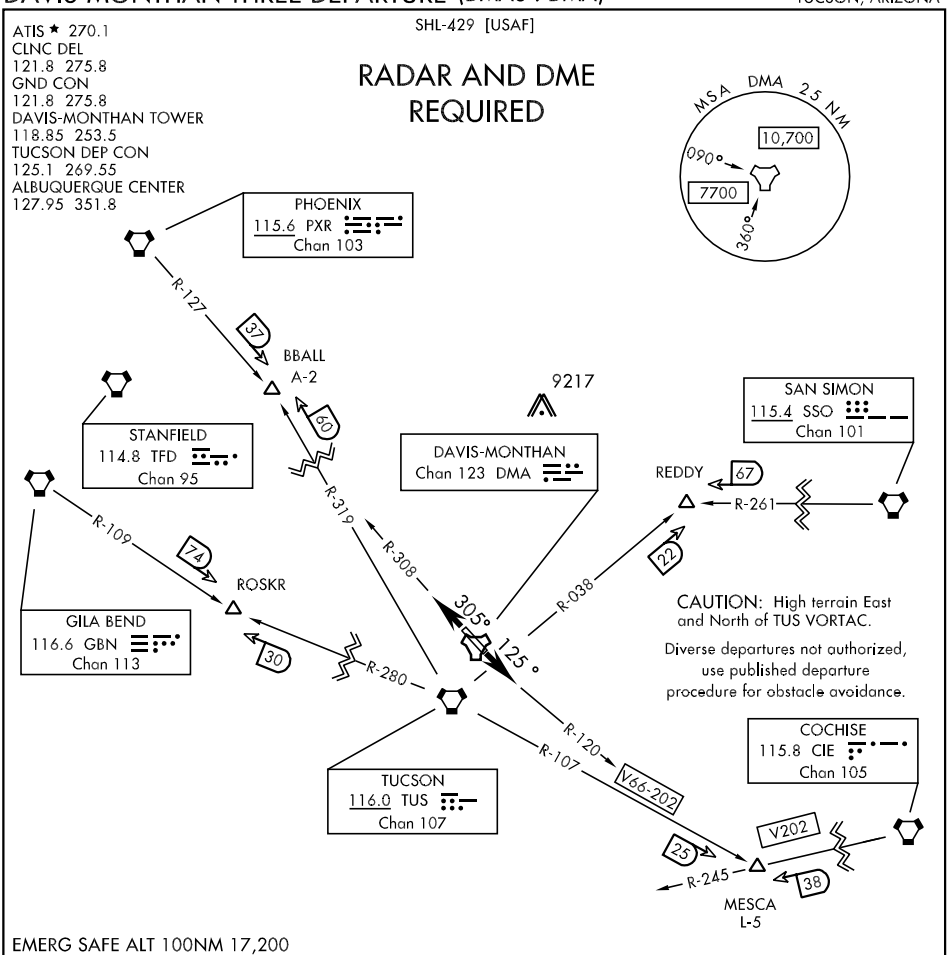
AIRPORT DIAGRAM



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DAVIS-MONTHAN THREE DEPARTURE (DMA3 . DMA)



DEPARTURE ROUTE DESCRIPTION

T

TAKE-OFF RWY 12: Climb on track 125 , intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RWY 30: Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COM: Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TUCSON, ARIZONA

HI-ILS or LOC/DME RWY 30

LOC I-DMA	APCH CRS	Rwy ldg 13,643 THRE 2704 Arpt Elev 2704
109.3	305°	

JAL-429 [USAF]

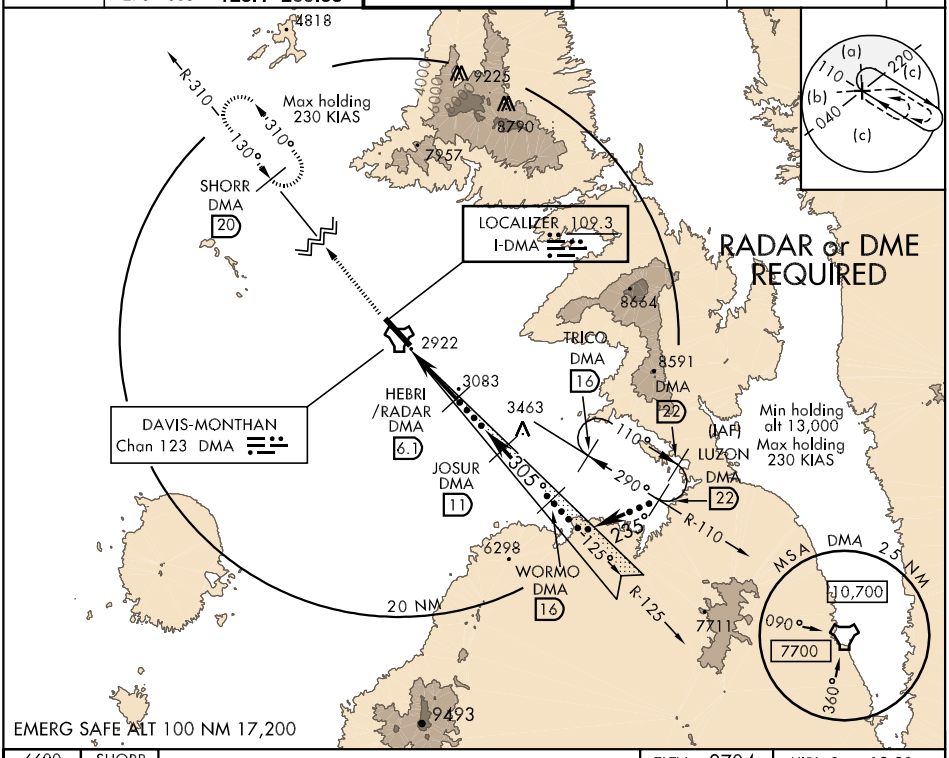
DAVIS-MONTHAN AFB (KDMA)

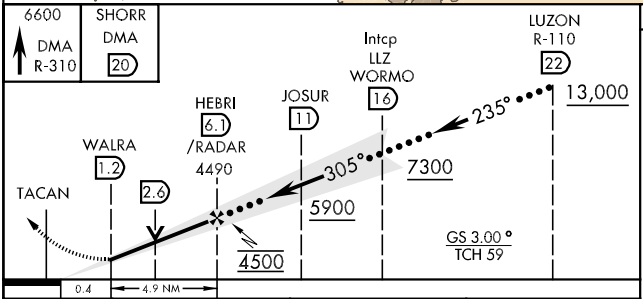
* When ALS inop, increase CAT CDE vis to 1¾ miles.
** Circling not authorized S of Rwy 12-30.

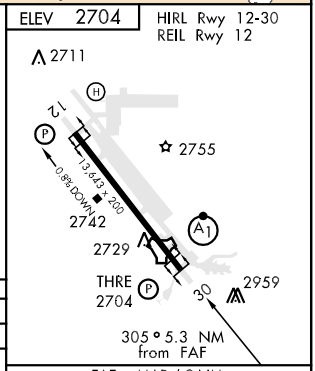
ALSF-1

MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	066°-274° 119.4 318.1 275°-065° 125.1 269.55	118.85 253.5	121.8 275.8	121.8 275.8	







CATEGORY	C	D	E
S-ILS 30	2954/40 250 (300-¾)		
S-LOC 30 *	3340-1⅜ 636 (700-1⅜)		
CIRCLING **	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

TUCSON, ARIZONA 32°10'N-110°53'W DAVIS-MONTHAN AFB (KDMA)

Amdt 1 10294

HI-ILS or LOC/DME RWY 30

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN	DMA	APCH CRS	Rwy ldg	13,643
Chan 123		130°	THRE	2589
			Arpt Elev	2704

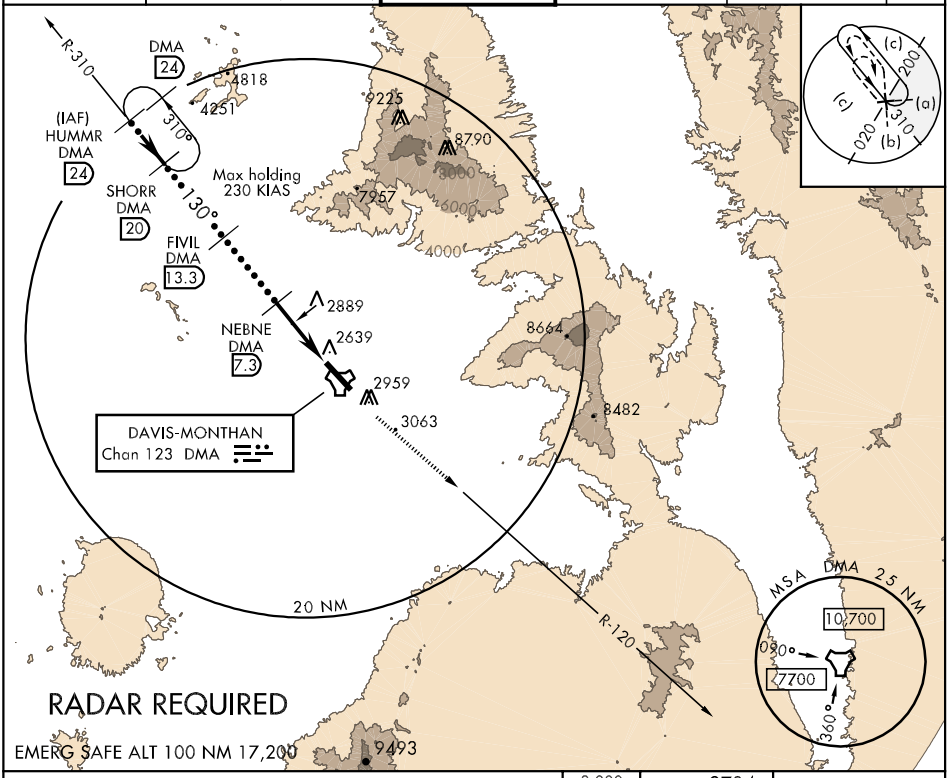
JAL-429 [USAF]

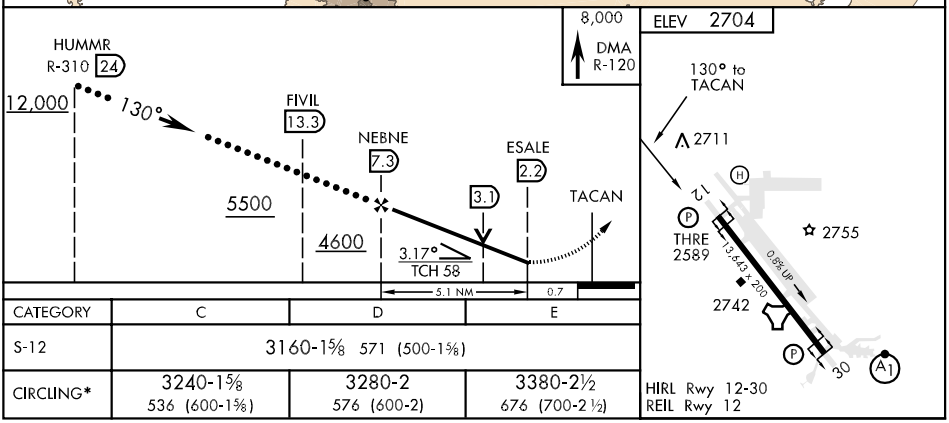
DAVIS-MONTHAN AFB (KDMA)

* Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 expect RADAR vectors.

ATIS ★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	125.1 269.55 (090°- 285°) 119.4 318.1 (275°- 089°)	118.85 253.5	121.8 275.8	121.8 275.8	





CATEGORY	C	D	E
S-12	3160-1⅝ 571 (500-1⅝)		
CIRCLING*	3240-1⅝ 536 (600-1⅝)	3280-2 576 (600-2)	3380-2½ 676 (700-2½)

HIRL Rwy 12-30
REIL Rwy 12

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN	DMA	APCH CRS	Rwy ldg	13,643
Chan	123	299°	THRE	2704
			Arpt Elev	2704

JAL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

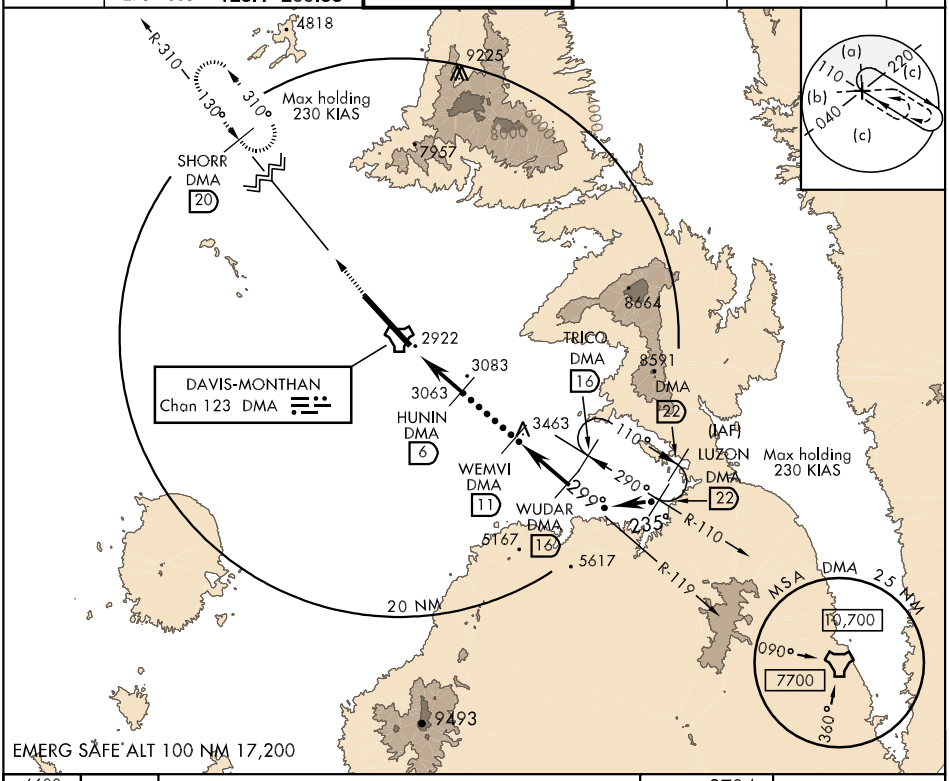
* When ALS inop, increase vis to 1¾ miles.

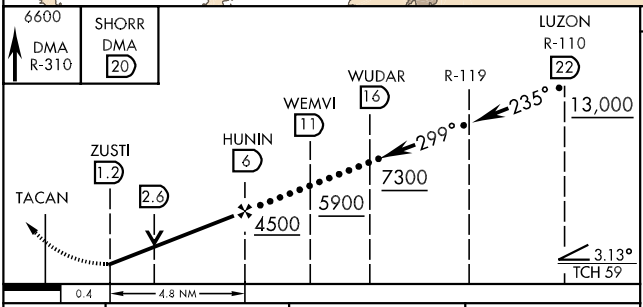
** Circling not authorized S of Rwy 12-30.

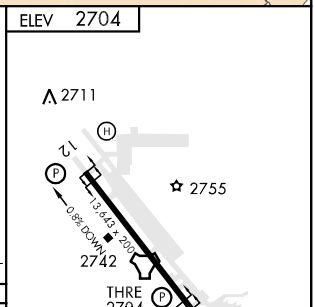
ALSF-1

MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	066°-274° 119.4 318.1 275°-065° 125.1 269.55	118.85 253.5	121.8 275.8	121.8 275.8	







CATEGORY	C	D	E
S-30 *	3340-1⅜ 636 (700-1⅜)		
CIRCLING**	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 30

DAVIS-MONTHAN AFB (KDMA)

LOC I-DMA	APCH CRS	Rwy ldg / THRE / Arpt Elev
109.3	305°	13,643 / 2704 / 2704

AL-429 [USAF]

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	066°-274° 119.4 318.1 275°-065° 125.1 269.55	118.85 253.5	121.8 275.8	121.8 275.8	

** Circling not authorized S of Rwy 12-30.

R-310 130° 310°

SHORR DMA 20

Max holding 230 KIAS

4818 4687 7957 9225 8790 8664 2959 3083 8591 3463 6188 6298 9493 7711

M.S.A DMA 25 NM 10,700 090° 7700 360° 7663

LOCALIZER 109.3 I-DMA

DAVIS-MONTHAN Chan 123 DMA

HEBRI /RADAR DMA 6.1

JOSUR DMA 11

WORMO DMA 16

TRICO DMA 16

Max holding 230 KIAS

DMA 22

(IAF) TUZON DMA 22

110° 290° 305° 235° R-110 R-125

20 NM

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 17,200

6600 DMA R-310

SHORR DMA 20

HEBRI 6.1 /RADAR

JOSUR 11

Intcp LLZ WORMO 16

LUZON R-110 22

10,000

235° 305°

7300 5900 4500

TACAN 2.6

WALRA 1.2

4490

GS 3.00° TCH 59

.4 4.9 NM

ELEV 2704

HIRL Rwy 12-30

REIL Rwy 12

2711

2755

7.2

0.6% DOWN

13,643 x 200

2742

2729

THRE 2704

305° 5.3 NM from FAF

2856

CATEGORY	A	B	C	D	E
S-ILS 30	2954/40 250 (300-¾)				
S-LOC 30*	3340/24 636 (700-½)		3340-1⅜ 636 (700-1⅜)		
CIRCLING**	3340-1 636 (700-1)		3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 12

TACAN DMA	APCH CRS	Rwy ldg 13,643 THRE 2589 Arpt Elev 2704
Chan 123	130°	

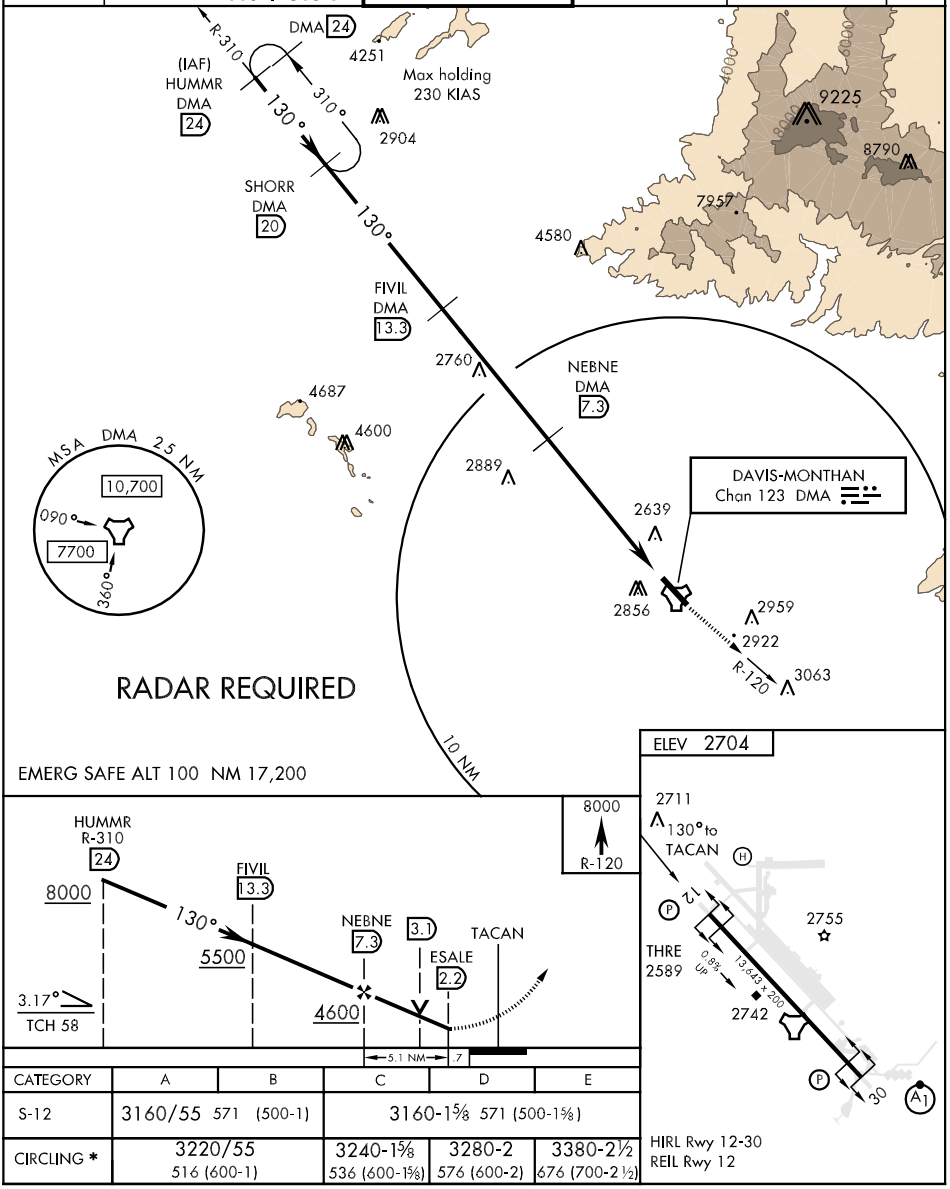
AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

* Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.

ATIS★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	090°-285° 125.1 269.55 286°-089° 119.4 318.1	118.85 253.5	121.8 275.8	121.8 275.8	



CATEGORY	A	B	C	D	E
S-12	3160/55 571 (500-1)		3160-1⅝ 571 (500-1⅝)		
CIRCLING *	3220/55 516 (600-1)		3240-1⅝ 536 (600-1⅝)	3280-2 576 (600-2)	3380-2½ 676 (700-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 30

TACAN DMA Chan 123	APCH CRS 299°	Rwy ldg 13,643 THRE 2704 Arpt Elev 2704

AL-429 [USAF]

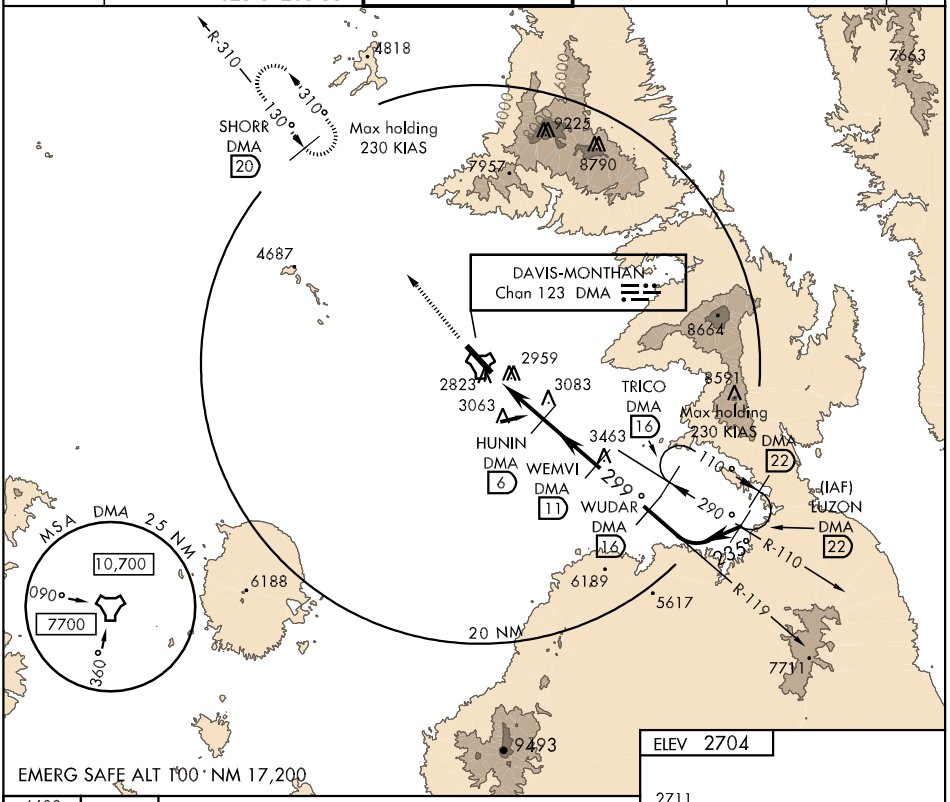
DAVIS-MONTHAN AFB (KDMA)

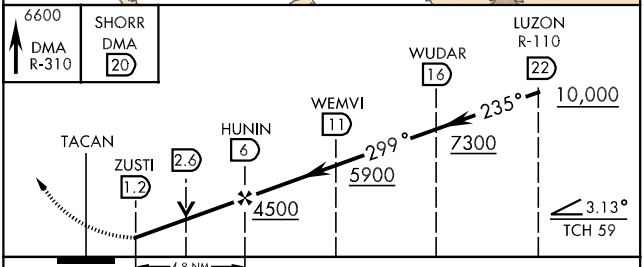
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles
** Circling not authorized S of Rwy 12-30.

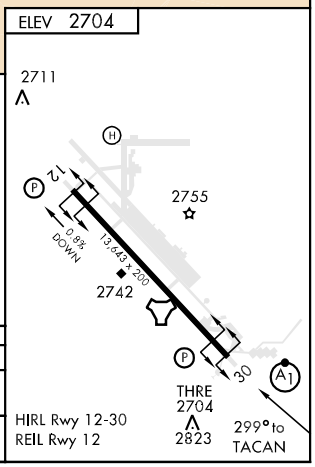
ALSF-1 A1

MISSED APROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★	TUCSON APP CON	DAVIS-MONTHAN TOWER	GND CON	CLNC DEL	PAR
270.1	066°-274° 119.4 318.1 275°-065° 125.1 269.55	118.85 253.5	121.8 275.8	121.8 275.8	







CATEGORY	A	B	C	D	E
S-30 *	3340/24 636 (700-½)		3340-1⅜ 636 (700-1⅜)		
CIRCLING **	3340-1 636 (700-1)		3340-1¾ 636(700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

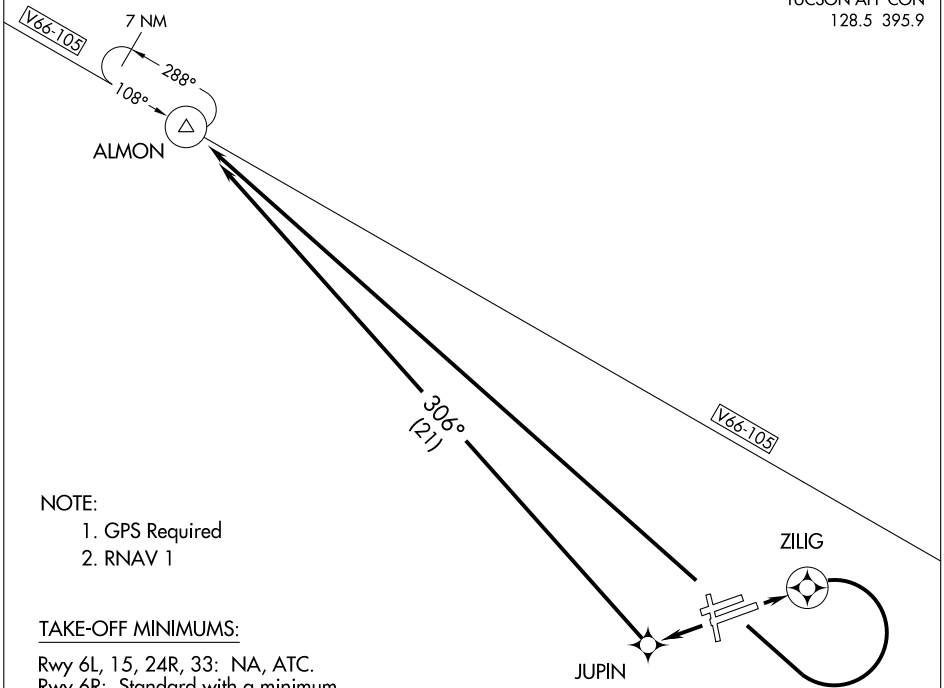
AIRPORT DIAGRAM

TUCSON, ARIZONA
TUCSON/RYAN FIELD (RYN)

10266

ALMON ONE DEPARTURE (RNAV) (OBSTACLE)

GND CON
118.2
RYAN TOWER ★
125.8
TUCSON APP CON
128.5 395.9



NOTE:
1. GPS Required
2. RNAV 1

TAKE-OFF MINIMUMS:

Rwy 6L, 15, 24R, 33: NA, ATC.
Rwy 6R: Standard with a minimum climb of 309′ per NM to 4400.
Rwy 24L: Standard.

TAKE-OFF OBSTACLES:

Rwy 6R: Bushes beginning 331′ from DER, 293′ right of centerline, up to 28′ AGL/2428′ MSL. Bush 166′ from DER, 366′ left of centerline, 8′ AGL/2408′ MSL.
Rwy 24L: Bush 282′ from DER, 462′ left of centerline, 10′ AGL/2410′ MSL.
Windsock 280′ from DER, 248′ right of centerline, 18′ AGL/2408′ MSL.
Tree 1401′ from DER, 724′ right of centerline, 44′ AGL/2434′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6R: Climb direct ZILIG then via depicted route to ALMON. Maintain 8000 or assigned altitude.

TAKE-OFF RUNWAY 24L: Climb direct JUPIN then via depicted route to ALMON. Maintain 8000 or assigned altitude.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-IVI	APP CRS	Rwy Idg	5500
111.1	058°	TDZE	2402
		Apt Elev	2417

ILS or LOC RWY 6R

TUCSON/RYAN FIELD (RYN)

NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

AWOS-3	TUCSON APP CON	RYAN TOWER ★	GND CON
133.35	128.5 395.9	125.8 (CTAF) L	118.2

ADF REQUIRED

STANFIELD 114.8 TFD Chan 95

7000 141° (46.1)

R-141

(IAF) JIPSY INT TFD 46.1

5000 NoPT 125° (9.7)

LOCALIZER 111.1 I-IVI

R-270

3739

NIKEE OM

TUS LR-260

305° 125° min

4300 058° (4.7)

R-256

4042

238°

(IAF) DRIBB INT

ROBLES 220 RBJ

TUCSON 116.0 TUS Chan 107

3699 6000 256° (23.2)

MSA RBJ 25 NM

180° 5300 090° 7500 8800 360°

4687 3000 4567 3860

6529 4000 5000 6900

4683 5000 4000 3901 6188

10 NM

SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 2417

15 24L 19 6R 4900 X 75 4000 X 75 24R 5500 X 75 0.8% UP TWR 2484 TDZE 2402 2477 33

058° 5.6 NM from FAF

REIL Rwy 6R

MIRL Rwy 6R-24L L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

One Minute Holding Pattern

DRIBB INT

NIKEE OM 4262

5000 305° 125° 058° 058° 4300

GS 3.00° TCH 50

4.7 NM 5.6 NM

3000	5000	RBJ 220	RBJ 305°	DRIBB INT

CATEGORY	A	B	C	D
S-ILS 6R	2652-1 250 (300-1)			
S-LOC 6R	2900-1 498 (500-1)		2900-1¼ 498 (500-1¼)	2900-1½ 498 (500-1½)
CIRCLING	2900-1 483 (500-1)		2900-1½ 483 (500-1½)	2980-2 563 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010

NDB RYN 338	APP CRS 074°	Rwy Idg 5500 TDZE 2400 Apt Elev 2415

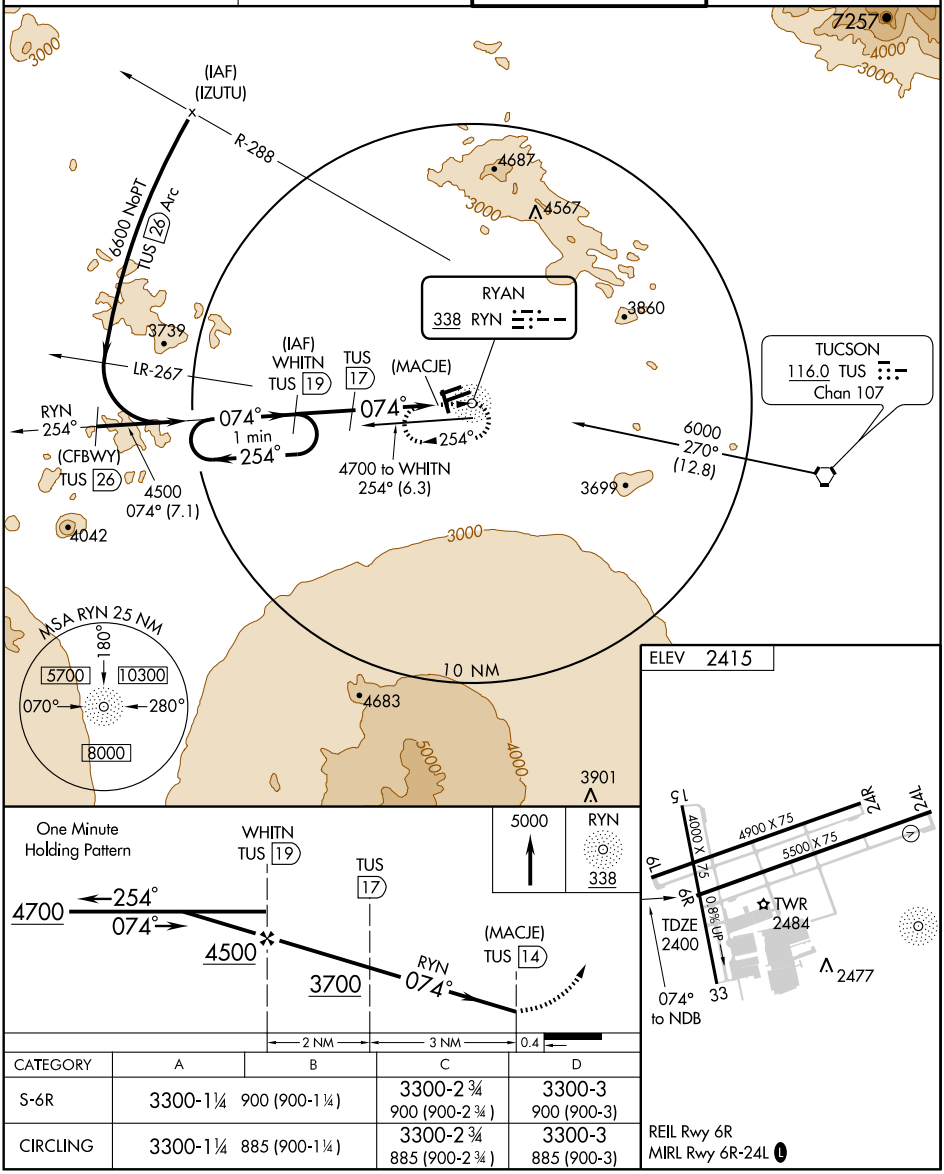
NDB/DME or GPS RWY 6R

TUCSON/ RYAN FIELD (RYN)

T
A NA DME from TUS VORTAC
Simultaneous reception of RYN NDB and TUS DME required.

MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3	TUCSON APP CON	RYAN TOWER ★	GND CON
133.35	128.5 395.9	125.8 (CTAF) L	118.2



CATEGORY	A	B	C	D
S-6R	3300-1¼ 900 (900-1¼)		3300-2¾ 900 (900-2¾)	3300-3 900 (900-3)
CIRCLING	3300-1¼ 885 (900-1¼)		3300-2¾ 885 (900-2¾)	3300-3 885 (900-3)

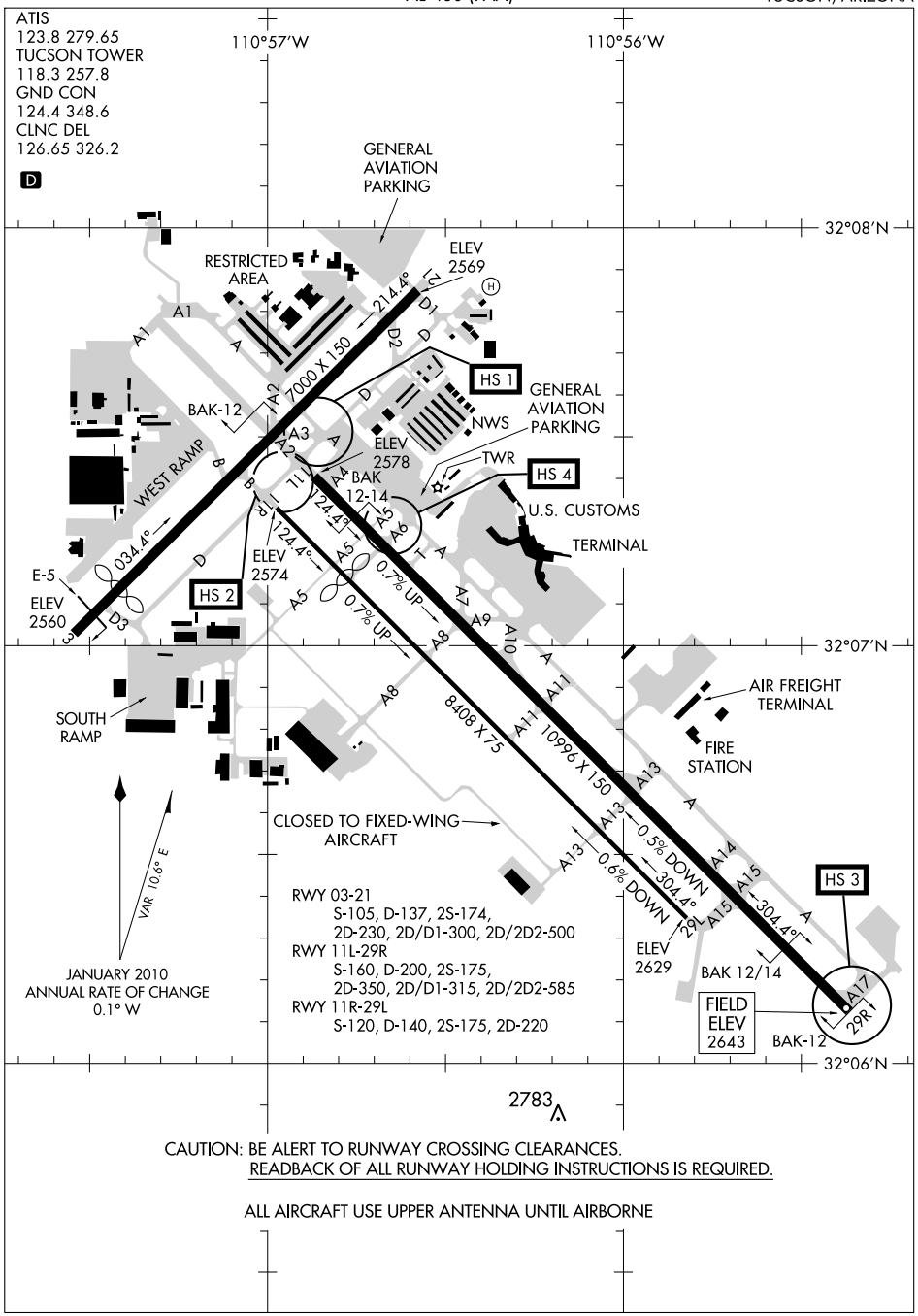
REIL Rwy 6R
MIRL Rwy 6R-24L L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

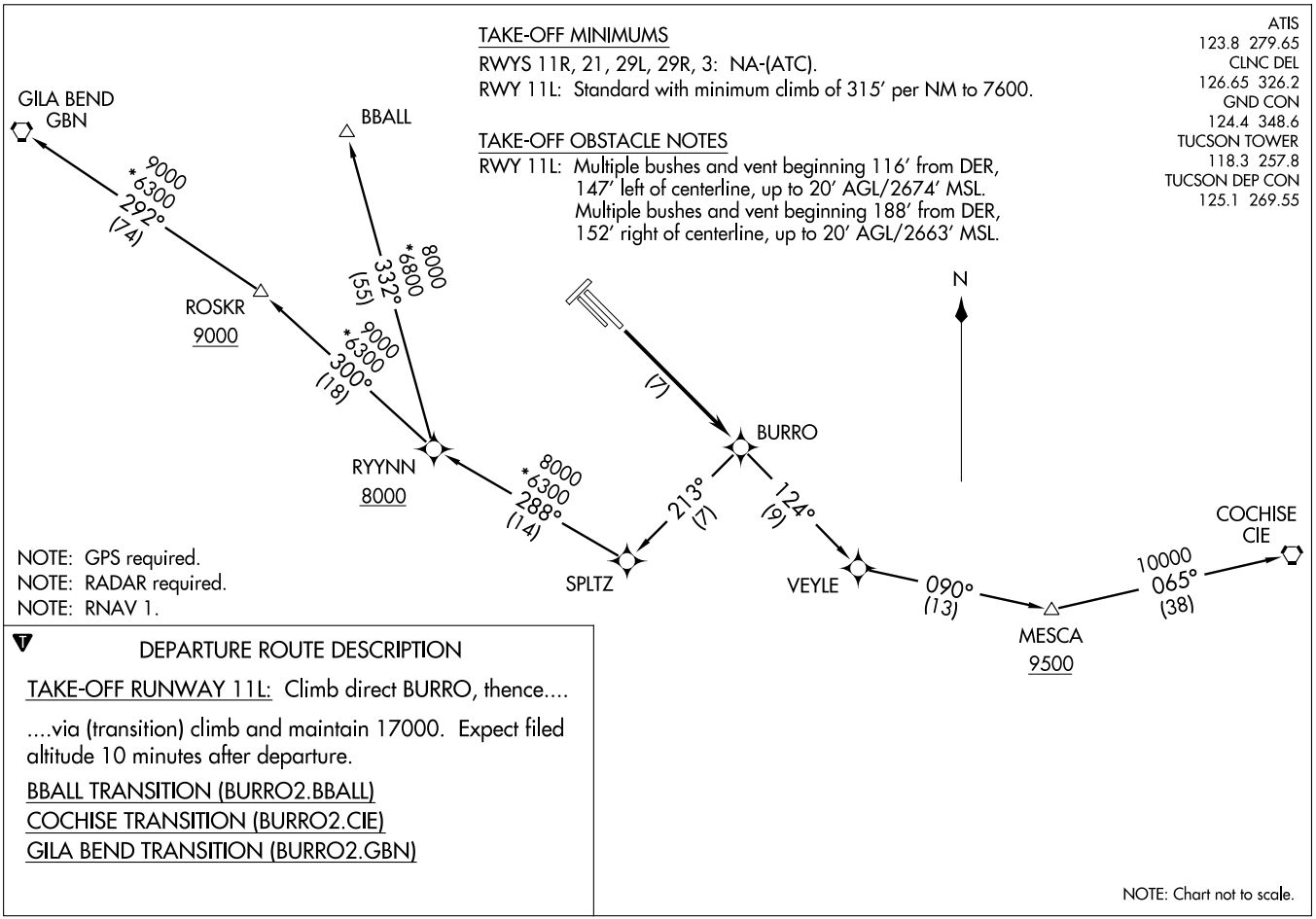
ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE

SW-4, 21 OCT 2010 to 18 NOV 2010

BURRO TWO DEPARTURE (RNAV)

(BURRO2.BURRO) 09183

TUCSON, ARIZONA
TUCSON INTL (TUS)



DEPARTURE ROUTE DESCRIPTION

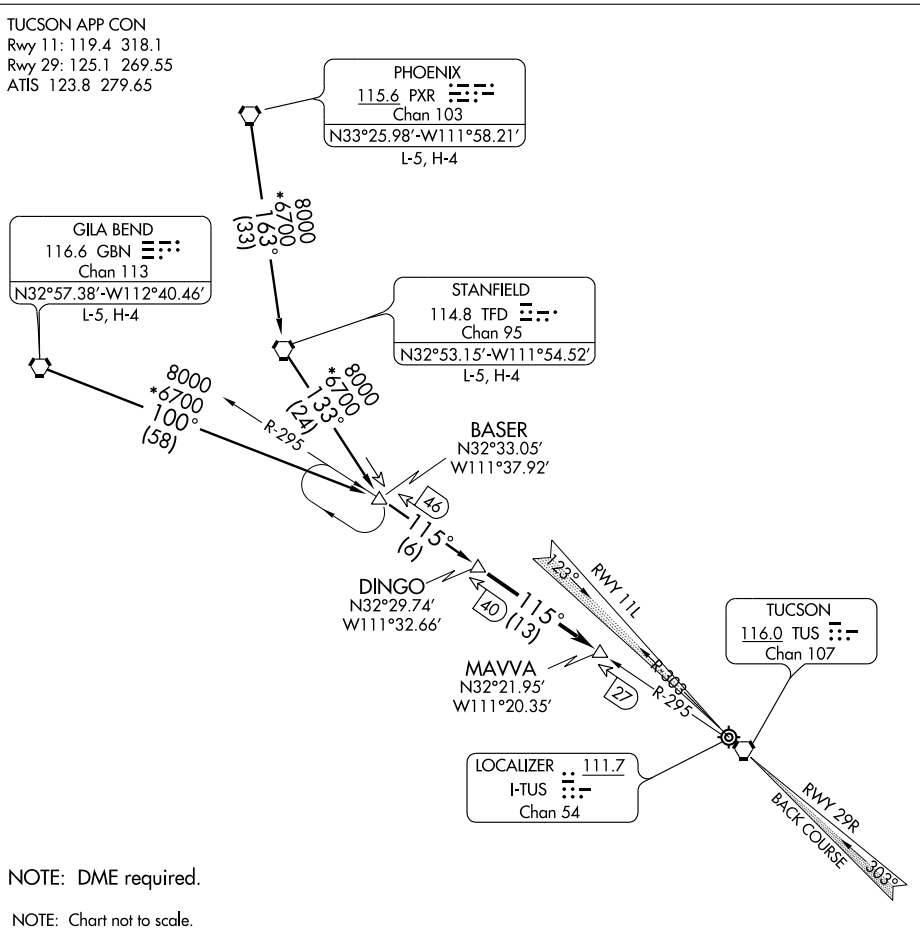
TAKE-OFF RUNWAY 11L: Climb direct BURRO, thence....

....via (transition) climb and maintain 17000. Expect filed altitude 10 minutes after departure.

BBALL TRANSITION (BURRO2.BBALL)
COCHISE TRANSITION (BURRO2.CIE)
GILA BEND TRANSITION (BURRO2.GBN)

BURRO TWO DEPARTURE (RNAV)
(BURRO2.BURRO) 09183
TUCSON INTL (TUS)
TUCSON, ARIZONA

SL-430 (FAA)



GILA BEND TRANSITION (GBN.DINGO5): From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

PHOENIX TRANSITION (PXR.DINGO5): From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

STANFIELD TRANSITION (TFD.DINGO5): From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-TUS	APP CRS	Rwy Idg	10996
111.7	123°	TDZE	2599
Chan 54		Apt Elev	2643

ILS or LOC RWY 11L

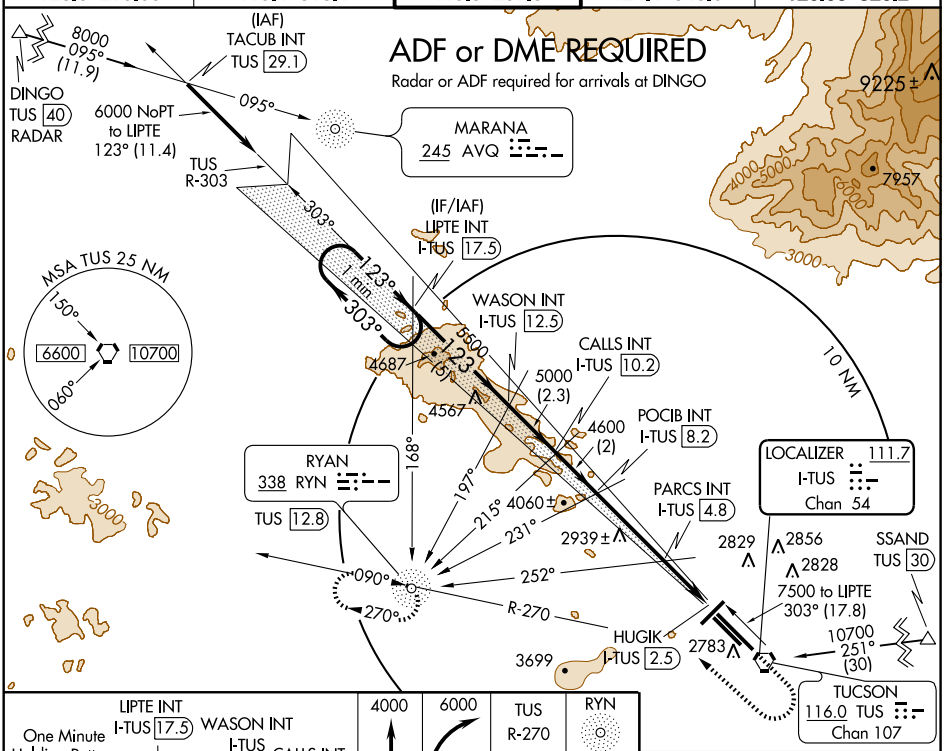
TUCSON INTL (TUS)

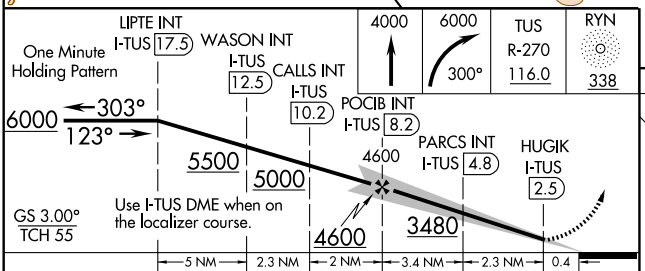
For inoperative MALSR, increase S-ILS 11L Cat E visibility to RVR 5000, S-LOC 11L Cat D and Cat E visibility to RVR 5000. ADF or DME required.

MALSR

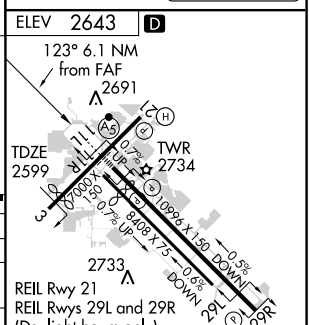
MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2





CATEGORY	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)		3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)	
CIRCLING	3480-1¼ 837 (900-1¼)		3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097(1100-3)
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)			2900/40 301 (300-¾)	
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097(1100-3)



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TUS	APP CRS	Rwy Idg	10996
111.7	303°	TDZE	2643
Chan 54		Apt Elev	2643

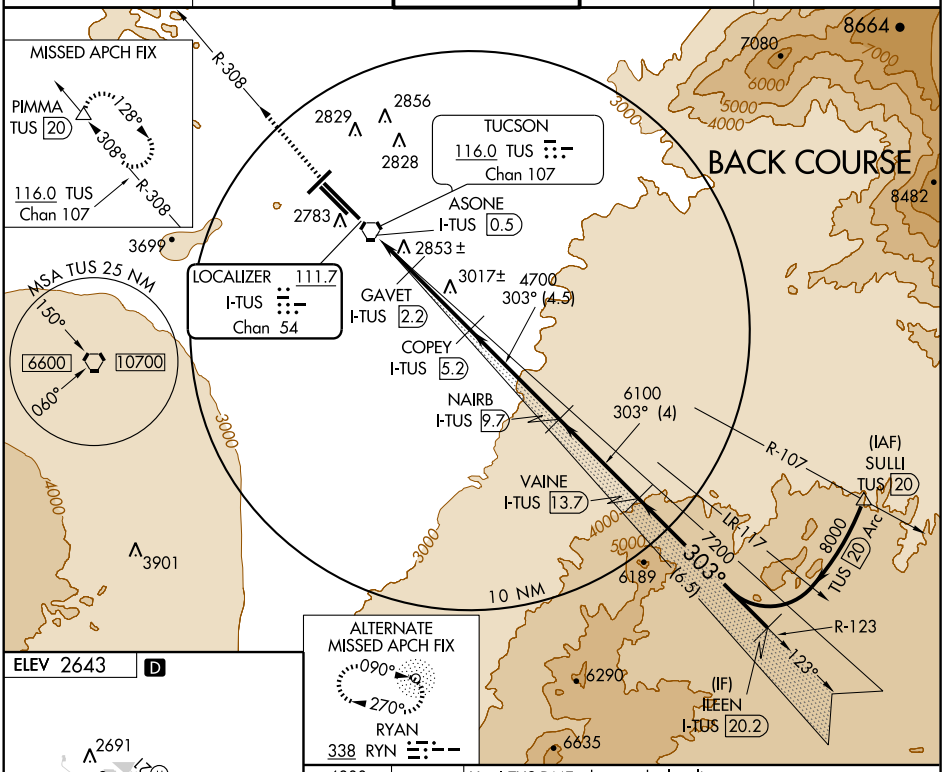
LOC/DME BC RWY 29R

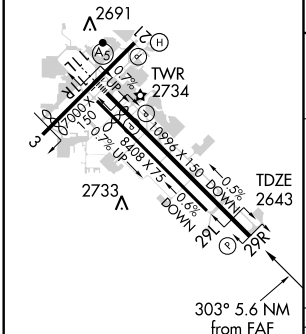
TUCSON INTL (TUS)

T
A
Visibility reduction by helicopters NA.

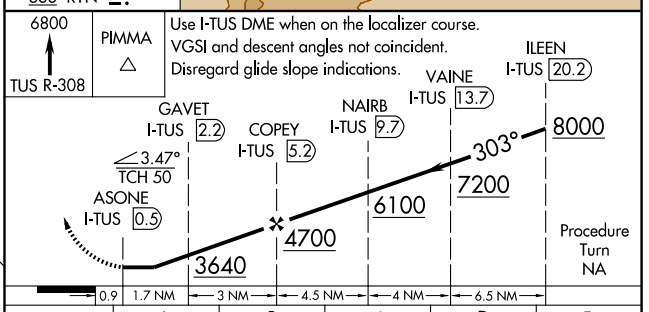
MISSED APPROACH: Climb to 6800 via TUS VORTAC R-308 to PIMMA/TUS VORTAC 20 DME and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2





REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L



CATEGORY	A	B	C	D	E
S-29R	3120-1 477 (500-1)		3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

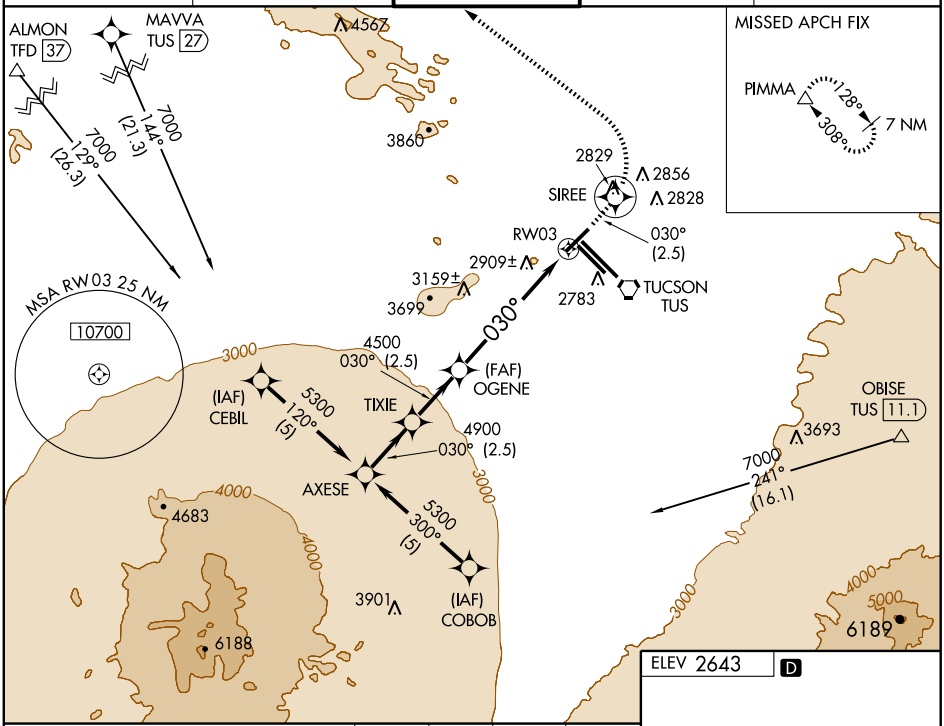
TUCSON INTL (TUS)

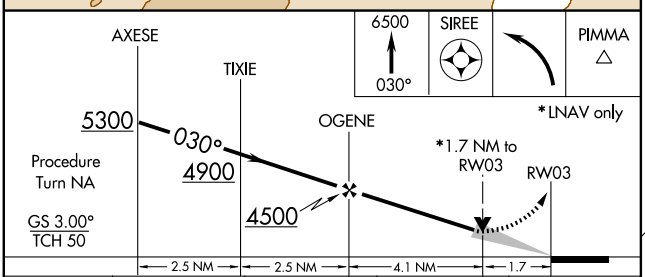
APP CRS	Rwy ldg	6159
030°	TDZE	2572
	Apt Elev	2643

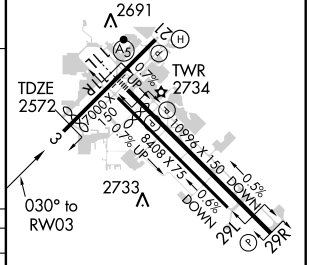
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to SIREE, and climbing left turn direct PIMMA and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3176-2¼ 604 (600-2¼)			
LNAV MDA	3160-1 588 (600-1)		3160-1½ 588 (600-1½)	3160-2 588 (600-2)
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6998
123°	TDZE	2605
	Apt Elev	2643

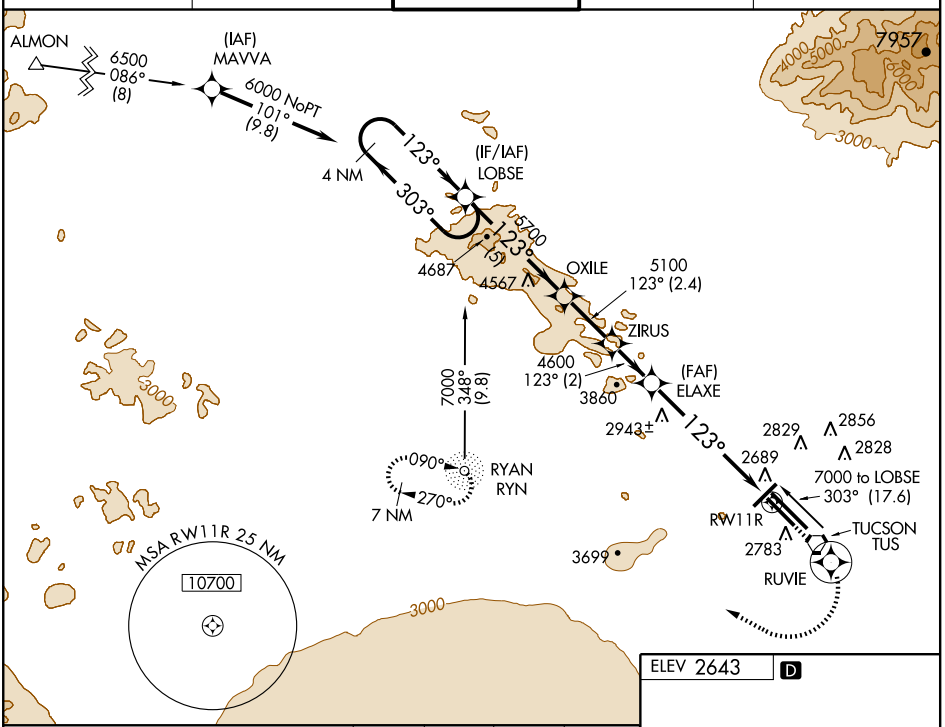
RNAV (GPS) RWY 11R

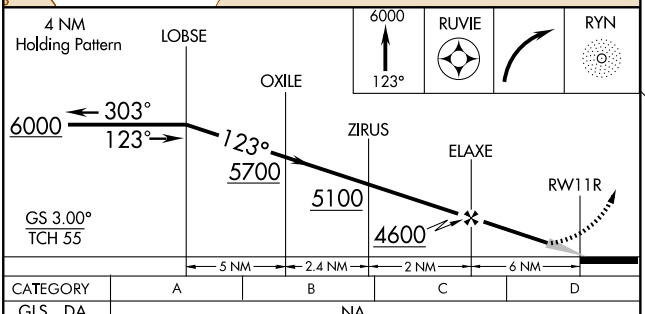
TUCSON INTL (TUS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.

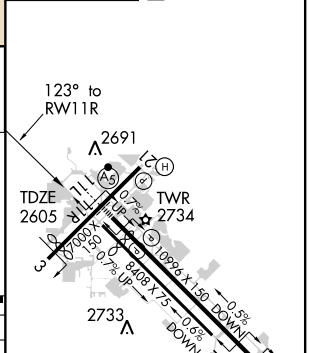
MISSED APPROACH: Climb to 6000 via 123° course to RUVIE WP then climbing right turn direct RYN NDB and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	2965-1¼ 360 (400-1¼)			
LNAV MDA	3200-1 595 (600-1)		3200-1½ 595 (600-1½)	3200-1¾ 595 (600-1¾)
CIRCLING	3200-1 557 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)



REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
213°	TDZE	2573
	Apt Elev	2643

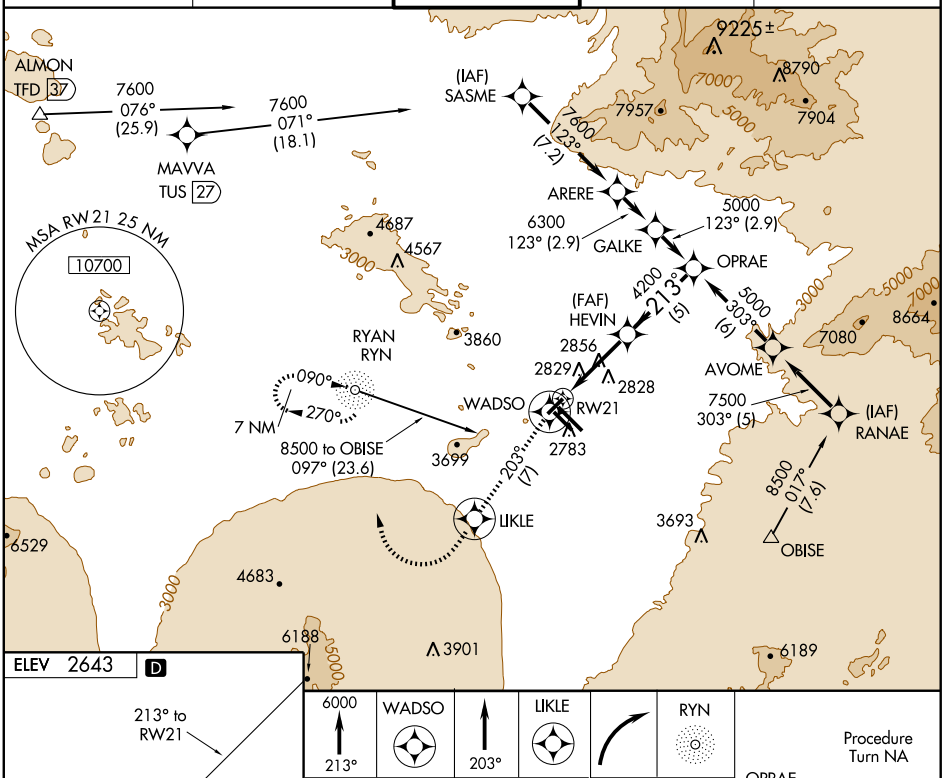
RNAV (GPS) RWY 21

TUCSON INTL (TUS)

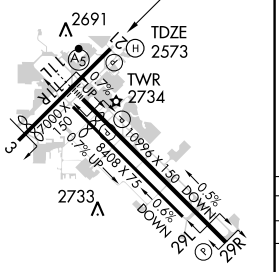
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 213° course to WADSO WP, then via 203° course to LIKLE WP, then climbing right turn direct RYN NDB and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



ELEV 2643 D

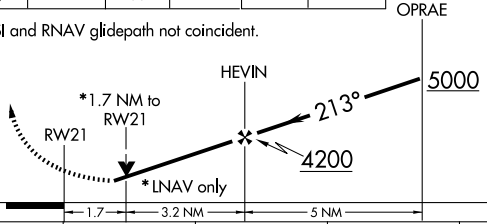


REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L

6000	WADSO		LIKLE		RYN
213°		203°			

Procedure Turn NA

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3141-2 568 (600-2)			
LNAV MDA	3160-1 587 (600-1)		3160-1½ 587 (600-1½)	3160-1¾ 587 (600-1¾)
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8408
303°	TDZE	2629
	Apt Elev	2643

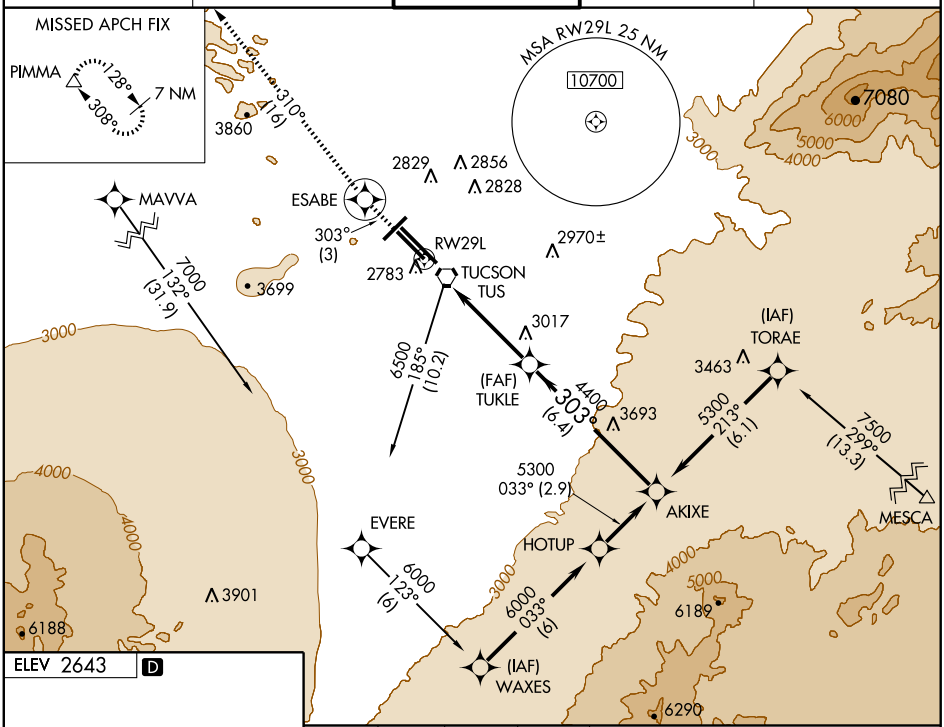
RNAV (GPS) RWY 29L

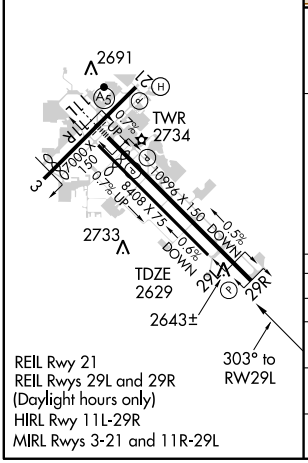
TUCSON INTL (TUS)

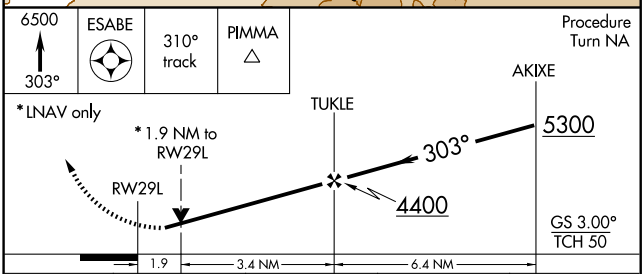
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 303° course to ESABE and via 310° track to PIMMA and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3040-1½ 411 (400-1½)			
LNAV MDA	3320-1 691 (700-1)		3320-2 691 (700-2)	3320-2¼ 691 (700-2¼)
CIRCLING	3320-1 677 (700-1)		3320-2 677 (700-2)	3320-2¼ 677 (700-2¼)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82701 W11A	APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643

RNAV (GPS) Z RWY 11L

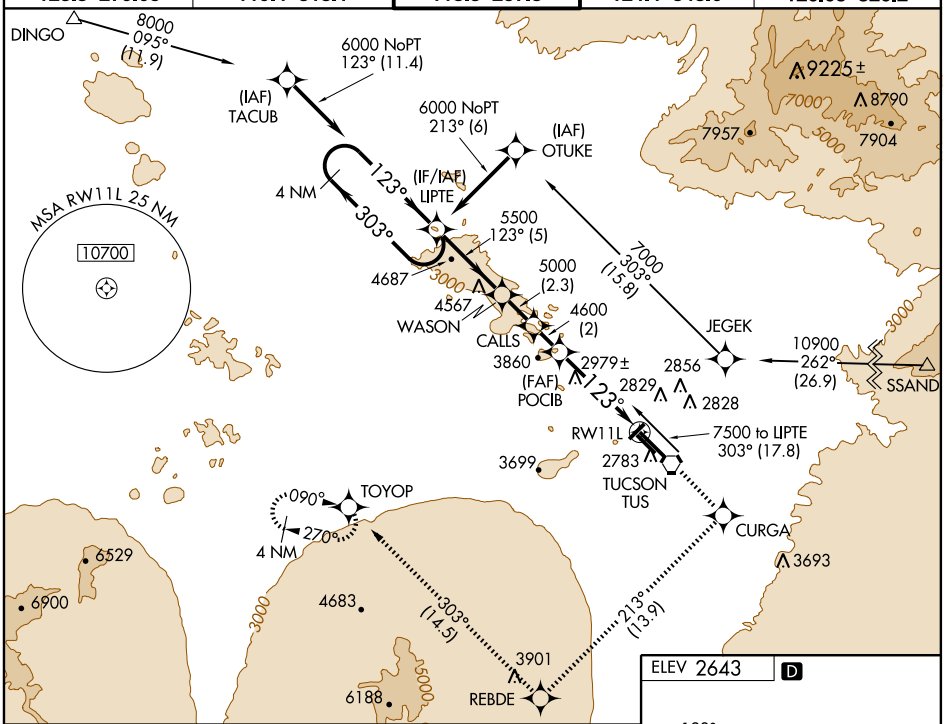
TUCSON INTL (TUS)

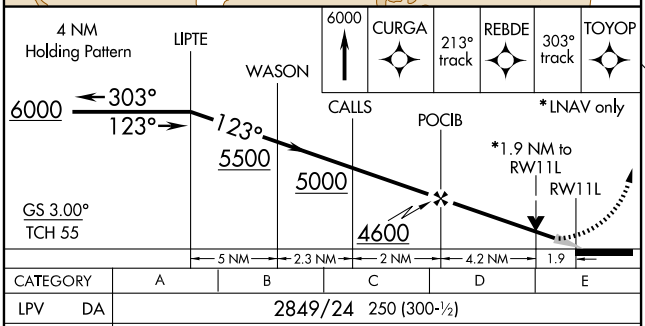
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP- 0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV visibility Cat E to RVR 6000, LNAV visibility Cat E to 2 ¼.

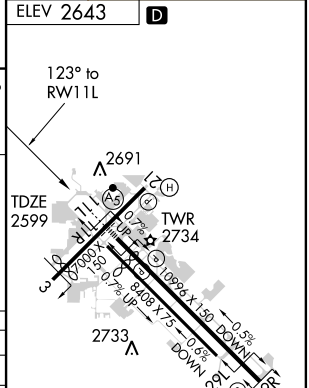
MALSR

MISSED APPROACH: Climb to 6000 (CAT E 8000) via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2







CATEGORY	A	B	C	D	E
LPV DA	2849/24 250 (300-½)				
LNAV/VNAV DA	2956/40 357 (400-¾)				
LNAV MDA	3240/24 641 (600-½)		3240/60 641 (600-1¼)	3240-1½ 641 (600-1½)	3240-1¾ 641 (600-1¾)
CIRCLING	3240-1 597 (600-1)		3240-1½ 597 (600-1½)	3240-2 597 (600-2)	3740-3 1097 (1100-3)

REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10996
CH 86899	303°	TDZE	2643
W29A		Apt Elev	2643

RNAV (GPS) Z RWY 29R

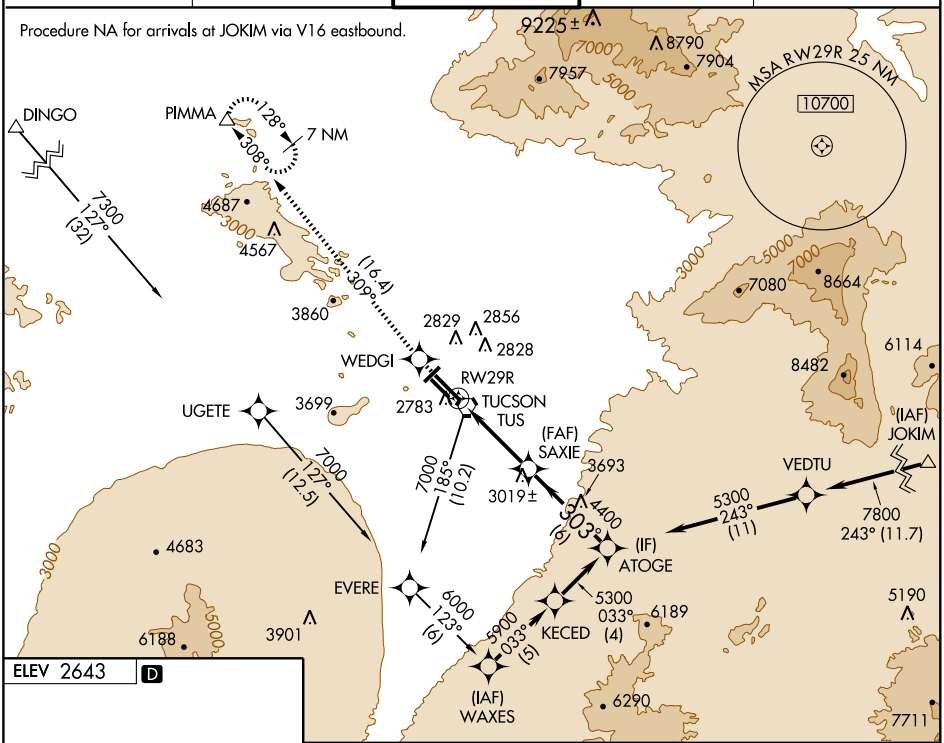
TUCSON INTL (TUS)

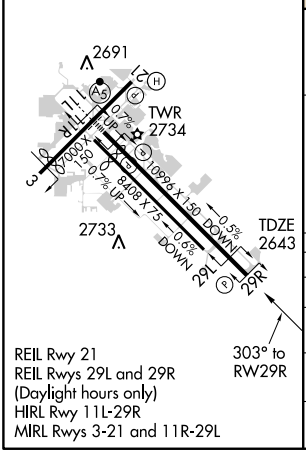
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

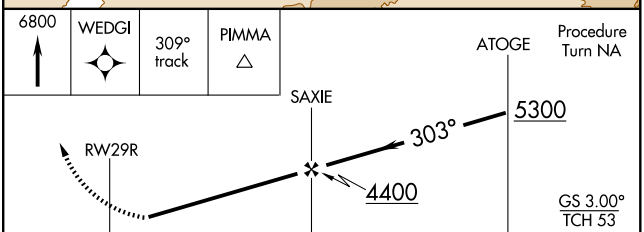
MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

Procedure NA for arrivals at JOKIM via V16 eastbound.







CATEGORY	A	B	C	D	E
LPV DA	2929-1 286 (300-1)				
LNAV/VNAV DA	3106-1½ 463 (500-1½)				3106-1¾ 463 (500-1¾)
LNAV MDA	3280-1 637 (700-1)		3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2¼ 637 (700-2¼)
CIRCLING	3280-1 637 (700-1)		3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10996
303°	TDZE	2643
	Apt Elev	2643

RNAV (RNP) Y RWY 29R

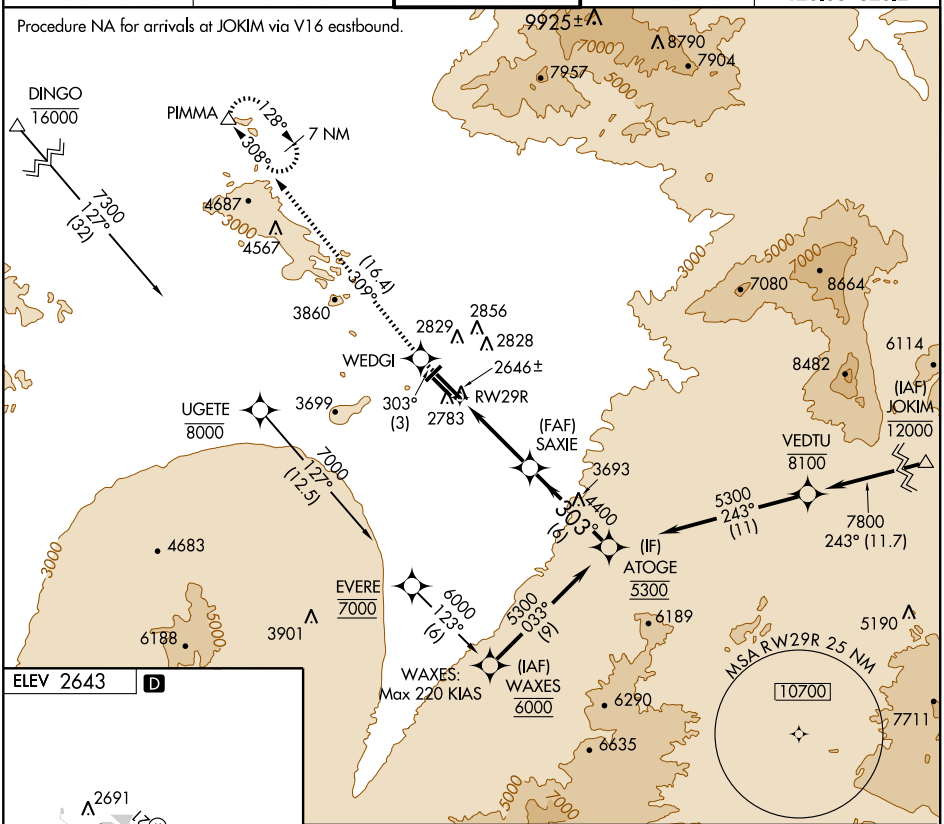
TUCSON INTL (TUS)

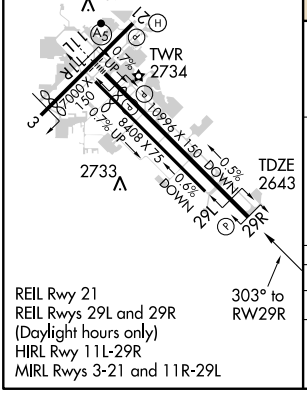
When VGSI inoperative, procedure NA at night. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

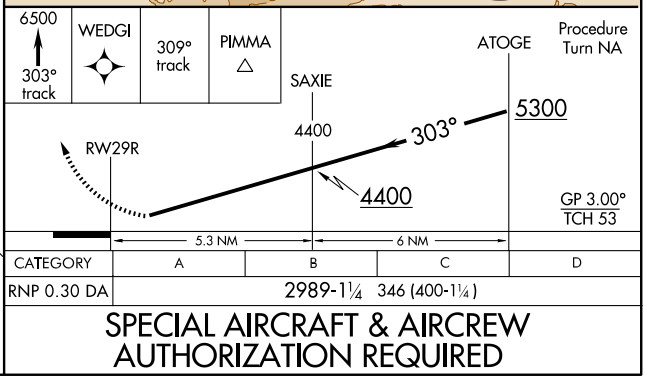
MISSED APPROACH: Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

Procedure NA for arrivals at JOKIM via V16 eastbound.







SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TUCSON SEVEN DEPARTURE

SL-430 (FAA)

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple trees and a sign beginning 1385′ from DER, 322′ left of centerline to 333′ right of centerline, up to 45′ AGL/2626′ MSL.

RWY 11L: Multiple bushes and vents beginning 115′ from DER, 606′ left of centerline to 383′ right of centerline, up to 24′ AGL/2674′ MSL.

RWY 11R: Tree 584′ from DER, 176′ right of centerline, 25′ AGL/2645′ MSL.

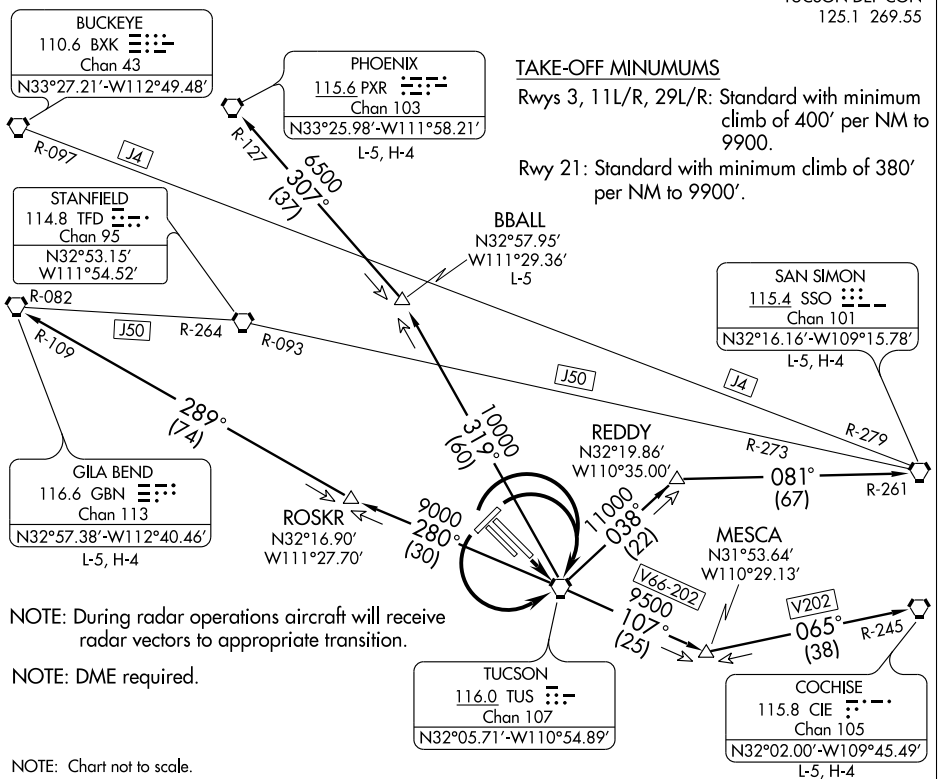
RWY 21: Multiple bushes, poles, lights, railroad cars, and trees beginning 104′ from DER, 594′ left of centerline to 330′ right of centerline, up to 48′ AGL/2616′ MSL.

ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
124.4 348.6
TUCSON TOWER
118.3 257.8
TUCSON DEP CON
125.1 269.55

TAKE-OFF MINUMUMS

Rwys 3, 11L/R, 29L/R: Standard with minimum climb of 400′ per NM to 9900.

Rwy 21: Standard with minimum climb of 380′ per NM to 9900′.



NOTE: During radar operations aircraft will receive radar vectors to appropriate transition.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb direct TUS VORTAC. Thence. . . .

TAKE-OFF RUNWAYS 3, 29L/R: Climbing right turn direct TUS VORTAC. Thence. . . .

TAKE-OFF RUNWAY 21: Climbing left turn direct TUS VORTAC. Thence. . . .

. . . . via assigned transition. Maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BBALL TRANSITION (TUS7.BBALL): From over TUS VORTAC via TUS R-319 to BBALL INT.

COCHISE TRANSITION (TUS7.CIE): From over TUS VORTAC via TUS R-107 and CIE R-245 to CIE VORTAC.

GILA BEND TRANSITION (TUS7.GBN): From over TUS VORTAC via TUS R-280 and GBN R-109 to GBN VORTAC.

PHOENIX TRANSITION (TUS7.PXR): From over TUS VORTAC via TUS R-319 and PXR R-127 to PXR VORTAC.

SAN SIMON TRANSITION (TUS7.SSO): From over TUS VORTAC via TUS R-038 and SSO R-261 to SSO VORTAC.

TUCSON SEVEN DEPARTURE

TUCSON, ARIZONA
TUCSON INTL (TUS)

(TUS7.TUS) 09183

SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TUS	APP CRS	Rwy Idg	10996
116.0	303°	TDZE	2643
Chan 107		Apt Elev	2643

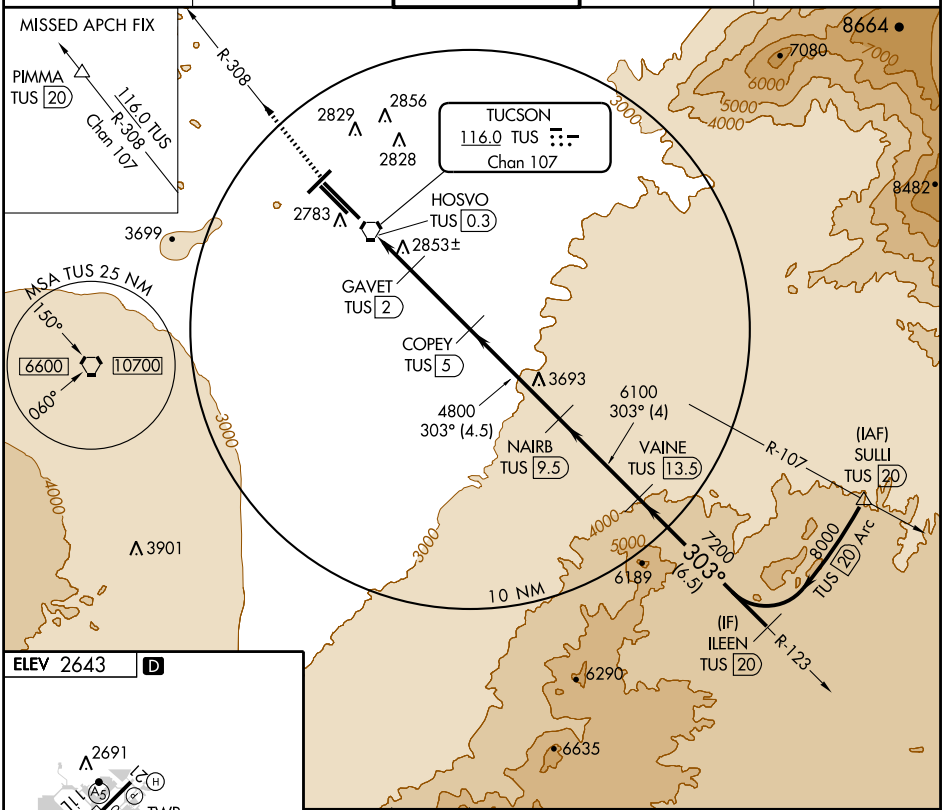
VOR/DME or TACAN RWY 29R

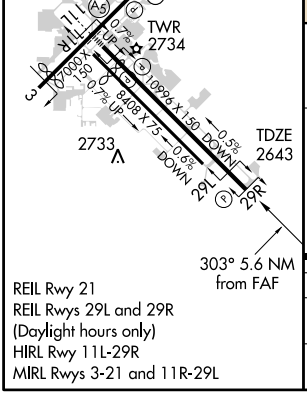
TUCSON INTL (TUS)

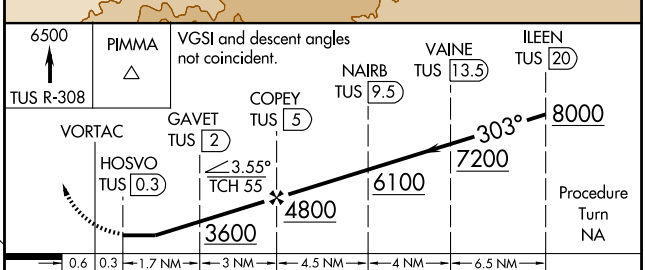
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME on TUS R-308.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2







CATEGORY	A	B	C	D	E
S-29R	3120-1 477 (500-1)		3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3800-3 1157(1200-3)

REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TUS 116.0 Chan 107	APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643

VOR or TACAN RWY 11L

TUCSON INTL (TUS)

For inoperative MALSR, increase S-11L Cats. D and E visibility to RVR 6000. ADF or DME required.

MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 (Cat. E 8000) via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

ADF or DME REQUIRED

RADAR or ADF required for arrivals at DINGO

DINGO TUS 40 RADAR

8000 095° (11.9)

(IAF) TACUB INT TUS 29.1

095°

6000 NoPT to LIPTE 123° (11.4)

TUS R-303

MARANA 245 AVQ

(IF/IAF) LIPTE INT TUS 17.8

123° 1 min 303°

MSA TUS 25 NM

150° 6600 10700 060°

WASON INT TUS 12.8

CALLS INT TUS 10.5

POCIB INT TUS 8.5

PARCS INT TUS 5.1

SSAND TUS 30

10 NM

5500 4687 123 (5) 4567 5000 (2.3) 4600 (2) 4260± 2979± 2829 2856 2828

168° 197° 215° 231° 252°

090° 270° R-270

7500 to LIPTE 303° (17.8)

10700 251° (30)

2783

RYAN 338 RYN TUS 12.8

3699

TUCSON 116.0 TUS Chan 107

9225± 7957 4000 5000 6000 3000

SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 2643 D

123° 6.1 NM from FAF

2691

TDZE 2599

TWR 2734

2733

10000 X 150 0.7% UP 8408 X 75 0.5% DOWN 10996 X 150 0.7% UP 10996 X 150 0.5% DOWN

29L 29R

REIL Rwy 21
REIL Rwys 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwys 3-21 and 11R-29L.

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

One Minute Holding Pattern

LIPTE INT TUS 17.8 — WASON INT TUS 12.8 — CALLS INT TUS 10.5 — POCIB INT TUS 8.5 — PARCS INT TUS 5.1 — TUS 2.4

6000 ← 303° 123° → 5500 — 5000 — 4600 — 3480

3.05° TCH 55 — TUS 3.4

5 NM — 2.3 NM — 2 NM — 3.4 NM — 1.7 NM — 1 NM

4000 — 6000 300° — TUS R-270 116.0 — RYN 338

CATEGORY	A	B	C	D	E
S-11L	2960/24 361 (400-½)			2960/50 361 (400-1)	
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

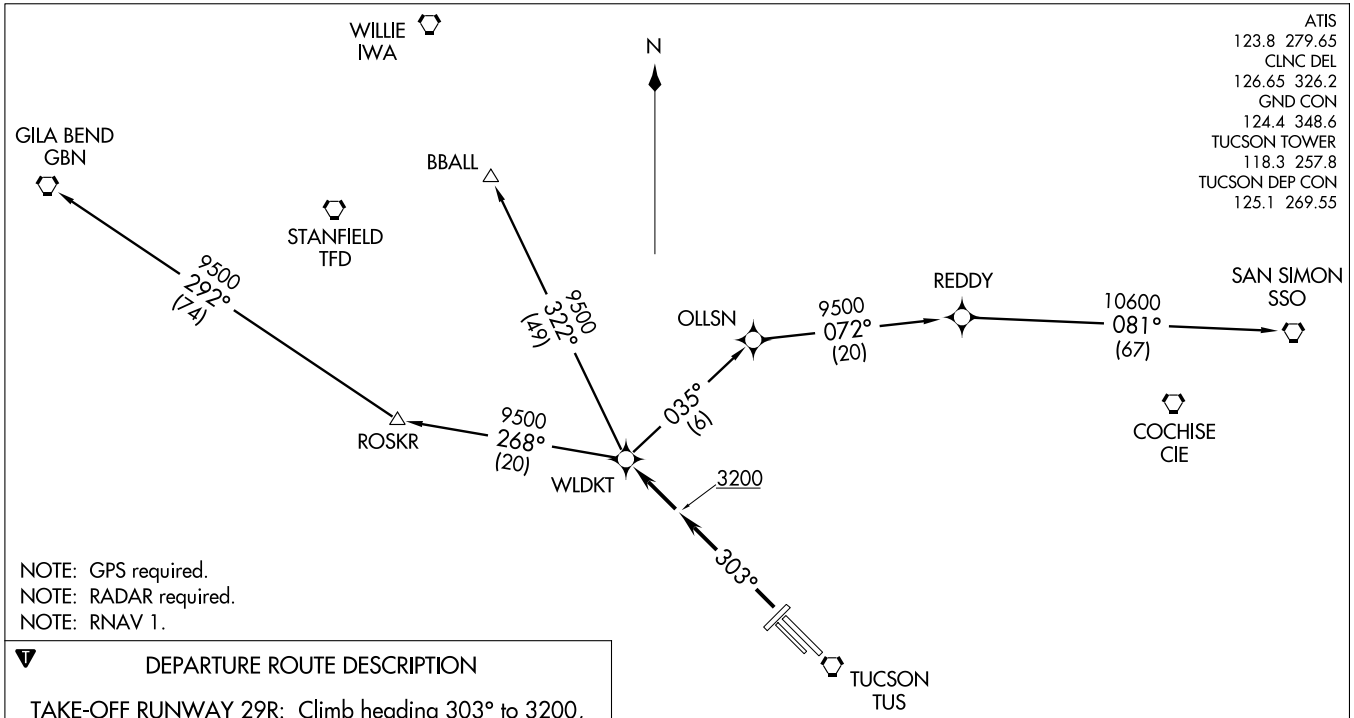
SW-4, 21 OCT 2010 to 18 NOV 2010

WLDKT ONE DEPARTURE (RNAV)

(WLDKT1.WLDKT) 09183

TUCSON, ARIZONA

TUCSON INTL (TUS)



NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29R: Climb heading 303° to 3200, then direct WLDKT, thence....

....via (transition) maintain 17000. Expect filed altitude 10 minutes after departure.

BBALL TRANSITION (WLDKT1.BBALL)
GILA BEND TRANSITION (WLDKT1.GBN)
SAN SIMON TRANSITION (WLDKT1.SSO)

TAKE-OFF MINIMUMS

Rwy 29R: Standard with a minimum climb of 375' per NM to 9500.
Rwys 29L, 11L, 11R, 3, 21: NA by ATC

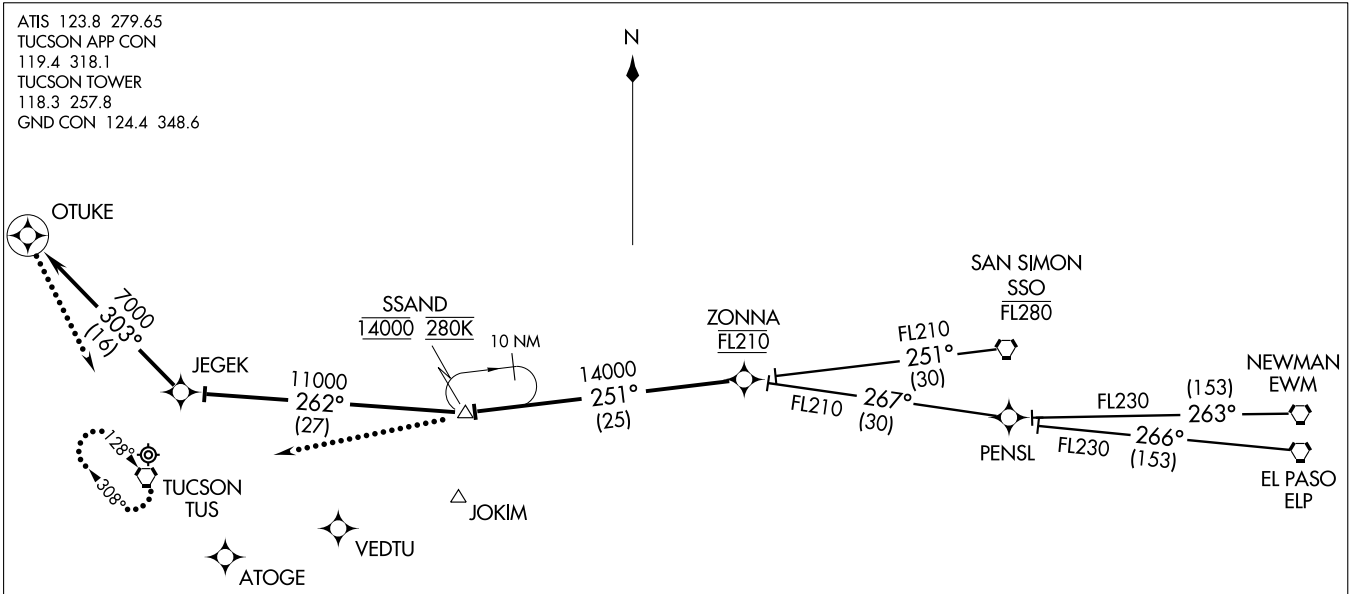
NOTE: Chart not to scale.

WLDKT ONE DEPARTURE (RNAV)
(WLDKT1.WLDKT) 09183
TUCSON INTL (TUS)
TUCSON, ARIZONA

SL-430 (FAA)

ZONNA ONE ARRIVAL (RNAV)

(ZONNA.ZONNA1) 09183



EL PASO TRANSITION (ELP.ZONNA1)
NEWMAN TRANSITION (EWM.ZONNA1)
SAN SIMON TRANSITION (SSO.ZONNA1)

From ZONNA via 251° track to SSAND, cross SSAND at 14000 and 280K, then via 262° track to JEGEK, then via 303° track to OTUKE. Expect radar vectors to final approach course.

LOST COMMUNICATIONS

RWY 29R: At SSAND proceed direct TUS VORTAC and hold, maintain 14000.
RWY 11L: Execute RNAV (GPS) Z RWY 11L approach. If unable, at OTUKE proceed direct TUS VORTAC and hold, maintain 14000.

NOTE: RADAR required.
NOTE: All Rwys: expect radar vectors to final approach.
NOTE: RNAV 1.
NOTE: DME/DME/IRU, or GPS required.
NOTE: For turbojets only.
NOTE: All transitions: for non-GPS equipped aircraft DUG, TFD, and TUS must be operational.
NOTE: Landing Rwy 29: Expect radar vectors after SSAND to final approach course.

NOTE: Chart not to scale.

ZONNA ONE ARRIVAL (RNAV)
(ZONNA.ZONNA1) 09183

ST-430 (FAA)

TUCSON, ARIZONA
TUCSON INTL

TUCSON INTL
TUCSON, ARIZONA

RNAV (GPS) RWY 3

WILLCOX/COCHISE COUNTY (P33)

APP CRS	Rwy Idg	6095
044°	TDZE	4186
	Apt Elev	4187

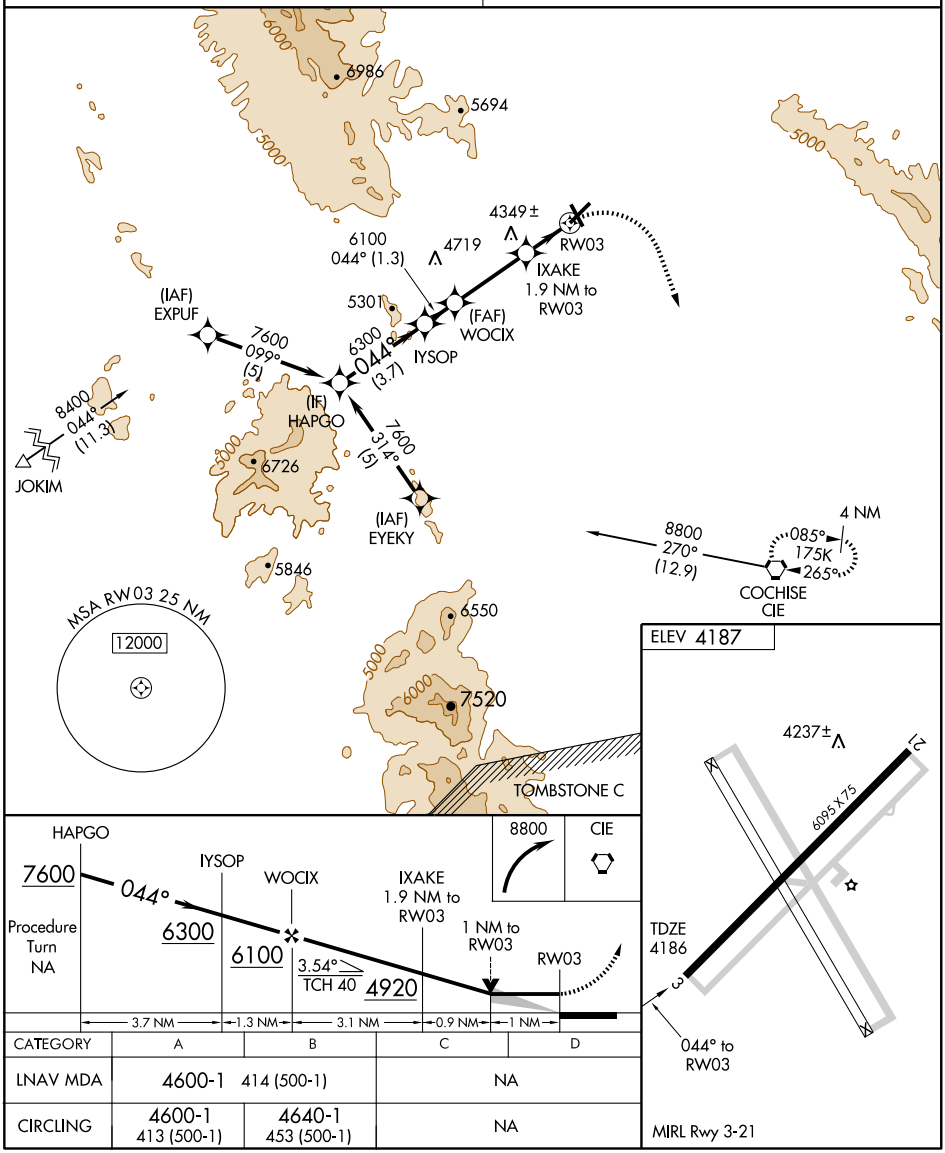
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Douglas Bisbee altimeter setting and increase all MDA 120 feet. VDP NA when using Douglas Bisbee altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 8800 direct CIE VORTAC and hold, continue climb-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	4600-1 414 (500-1)		NA	
CIRCLING	4600-1 413 (500-1)	4640-1 453 (500-1)	NA	

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6095
CH 77618	214°	TDZE	4187
W21A		Apt Elev	4187

RNAV (GPS) RWY 21

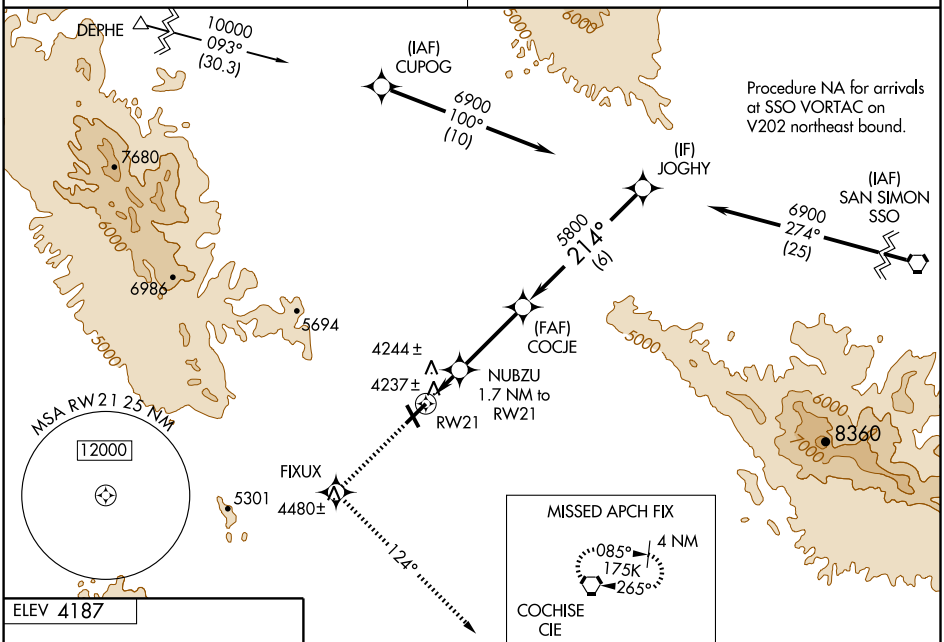
WILLCOX/COCHISE COUNTY (P33)

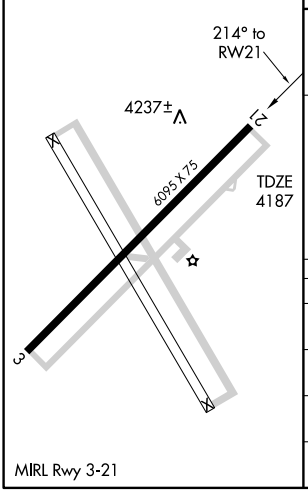
T
NA

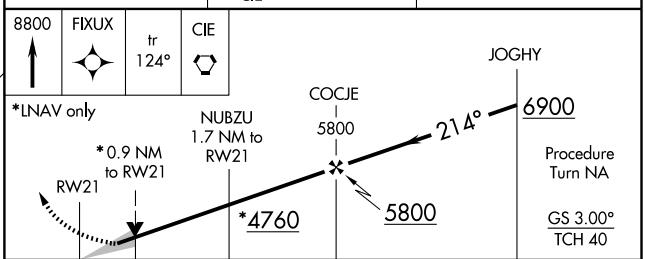
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Douglass Bisbee altimeter setting and increase all DA/MDA 120 feet and LPV visibility ¼ mile and LNAV/VNAV visibility ½ mile all Cats. VDP and Baro-VNAV NA when using Douglas Bisbee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 8800 direct FIXUX and on track 124° to CIE VORTAC and hold, continue climbin-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

ALBUQUERQUE CENTER	UNICOM
134.45 327.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	4437-1	250 (300-1)	NA	
LNAV/VNAV DA	4532-1¼	345 (400-1¼)	NA	
LNAV MDA	4500-1	313 (400-1)	NA	
CIRCLING	4600-1 413 (500-1)	4640-1 453 (500-1)	NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

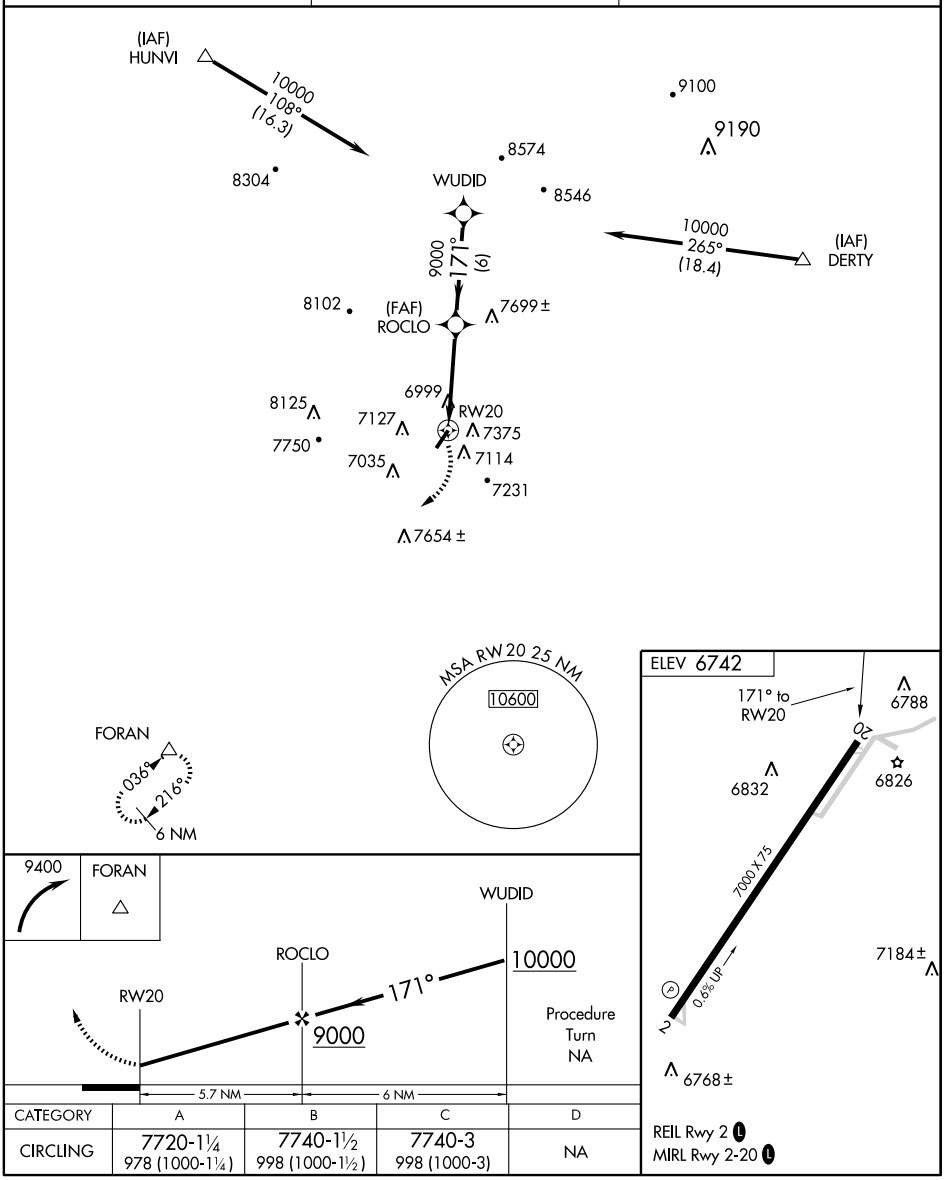
APP CRS	Rwy Idg	N/A
171°	TDZE	N/A
	Apt Elev	6742

RNAV (GPS)-B
WINDOW ROCK (RQE)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7720-1¼ 978 (1000-1¼)	7740-1½ 998 (1000-1½)	7740-3 998 (1000-3)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

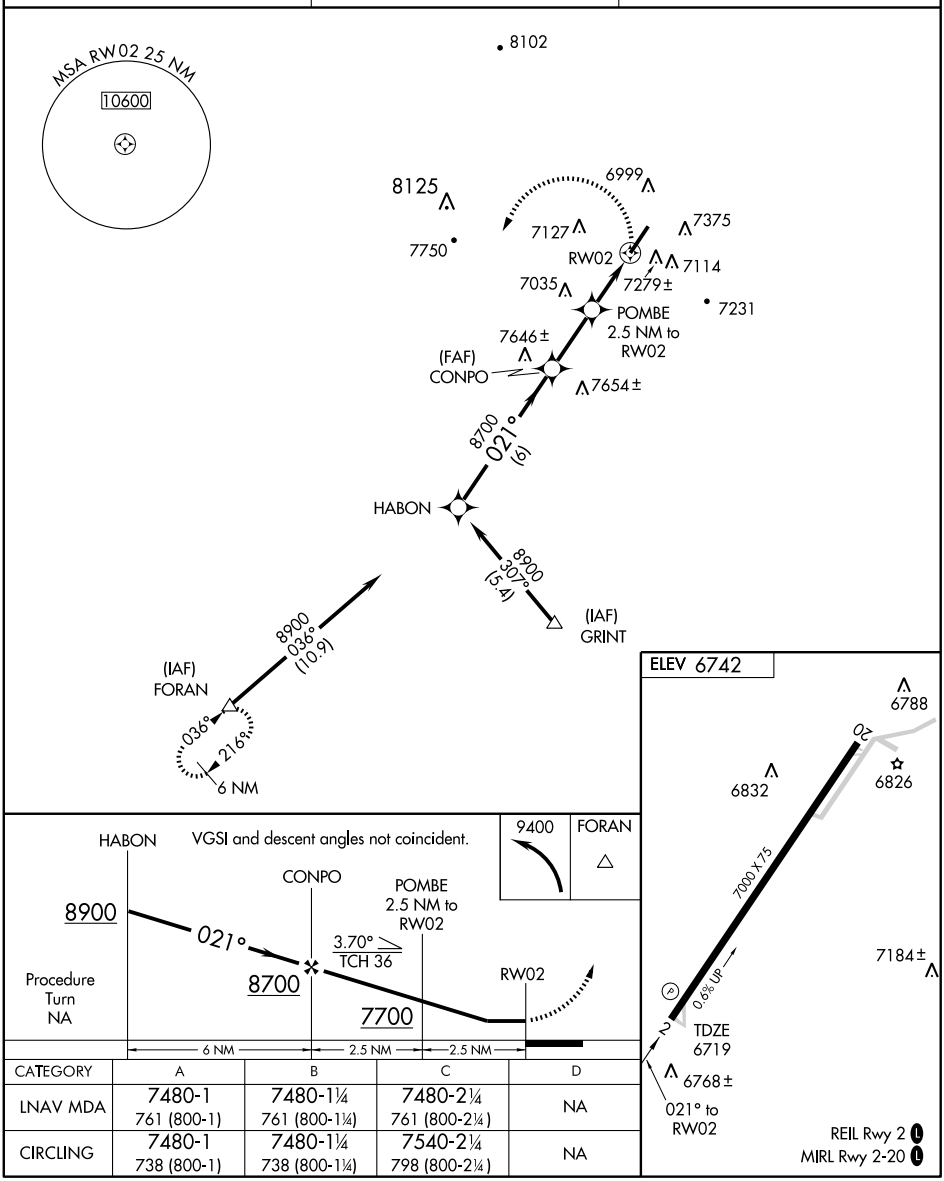
WINDOW ROCK (RQE)

APP CRS	Rwy Idg	7000
021°	TDZE	6719
	Apt Elev	6742

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Circling not authorized east of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct FORAN WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA

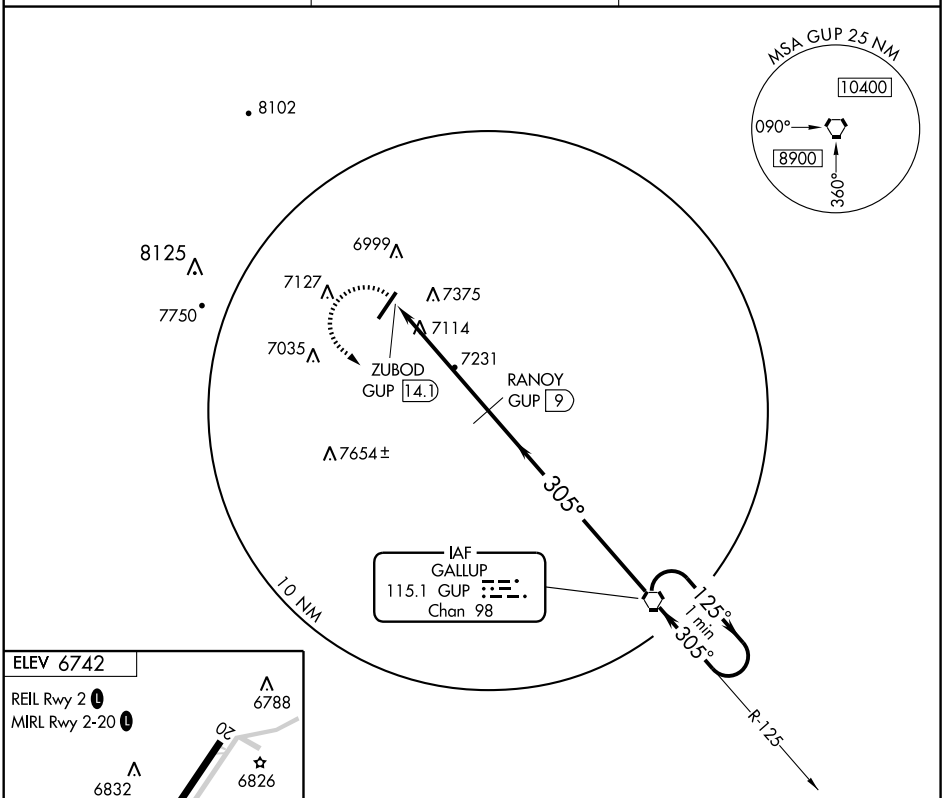
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

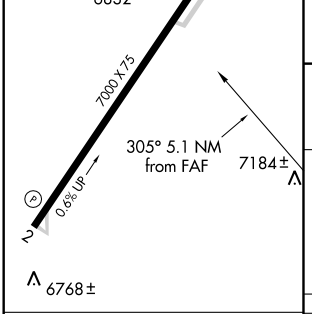
VORTAC GUP 115.1 Chan 98	APP CRS 305°	Rwy Idg N/A TDZE N/A Apt Elev 6742

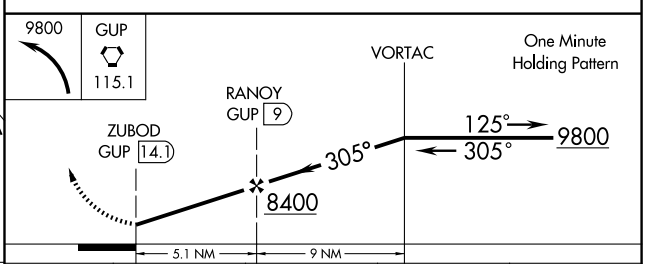
VOR/DME-A
WINDOW ROCK (RQE)

MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3 1018 (1100-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC INW 112.6 Chan 73	APP CRS 106°	Rwy Idg 7100 TDZE 4899 Apt Elev 4941

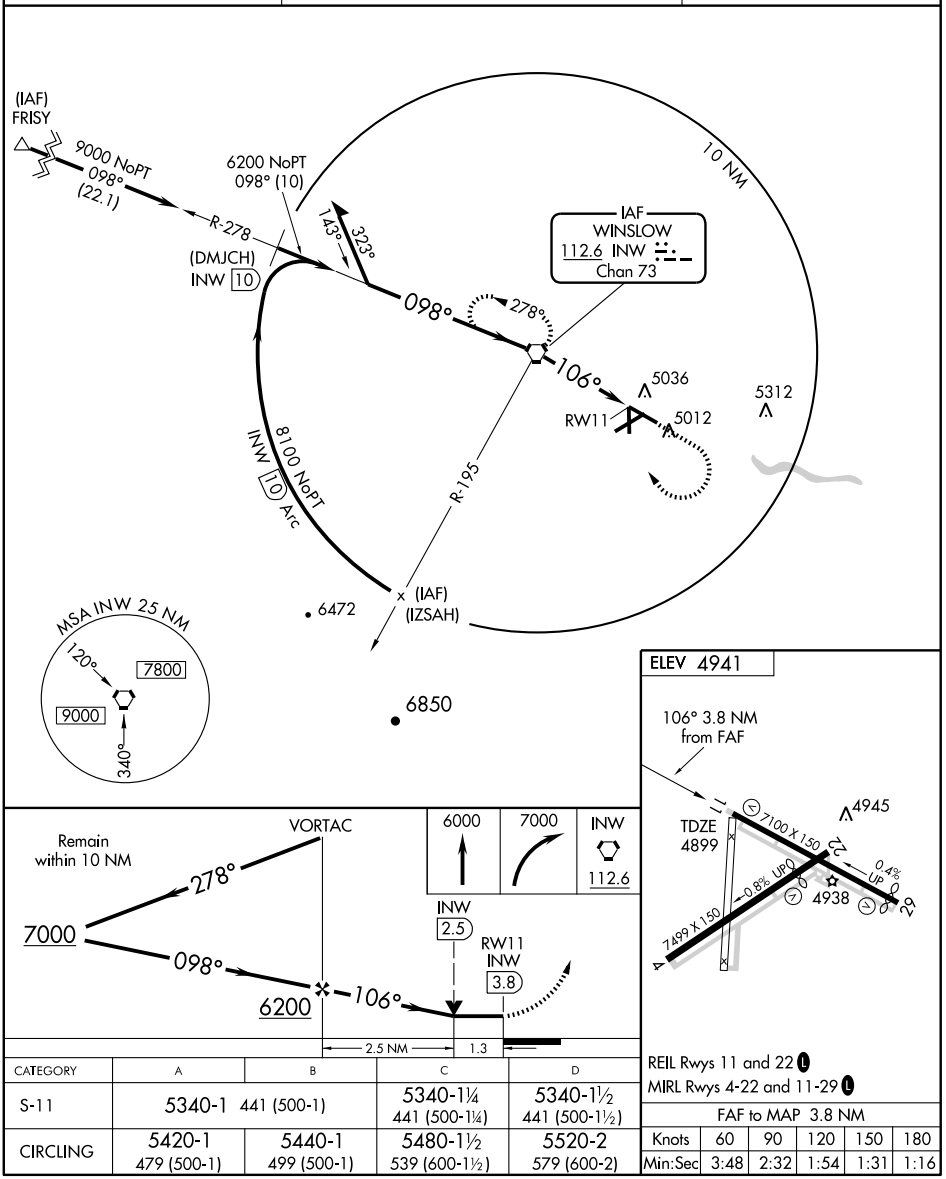
VOR or GPS RWY 11

WINSLOW-LINDBERGH RGNL (INW)

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.875	124.5 306.2	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010

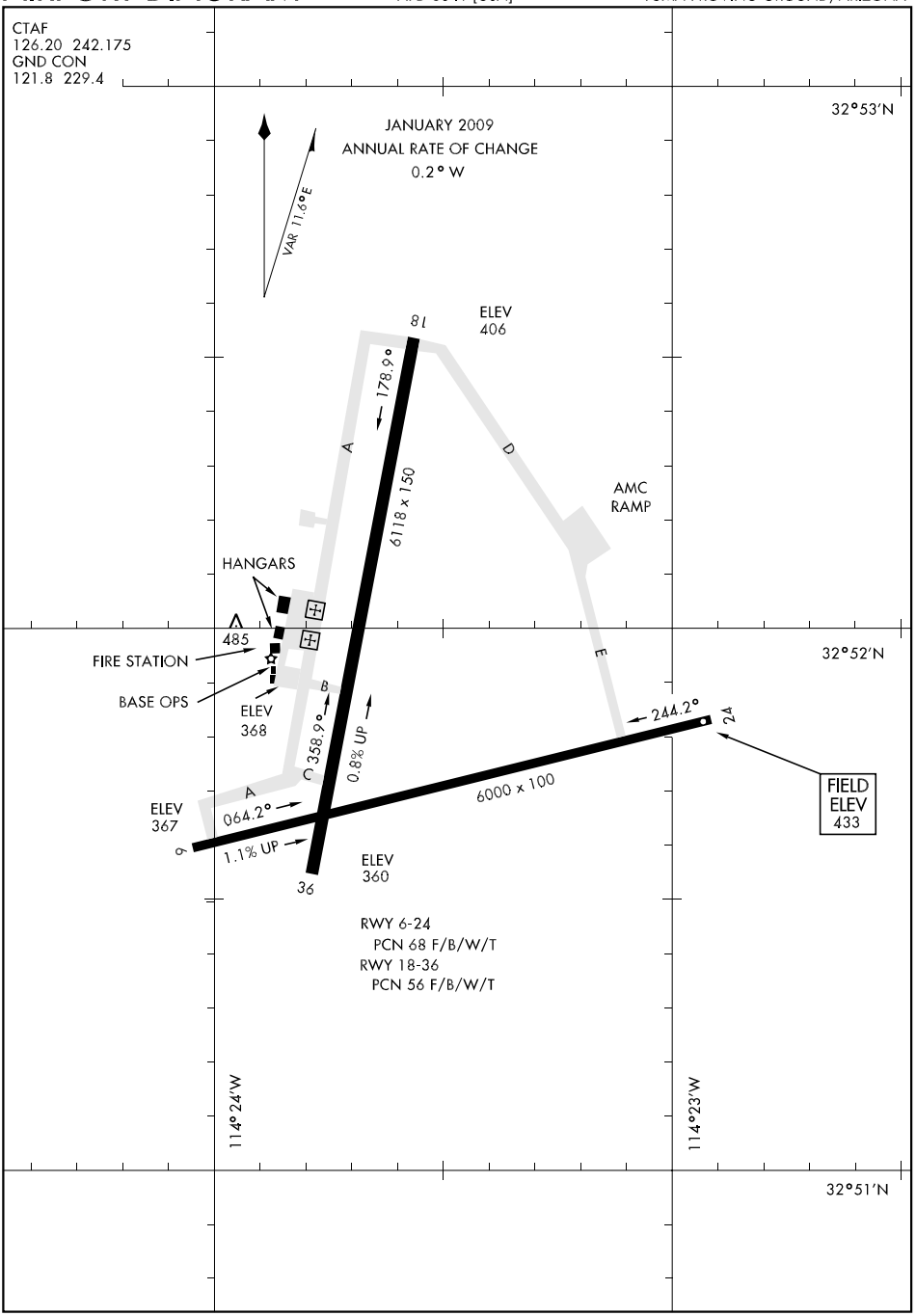


CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)		5340-1¼ 441 (500-1¼)	5340-1½ 441 (500-1½)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1½ 539 (600-1½)	5520-2 579 (600-2)

REIL Rwys 11 and 22 L

MIRL Rwys 4-22 and 11-29 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

APCH CRS	Rwy Idg	6000
063°	TDZE	387
	Arpt Elev	433

AL-6341 [USA]

LAGUNA AAF (KLGF)

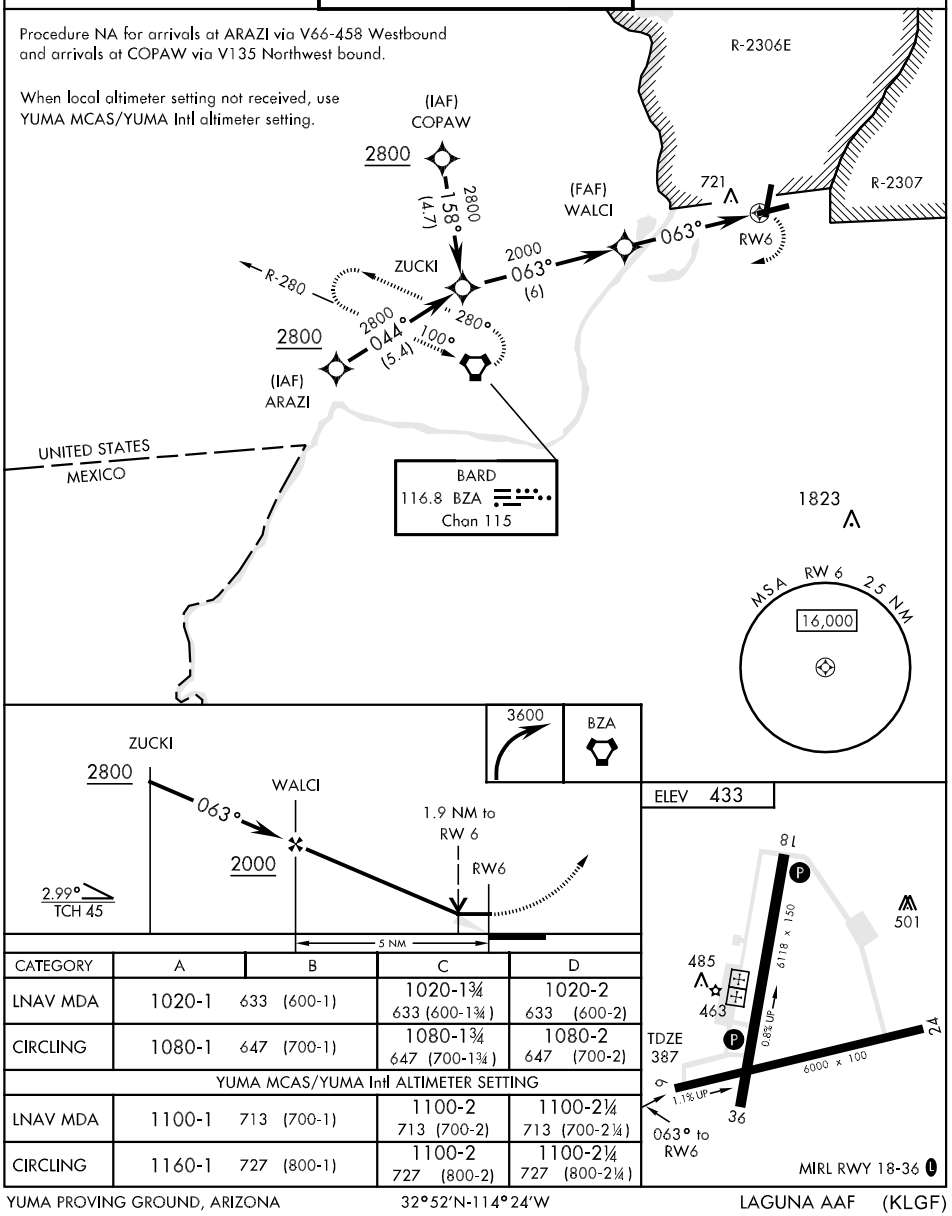
T DME/DME RNP-0.3 NA.
A NA Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON	CTAF	GND CON
124.7 374.8	126.20 242.175	121.8 L 229.4

Procedure NA for arrivals at ARAZI via V66-458 Westbound and arrivals at COPAW via V135 Northwest bound.

When local altimeter setting not received, use YUMA MCAS/YUMA Intl altimeter setting.



CATEGORY	A	B	C	D
LNAV MDA	1020-1	633 (600-1)	1020-1¾ 633 (600-1¾)	1020-2 633 (600-2)
CIRCLING	1080-1	647 (700-1)	1080-1¾ 647 (700-1¾)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
LNAV MDA	1100-1	713 (700-1)	1100-2 713 (700-2)	1100-2¼ 713 (700-2¼)
CIRCLING	1160-1	727 (800-1)	1100-2 727 (800-2)	1100-2¼ 727 (800-2¼)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	6118
163°	TDZE	410
	Arpt Elev	433

AL-6341 [USA]

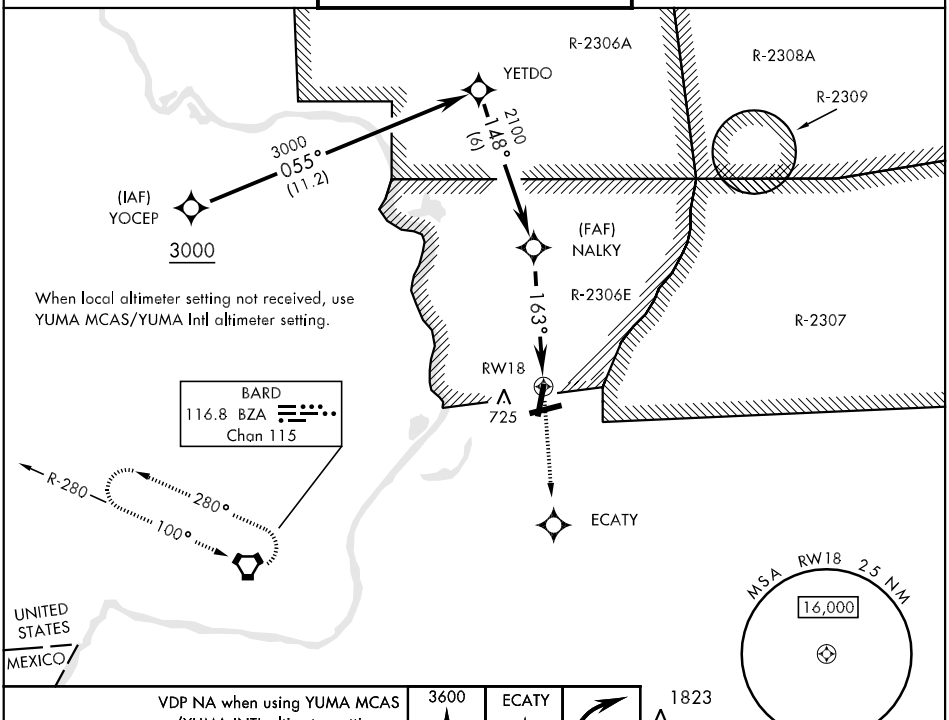
LAGUNA AAF (KLGF)

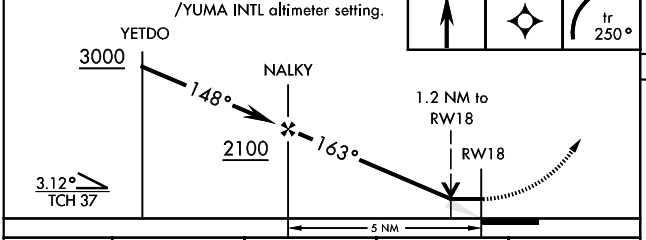
DME/DME RNP-0.3 NA.

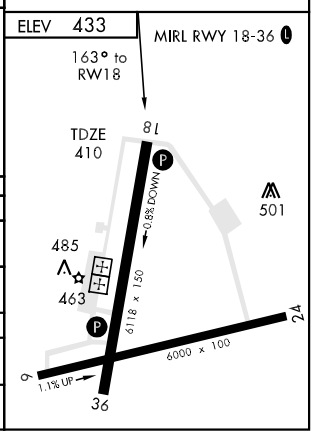
NA Procedure NA when airfield closed.

MISSED APPROACH: Climb to 3600 direct ECATY, via 250° track to BZA VORTAC and hold, continue climb in hold to 3600.

YUMA APP CON	CTAF	GND CON
124.7 374.8	126.20 242.175	121.8 229.4







CATEGORY	A	B	C	D
LNAV MDA	820-1 410 (400-1)		820-1¼ 410 (400-1¼)	
CIRCLING	1080-1 647 (700-1)		1080-1¾ 647 (700-1¾)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
LNAV MDA	900-1 490 (500-1)		900-1 ¼ 490 (500-1¼)	900-1½ 490 (500-1½)
CIRCLING	1160-1 727 (800-1)		1160-2 727 (800-2)	1160-2¼ 727 (800-2¼)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 6

VORTAC BZA	APCH CRS	Rwy Idg 6000
116.8	048°	TDZE 387
Chan 115		Arpt Elev 433

AL-6341 [USA]

LAGUNA AAF (KLGF)

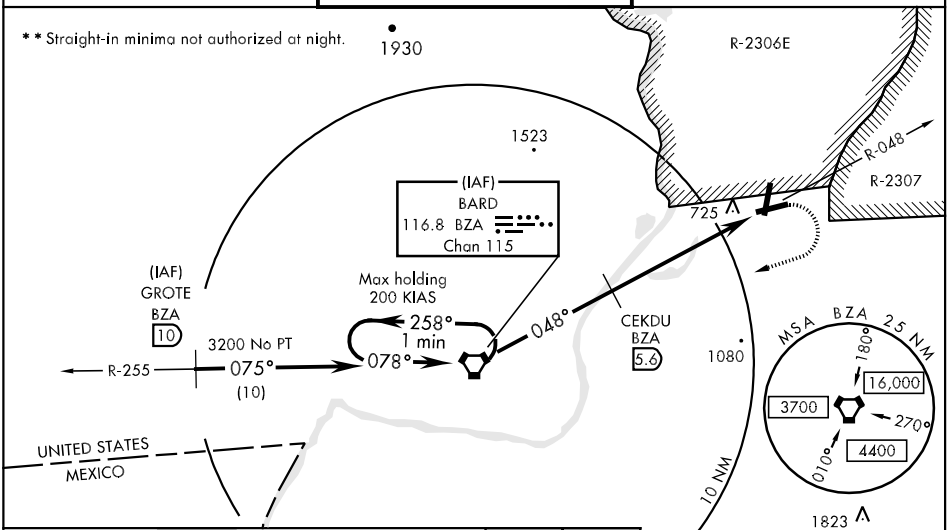
T
A NA

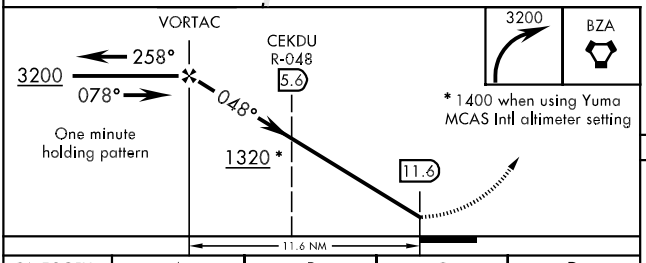
Procedure not authorized when airfield closed.
Obtain local altimeter setting on CTAF.
When not received, use Yuma MCAS Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 direct BZA VORTAC and hold.

YUMA APP CON	CTAF	GND CON
124.7 374.8	126.20 242.175	121.8 (L) 229.4

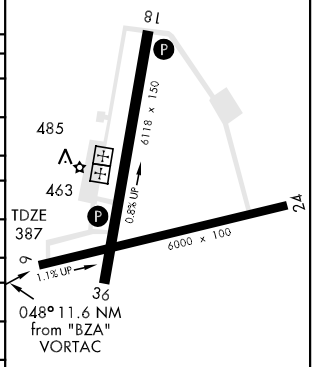
** Straight-in minima not authorized at night.





ELEV 433

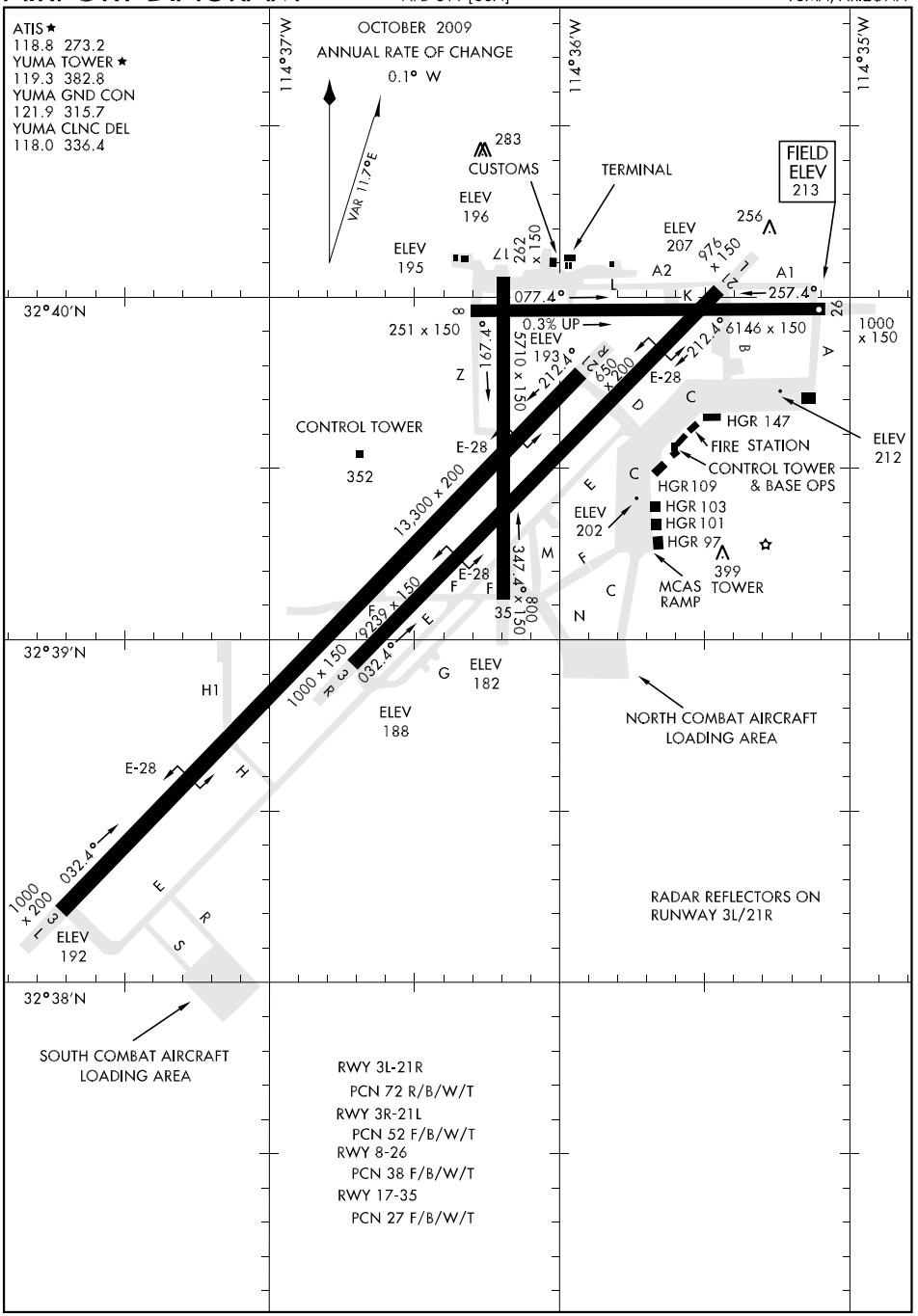
MIRL RWY 18-36 (L)



CATEGORY	A	B	C	D
S-6 **	1320-1¼ 933 (900-1¼)		1320-2¾ 933 (900-2¾)	1320-3 933 (900-3)
CIRCLING	1320-1¼ 887 (900-1¼)		1320-2¾ 887 (900-2¾)	1320-3 887 (900-3)
DME MINIMA				
S-6 **	1040-1 653 (700-1)		1040-1¾ 653 (700-1¾)	1040-2 653 (700-2)
CIRCLING	1080-1 647 (700-1)		1080-1¾ 647 (700-1¾)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
S-6 **	1400-1¼ 1013 (1000-1¼)	1400-1½ 1013 (1000-1½)	1400-3 1013 (1000-3)	
CIRCLING	1400-1¼ 967 (1000-1¼)	1400-1½ 967 (1000-1½)	1400-3 967 (1000-3)	
YUMA MCAS/YUMA Intl ALTIMETER SETTING DME MINIMA				
S-6 **	1120-1 733 (700-1)	1120-1¼ 733 (700-1¼)	1120-2¼ 733 (700-2¼)	1120-2½ 733 (700-2½)
CIRCLING	1160-1 727 (800-1)		1160-2 727 (800-2)	1160-2¼ 727 (800-2¼)

FAF to MAP 11.6 NM					
Knots	60	90	120	150	180
Min:Sec	11:36	7:44	5:48	4:38	3:52

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ARGUS-TWO DEPARTURE (ARGUS2•IPL)

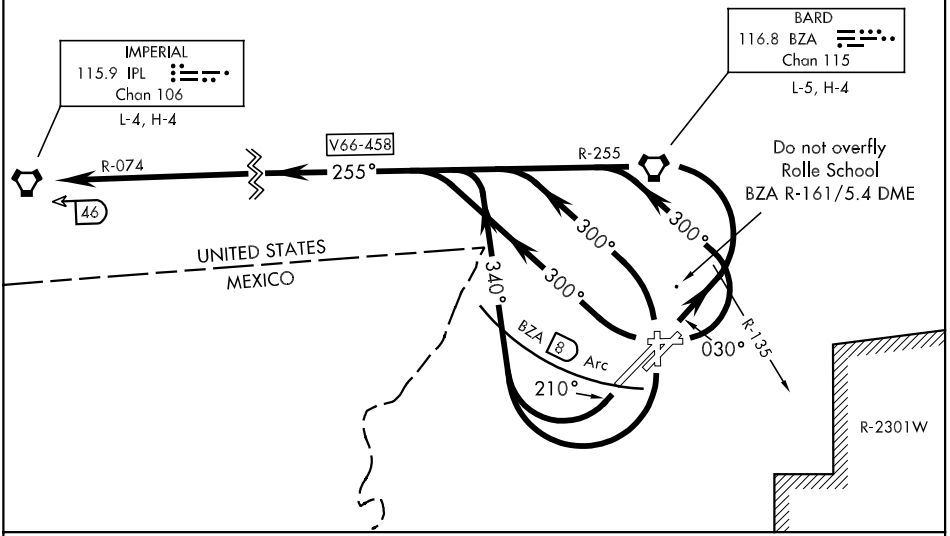
ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) Ⓛ 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

2663

MSA BZA 25 NM
180°
16,000
3700
270°
4200
360°

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 26: Climbing right turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 35: Climbing left turn heading 300° to intercept BZA R-255, thence....

....Via BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

ATIS★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER★
119.3 (CTAF) L 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate to 3600

This departure will be filed/assigned for aircraft not carrying external ordance when radar services are not available.

BLYTHE
117.4 BLH
Chan 121
L-4-5, H-4

MSA BZA 25 NM
180°
16,000
3700
270°
4200
360°

R-175 (15)
15
PALVO
R-180 (12)
27
QURTT
CARGO 5000
R-306
355° (7)
2663
R-050
20
R-290 (10) (5) (3)
(6) 306°
CANAT
11
SALUD 3600
(3)
8
(8)
BARD
116.8 BZA
Chan 115
L-5, H-4
26
PABST
R-2512
IMPERIAL
115.9 IPL
Chan 106
L-4, H-4
OGILL
17
110° (17)
180° (15)
52
230° (26)
R-255 (22)
V66-458
HEEDS 8000
Do not overfly Rolle School BZA R-161/5.4 DME
8
R-135
030°
NACAT
210° (7)
350° (7)
BZA 14 Arc
R-170
R-2301W
UNITED STATES
MEXICO
Chart not to scale

(Continued on following page)

CARGO-SEVEN DEPARTURE (CARGO7•CARGO)
YUMA, ARIZONA
YUMA MCAS/YUMA INTL (KNYL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SHL-511 [USN]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 3L/R: Climb heading 030 ° until crossing BZA VORTAC R-135, then turn left direct BZA, thence.....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to intercept BZA R-170 to BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....Via BZA R-306 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO7•BZA): At CARGO, turn left to intercept BZA R-290 to BZA VORTAC.

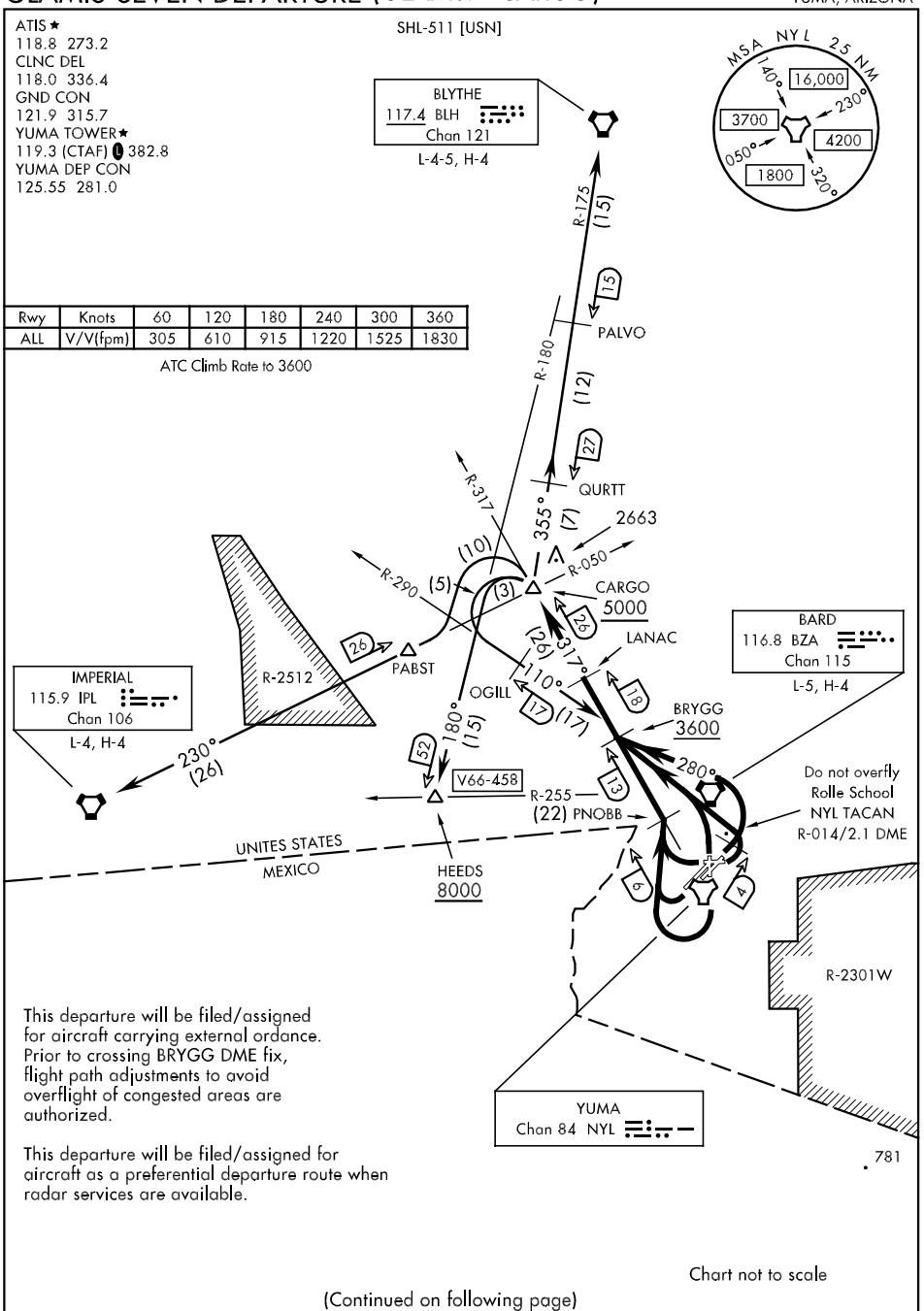
BLYTHE TRANSITION(CARGO7•BLH): At CARGO, turn right to intercept BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO7•HEEDS): At CARGO, turn left to intercept BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO7•IPL): At CARGO, turn left to intercept IPL R-050 to IPL VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	305	610	915	1220	1525	1830

ATC Climb Rate to 3600

This departure will be filed/assigned for aircraft carrying external ordance. Prior to crossing BRYGG DME fix, flight path adjustments to avoid overflight of congested areas are authorized.

This departure will be filed/assigned for aircraft as a preferential departure route when radar services are available.

Chart not to scale

(Continued on following page)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

SHL-511 [USN]

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

TAKE-OFF RWY 3L/R: Climb heading 030° to NYL TACAN 4 DME, then turn left heading 280°, intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 8, 35: Climbing left turn to intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 17, 21L/R and 26: Climbing right turn to intercept NYL R-317 to PNOBB then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

BARD TRANSITION (GLAMS7• BZA): At CARGO turn left to intercept BZA VORTAC R-290 to BZA.

BLYTHE TRANSITION (GLAMS7• BLH): At CARGO turn right to intercept BLH VORTAC R-175 to BLH.

HEEDS TRANSITION (GLAMS7• HEEDS): At CARGO turn left to intercept BLH VORTAC R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION (GLAMS7 • IPL): At CARGO turn left to intercept IPL VORTAC R-050 to IPL.

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN NYL Chan 84	APCH CRS 035°	Rwy ldg 13,300 TDZE 195 Arpt Elev 213	JAL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN, R-020/10 DME, then arc N on the NYL 10 mile Arc to PRSON and hold.

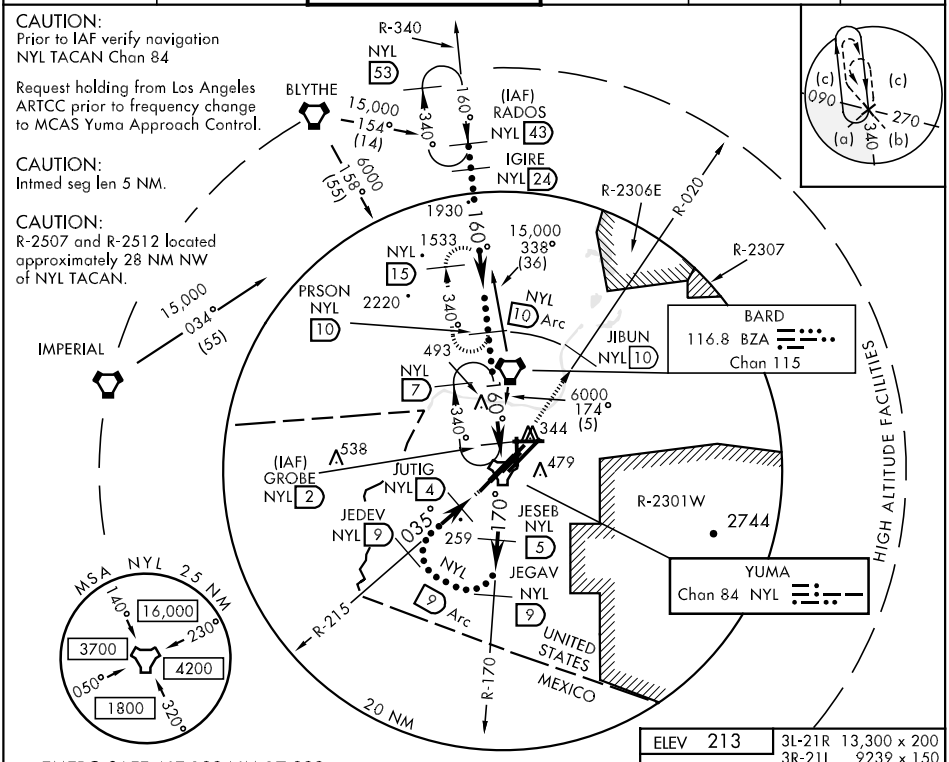
ATIS★	YUMA APP CON	YUMA TOWER★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	

CAUTION:
Prior to IAF verify navigation NYL TACAN Chan 84

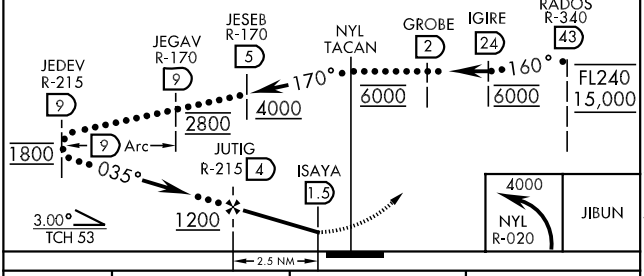
Request holding from Los Angeles ARTCC prior to frequency change to MCAS Yuma Approach Control.

CAUTION:
Intmed seg len 5 NM.

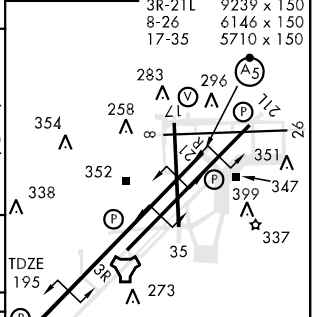
CAUTION:
R-2507 and R-2512 located approximately 28 NM NW of NYL TACAN.



EMERG SAFE ALT 100 NM 17,000



CATEGORY	C	D	E
S-3L	540-1 345 (400-1)	540-1¼ 345 (400-1¼)	
CIRCLING	700-1½ 487 (500-1½)	780-2 567 (600-2)	800-2 587 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 21R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NYL Chan 84	205°	13,300	193	213

JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

* When ALS inop, increase visCAT CDE ¾ mile.

MALSR

MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

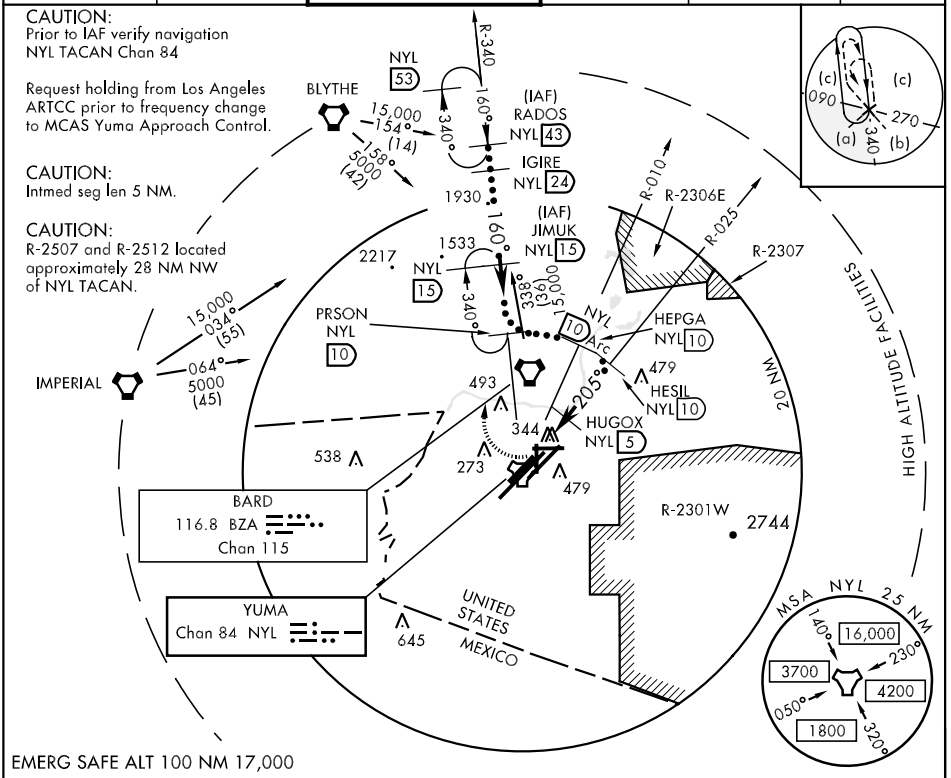
ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) 382.8	121.9 315.7	118.0 336.4	

CAUTION:
Prior to IAF verify navigation NYL TACAN Chan 84

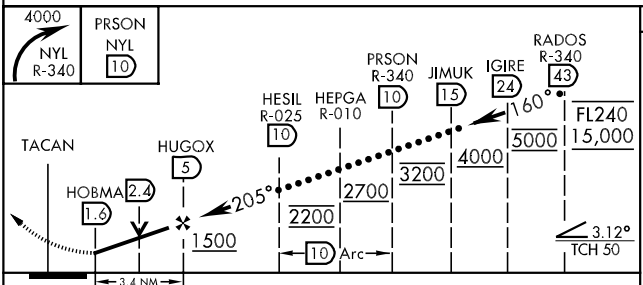
Request holding from Los Angeles ARTCC prior to frequency change to MCAS Yuma Approach Control.

CAUTION:
Intmed seg len 5 NM.

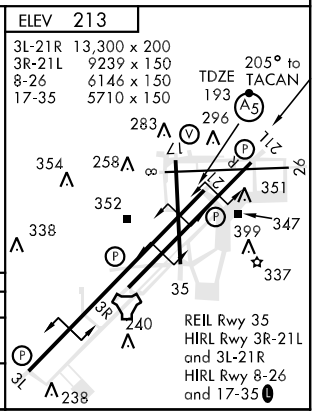
CAUTION:
R-2507 and R-2512 located approximately 28 NM NW of NYL TACAN.



EMERG SAFE ALT 100 NM 17,000



CATEGORY	C	D	E
S-21R *	620-¾ 427 (500-¾)	620-1 427 (500-1)	
CIRCLING	700-1½ 487 (500-1½)	780-2 567 (600-2)	800-2 587 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 21R

AL-511 [USN] YUMA MCAS/YUMA INTL (KNYL)

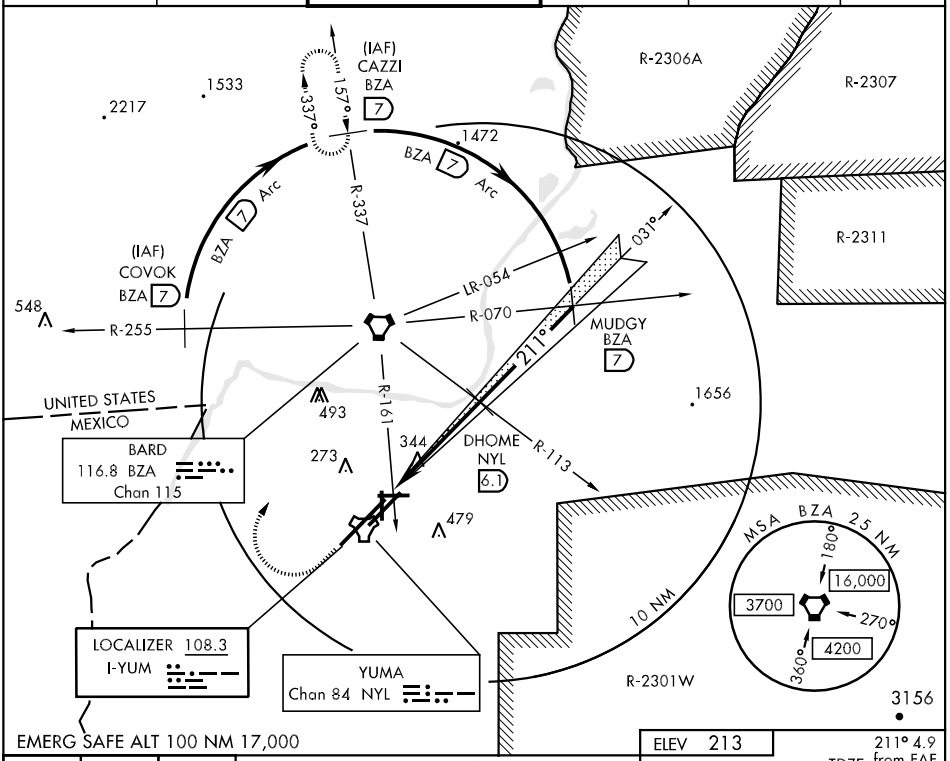
LOC I-YUM	APCH CRS	Rwy Idg	21L 9239	21R 13,300
108.3	211°	TDZE	21L 207	21R 193
		Arpt Elev 213		

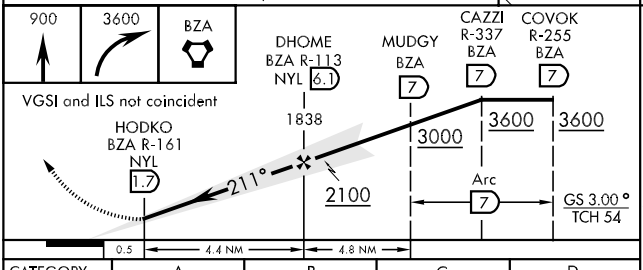
* When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

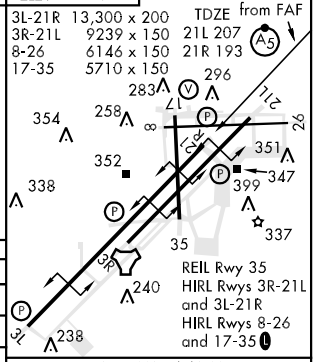
MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 3600 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS★	YUMA APP CON	YUMA TOWER★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) 382.8	121.9 315.7	118.0 336.4	







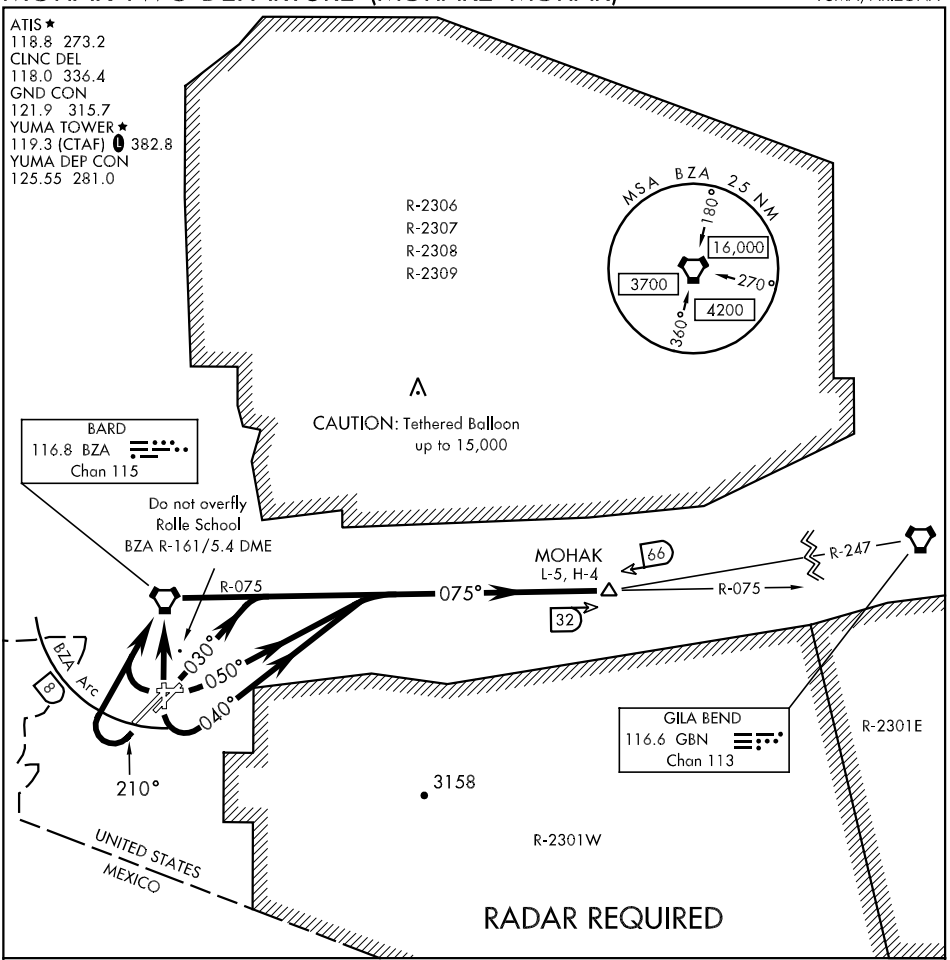
CATEGORY	A	B	C	D
S-ILS 21R *	393-½	200 (200-½)		
S-LOC 21R**	600-½ 407 (400-½)		600-¾ 407 (400-¾)	
SIDESTEP 21L	600-1¾ 393 (400-1¾)			600-2¼ 393 (400-2¼)
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SW-4, 21 OCT 2010 to 18 NOV 2010

MOHAK-TWO DEPARTURE (MOHAK2• MOHAK)

YUMA, ARIZONA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° to intercept BZA VORTAC R-075, thence....

TAKE-OFF RWY 8: Climbing left turn heading 050° to intercept BZA R-075, thence....

TAKE-OFF RWY 17: Climbing left turn heading 040° to intercept BZA R-075, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn direct BZA VORTAC, thence....

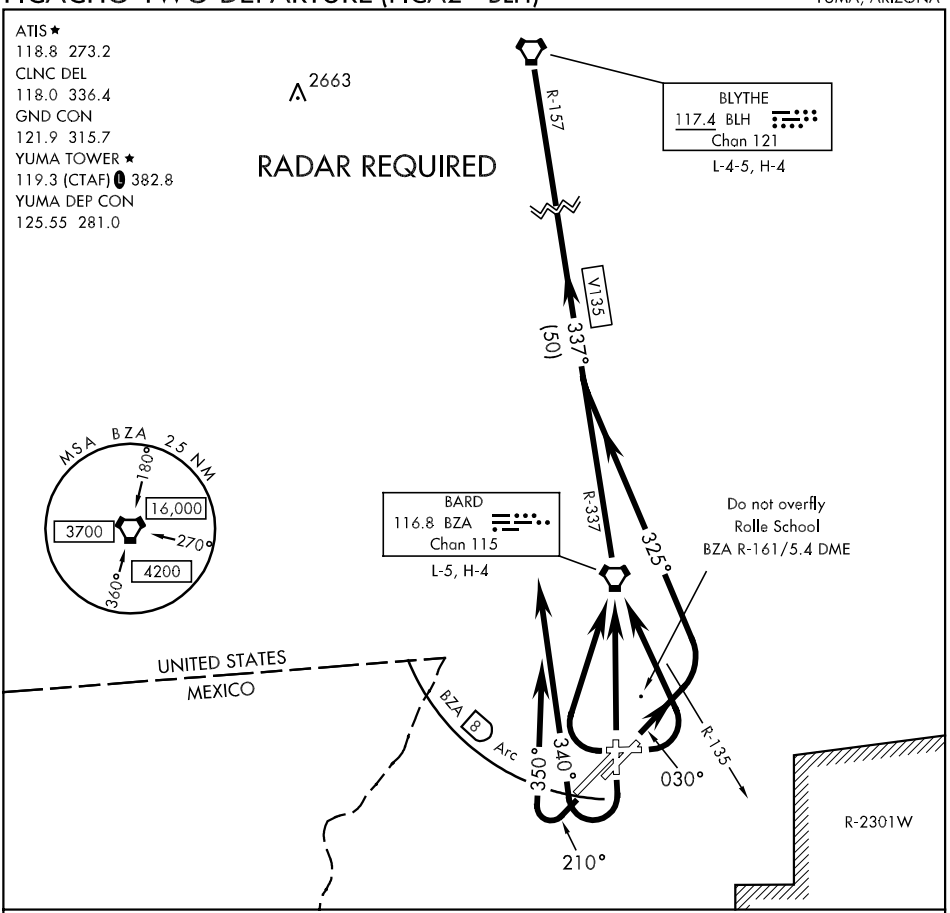
TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-075 to MOHAK INT. Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

PICACHO-TWO DEPARTURE (PICA2 • BLH)



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left heading 325° to intercept BZA R-337, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-337, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 350° to intercept BZA R-337, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

RNAV (GPS) RWY 3L

APCH CRS	Rwy Idg	13,300
031°	TDZE	195
	Arpt Elev	213

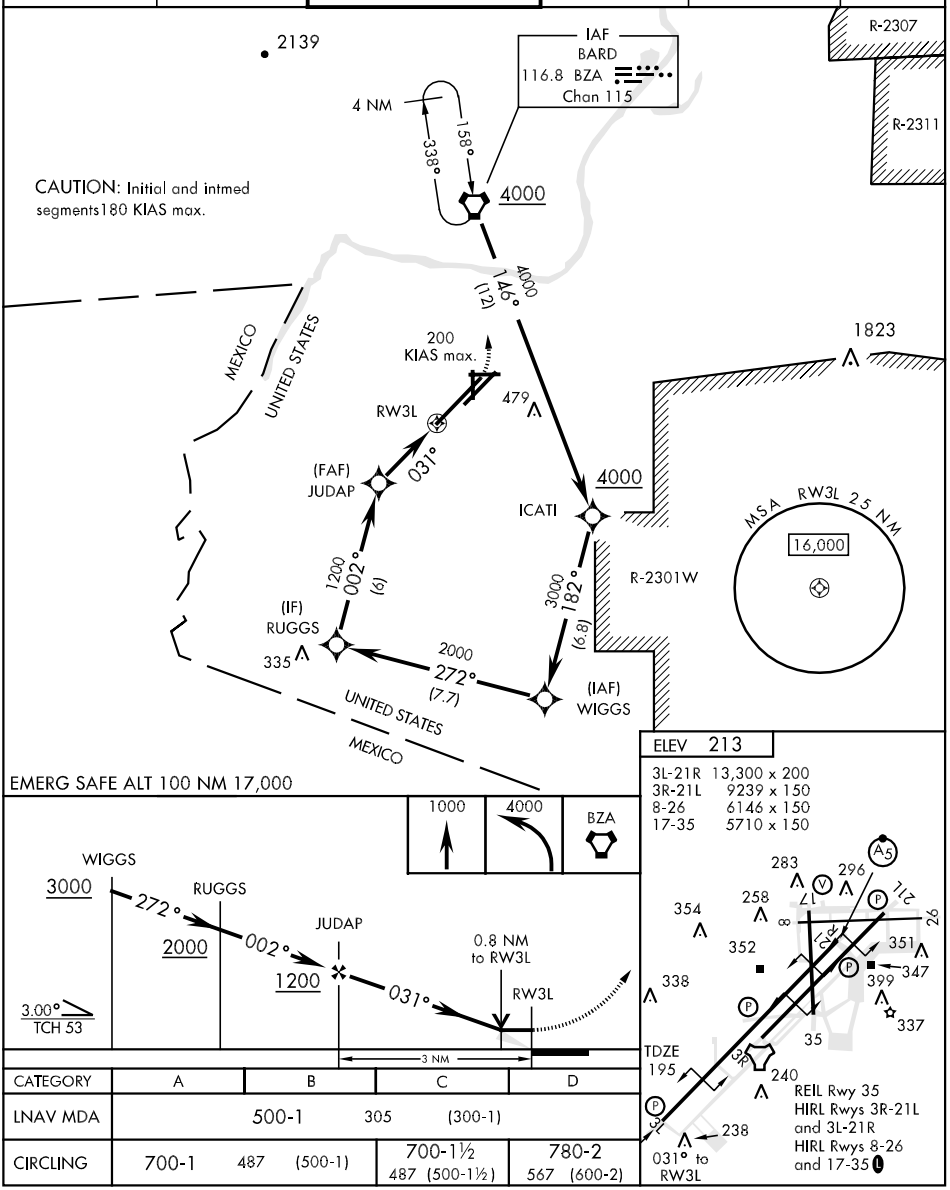
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct BARD and hold. Continue climb in hold to 4000, 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	



CATEGORY	A	B	C	D
LNAV MDA	500-1	305 (300-1)		
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	5710
168°	TDZE	197
	Arpt Elev	213

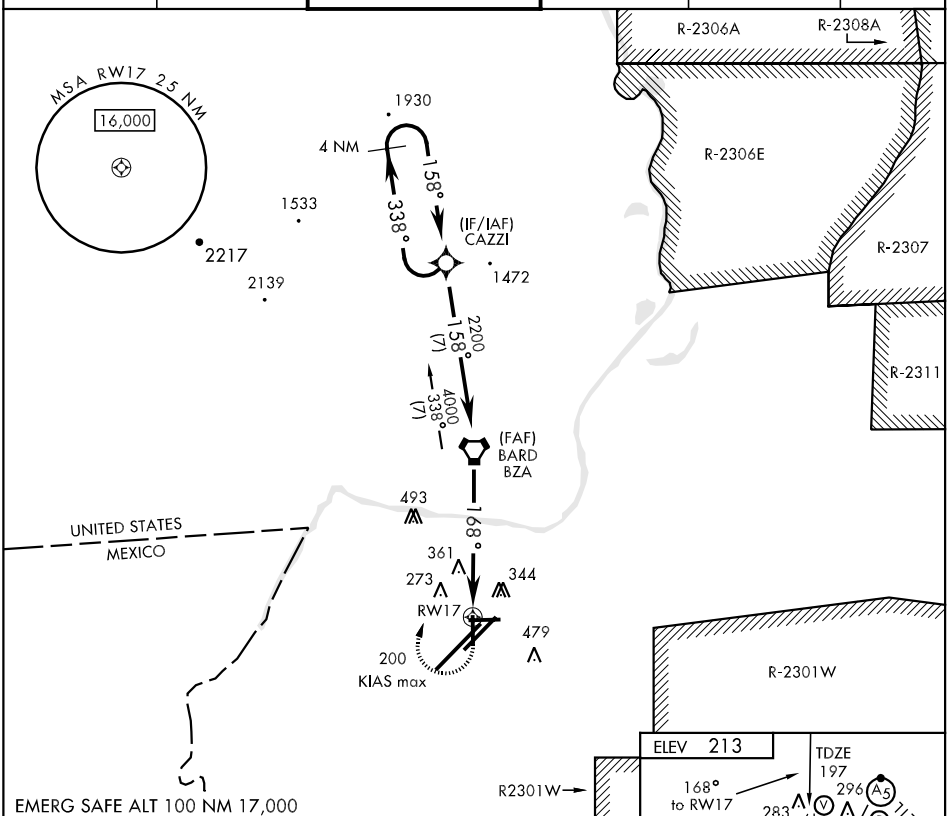
AL-511 [USN]

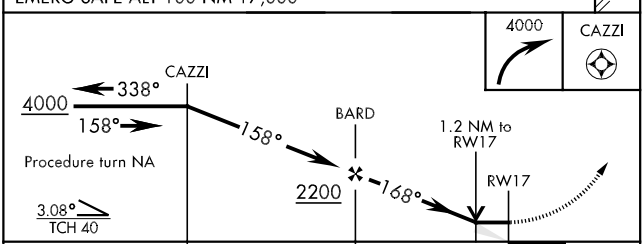
YUMA MCAS/YUMA INTL (KNYL)

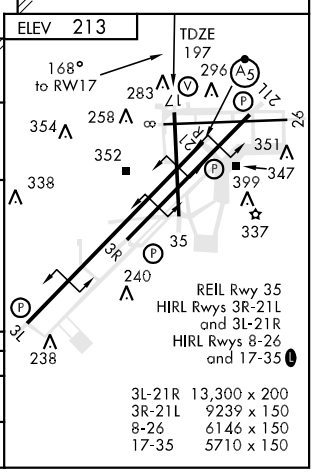
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	







CATEGORY	A	B	C	D
LNAV MDA	620-1 423 (500-1)		620-1¼ 423 (500-1¼)	
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

32°39′N-114°36′W

YUMA MCAS/YUMA INTL (KNYL)
RNAV (GPS) RWY 17

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21R

YUMA MCAS/YUMA INTL (KNYL)

AL-511 [USN]

APCH CRS	Rwy ldg	13,300
211°	TDZE	193
	Arpt Elev	213

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	

4 NM
158°
338°
(IAF)
CAZZI
4000
1533
1733
2217
1472
2139
3000
109°
(7.5)
892
(IF)
ROLFY
CAUTION: Initial and intmed segments 230 KIAS max.
R-2306E
R-2307
R-2311
1641
3000
273°
(10.1)
1800
183°
(6)
548
BARD
116.8 BZA
Chan 115
(IAF)
WARTT
3000
493
UNITED STATES
MEXICO
(FAF)
DRAXX
273
361
211°
344
RW21R
479
200
KIAS max.
MSA
RWY 21R
25 NM
16,000
R-2301W
EMERG SAFE ALT 100 NM 17,000

ELEV 213

3L-21R	13,300 x 200
3R-21L	9239 x 150
8-26	6146 x 150
17-35	5710 x 150

TDZE 193
211° to RW21R
296
283
354
258
352
351
347
399
338
337
35
240
REIL Rwy 35
HIRL Rwys 3R-21L and 3L-21R
HIRL Rwys 8-26 and 17-35 L

4000
CAZZI

ROLFY
3000
DRAXX
183°
1.1 NM to RW21R
RW21R
211°
1800
3.00°
TCH 50
4.9 NM

CATEGORY	A		B		C		D	
LNAV MDA*	600-½	407	(400-½)		600-¾	407	(400-¾)	
CIRCLING	700-1	487	(500-1)		700-1½	487	(500-1½)	780-2 567 (600-2)

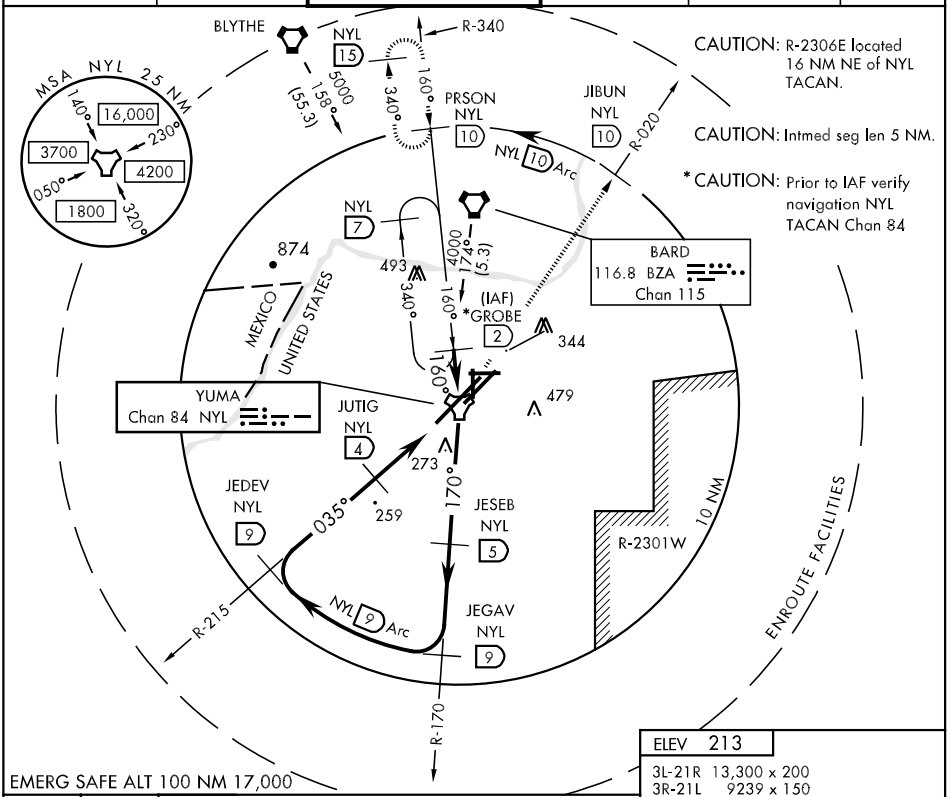
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 3L

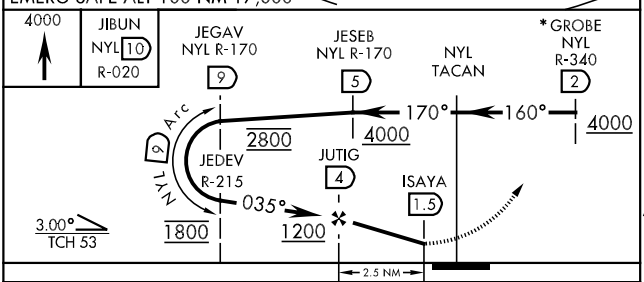
TACAN NYL Chan 84	APCH CRS 035°	Rwy ldg 13,300 TDZE 195 Arpt Elev 213	AL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN, R-020/10 DME, then arc N on the NYL 10 mile arc to PRSON and hold.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	



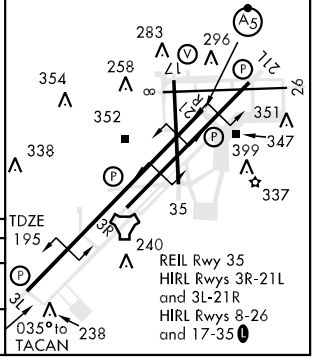
EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-3L	540-1	345 (400-1)		540-1¼ 345 (400-1¼)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

ELEV 213

3L-21R 13,300 x 200
3R-21L 9239 x 150
8-26 6146 x 150
17-35 5710 x 150



SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 21R

TACAN NYL Chan 84	APCH CRS 205°	Rwy ldg 13,300 TDZE 193 Arpt Elev 213

AL-511 [USN]

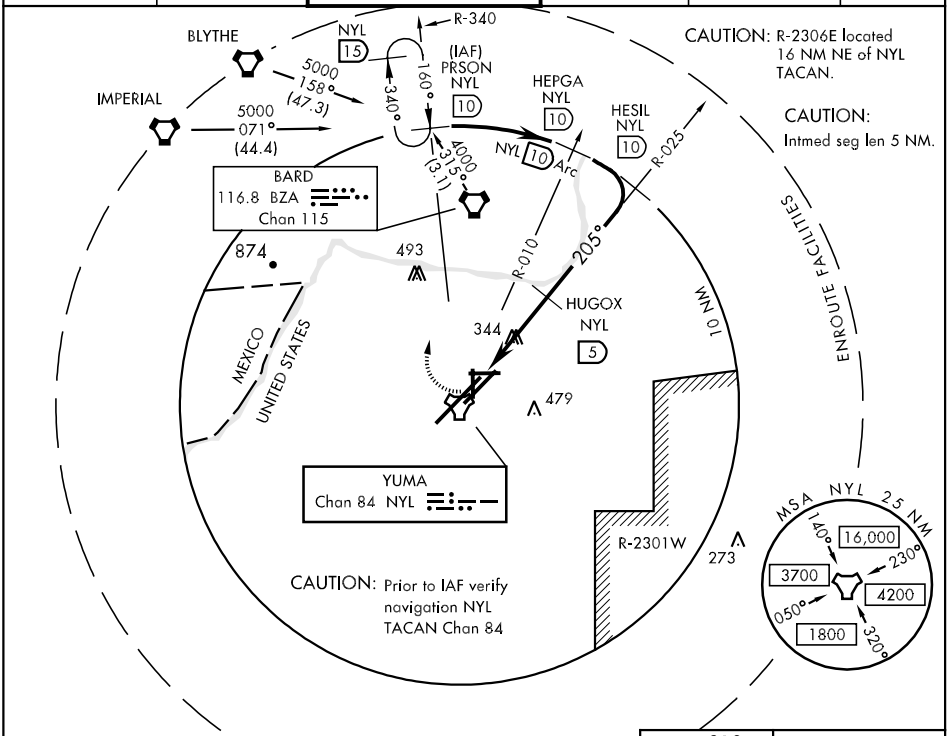
YUMA MCAS/YUMA INTL (KNYL)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

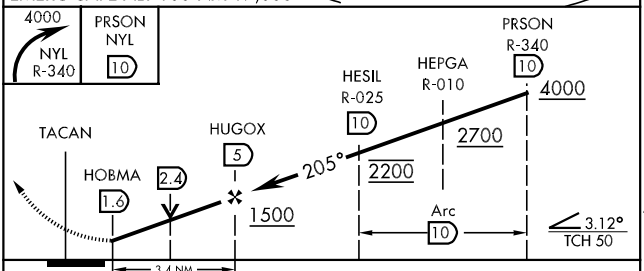
MALSR A5

MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

ATIS★	YUMA APP CON	YUMA TOWER★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	

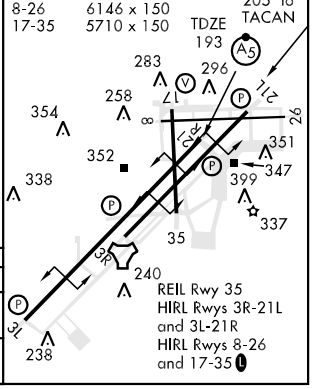


EMERG SAFE ALT 100 NM 17,000



ELEV 213

3L-21R 13,300 x 200
3R-21L 9239 x 150
8-26 6146 x 150
17-35 5710 x 150



CATEGORY	A		B	C	D
S-21R *	620-½	427	(500-½)	620-¾ 427 (500-¾)	620-1 427 (500-1)
CIRCLING	700-1	487	(500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

32°39′N-114°36′W

YUMA MCAS/YUMA INTL (KNYL)
TACAN RWY 21R

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 17

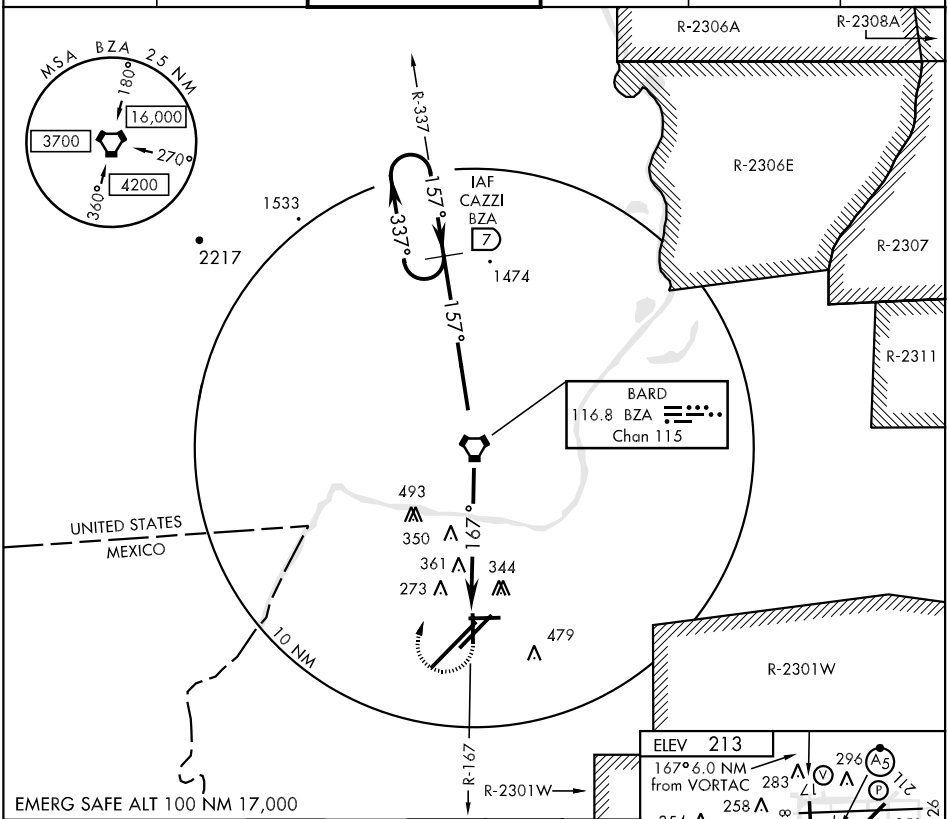
VORTAC BZA	APCH CRS	Rwy Idg 5710
116.8	167°	TDZE 197
Chan 115		Arpt Elev 213

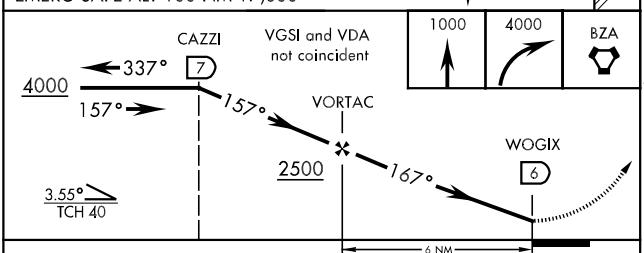
AL-511 [USN]

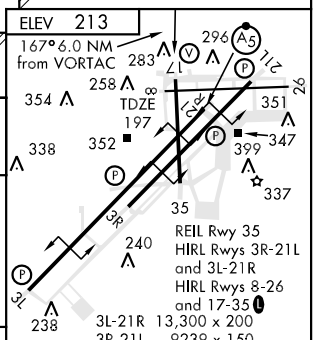
YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) 382.8	121.9 315.7	118.0 336.4	







CATEGORY	A	B	C	D
S-17	680-1 483 (500-1)		680-1¼ 483 (500-1¼)	680-1½ 483 (500-1½)
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 6.0 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RNAV RWY 21R

YUMA MCAS/YUMA INTL (KNYL)

AL-511 [USN]

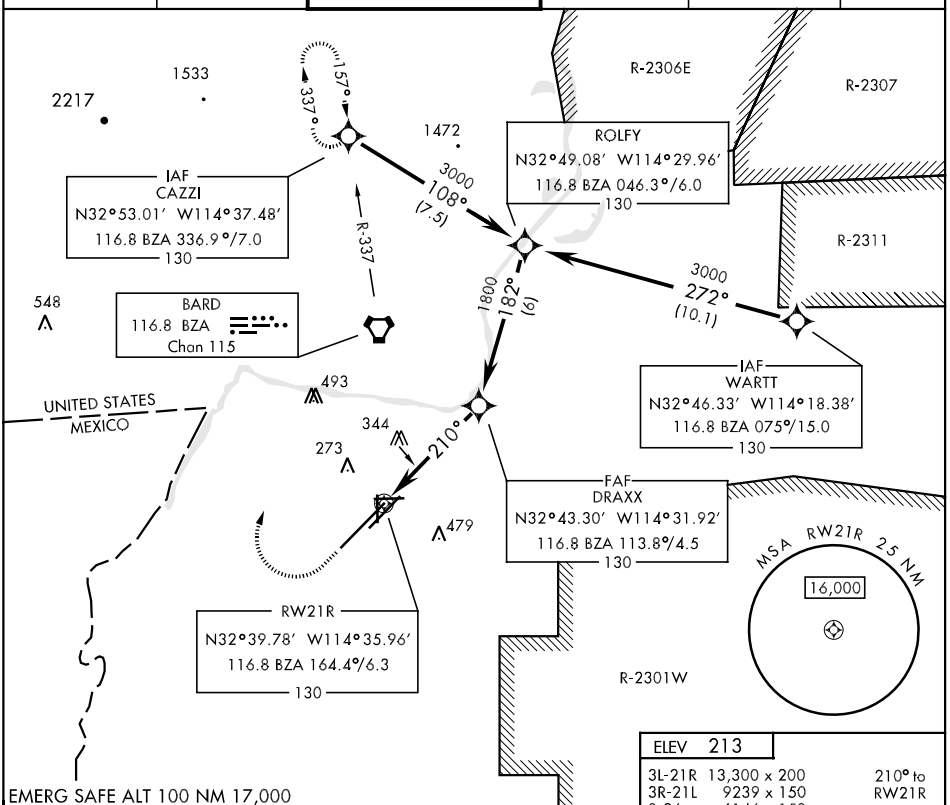
VORTAC BZA	APCH CRS	Rwy Idg 13,300
116.8	210°	TDZE 193
Chan 115		Arpt Elev 213

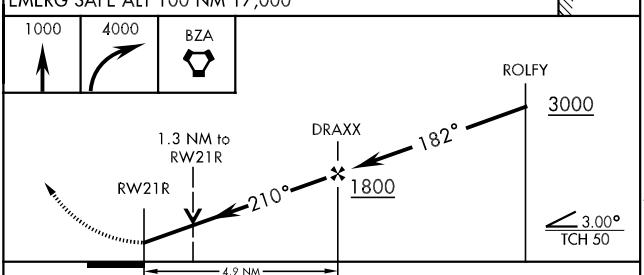
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

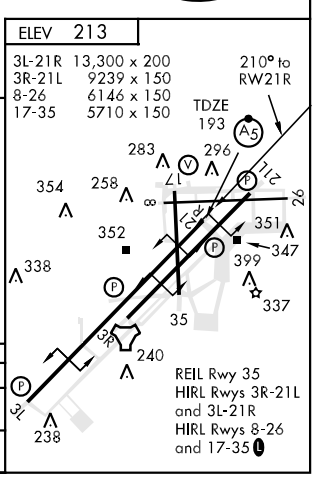
MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and track 337° to CAZZI WP and hold.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) 382.8	121.9 315.7	118.0 336.4	







CATEGORY	A		B	C	D
S-21R *	660-½	467	(500-½)	660-¾ 467 (500-¾)	660-1 467 (500-1)
CIRCLING	700-1	487	(500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg 5710 TDZE 197 Arpt Elev 213

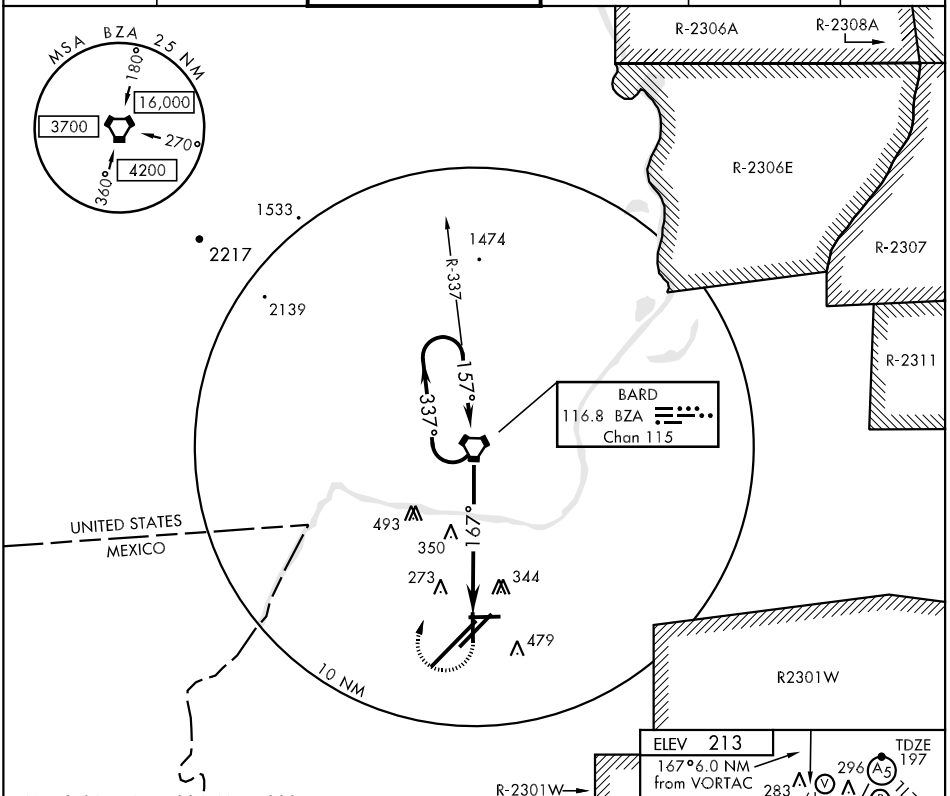
AL-511 [USN]

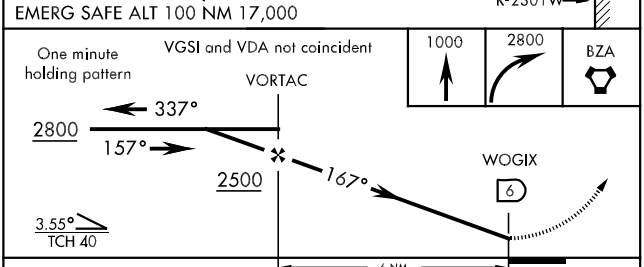
VOR RWY 17

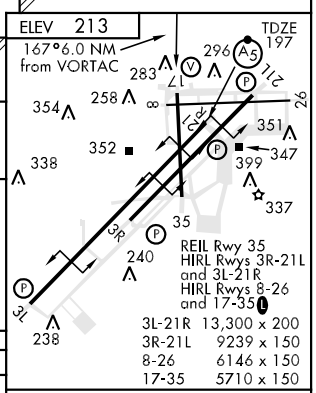
YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 1000, then climbing right turn to 2800 direct BZA VORTAC and hold.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) L 382.8	121.9 315.7	118.0 336.4	







CATEGORY	A	B	C	D
S-17	680-1 483 (500-1)		NA	
CIRCLING	700-1 487 (500-1)		NA	

FAF to MAP 6.0 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SW-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ARCATA-EUREKA, CA	
ARCATA	**ILS Rwy 32[13]**
	ILS or LOC/DME Rwy 32[23]
	RNAV (GPS) Rwy 1[34]
	RNAV (GPS) Rwy 14[35]
	RNAV (GPS) Rwy 32[35]
	VOR/DME Rwy 14[3]
[1]LOC, NA.	
[2]ILS, 700-2.	
[3]NA when local weather not available.	
[4]Categories A, B, 1000-2½; Category C, 1000-2¾; Category D, 1000-3.	
[5]Category D, 800-2¼.	
AUBURN, CA	
AUBURN MUNI	**RNAV (GPS) Rwy 7**
NA when local weather not available.	
BISHOP, CA	
EASTERN SIERRA RGNL	**LDA/DME Rwy 16[1]**
	RNAV (GPS) Y Rwy 12[23]
	RNAV (GPS) Z Rwy 12[24]
	VOR or GPS-A,3300-3[5]
	VOR/DME or GPS-B[6]
[1]Categories A,B, 2300-2; Categories C,D, 2300-3.	
[2]NA when local weather not available.	
[3]Categories A, B 2500-2; Category C, 2500-3.	
[4]Categories A, B, 2300-2; Category C, 2300-3.	
[5]NA when Bishop altimeter setting not available.	
[6]Categories A,B, 3200-2; Categories C,D, 3200-3.	
CHICO, CA	
CHICO MUNI	**VOR/DME Rwy 13L**
	VOR/DME Rwy 31R
NA when control tower closed except for operators with approved weather reporting service.	

NAME	ALTERNATE MINIMUMS
CONCORD, CA	
BUCHANAN FIELD	**LDA Rwy 19R**
	RNAV (GPS) Rwy 19R[1]
NA when control tower closed.	
[1]Categories A, B, 1000-2; Categories C,D, 1000-3.	
CRESCENT CITY, CA	
JACK MC NAMARA FIELD	**RNAV (GPS) Rwy 11**
NA when local weather not available.	
DAVIS WOODLAND WINTERS, CA	
YOLO COUNTY	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
FRESNO, CA	
FRESNO YOSEMITE INTL	**ILS or LOC/DME Rwy 29R**
	LOC Rwy 11L
	VOR/DME or TACAN Rwy 11L
	VOR/DME or TACAN Rwy 29R
Category E, 900-2¾.	
HALF MOON BAY, CA	
HALF MOON BAY	**RNAV (GPS) Y Rwy 12**
	RNAV (GPS) Z Rwy 12
	RNAV (GPS) Y Rwy 30
	RNAV (GPS) Z Rwy 30
NA when local weather not available.	
HANFORD, CA	
HANFORD MUNI	**RNAV (GPS) Rwy 32**
	RNAV(GPS)-A
	VOR-A
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

HAYWARD, CA

HAYWARD
EXECUTIVE ..... **LOC/DME Rwy 28L[1]**
RNAV (GPS) Y Rwy 28L[2]
RNAV (GPS) Z Rwy 28L[2]
VOR or GPS-A[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

HOLLISTER, CA

HOLLISTER MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

LINCOLN, CA

LINCOLN RGNL/KARL
HARDER FIELD ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

LIVERMORE, CA

LIVERMORE MUNI ..... **ILS Rwy 25R[1]**
RNAV (GPS) Rwy 25R
Category D, 800-2¼.
[1]NA when control tower closed.

MADERA, CA

MADERA MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

MAMMOTH LAKES, CA

MAMMOTH YOSEMITE ..... **RNAV (GPS) Rwy 27**
Categories A, B, 1300-2; Category C, 1300-3.

MARYSVILLE, CA

YUBA COUNTY ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

MERCED, CA

CASTLE ..... **ILS or LOC/DME Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31
NA when local weather not available.

MERCED RGNL/MACREADY
FIELD ..... **ILS or LOC Rwy 30[1]**
LOC BC Rwy 12[1]
RNAV (GPS) Rwy 30[2]
VOR Rwy 30[2]
[1]NA when class E airspace not in effect.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MODESTO, CA

MODESTO CITY-COUNTY-HARRY
SHAM FIELD ..... **ILS or LOC/DME Rwy 28R[1]**
RNAV (GPS) Rwy 28R
NA when local weather not available.
[1]NA when control tower closed.

MONTEREY, CA

MONTEREY
PENINSULA ..... **ILS or LOC Rwy 10R[12]**
LOC/DME Rwy 28L[13]
RNAV (GPS) Rwy 10L[4]
RNAV (GPS) Y Rwy 10R[5]
RNAV (GPS) Y Rwy 28L[6]
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Categories A,B, 1500-2, Categories C,D, 1500-3.
[4]Categories A,B, 1100-2.
[5]Category D 900-2¾.
[6]Categories A, B, 1400-2; Category C, 1400-3.

NAPA, CA

NAPA COUNTY ..... **LOC Rwy 36L[1]**
RNAV (GPS) Y Rwy 36L[23]
RNAV (GPS) Z Rwy 36L[34]
VOR Rwy 6[5]
[1]NA when control tower closed; Category D, 1200-3.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2¾; Category D, 1200-3.
[5]Category D, 1300-3.

PALO ALTO, CA

PALO ALTO AIRPORT OF
SANTA CLARA COUNTY .... **VOR/DME Rwy 31**
NA when control tower closed.

RED BLUFF, CA

RED BLUFF MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR Rwy 33
VOR/DME Rwy 15
NA when local weather not available.

REDDING, CA

REDDING MUNI ..... **ILS or LOC/DME Rwy 34[13]**
LOC/DME BC Rwy 16[23]
RNAV (GPS) Rwy 34[3]
VOR Rwy 34[4]
[1]ILS, Categories A, B, C, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SACRAMENTO, CA

SACRAMENTO EXECUTIVE ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
VOR Rwy 2
NA when local weather not available.

SACRAMENTO INTL ..... **ILS or LOC Rwy 34L**
RNAV (GPS) Rwy 16L
RNAV (GPS) Rwy 16R
RNAV (GPS) Rwy 34L
RNAV (GPS) Rwy 34R[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SACRAMENTO MATHER ..... **ILS or LOC/DME Rwy 22L**
NA when control tower closed.
Category E, 800-2½.

SALINAS, CA

SALINAS MUNI ..... **ILS Rwy 31**[1]
LOC/DME Rwy 31[2]
RNAV (GPS) Rwy 13[12]
RNAV (GPS) Y Rwy 31[12]
RNAV (GPS) Z Rwy 31[1]
VOR Rwy 13[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category D, 1000-3.

SAN FRANCISCO, CA

SAN FRANCISCO INTL ..... **ILS Rwy 19L**[1]
ILS or LOC Rwy 28L[1]
ILS Rwy or LOC 28R[1]
RNAV (GPS) Z Rwy 19L[2]
RNAV (GPS) Rwy 28L[3]
RNAV (GPS) Z Rwy 28R[4]
VOR or GPS-B,1200-3
VOR Rwy 19L[5]
[1]ILS, Category A, 800-2; Category B, 1000-2; Category C, 1100-3; Category D, 1200-3. LOC, Category B, 1000-2; Category C, 1100-3; Category D, 1200-3.
[2]Categories A, B, C, D, 1200-5.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[5]Category B, 1000-2; Category C, 1100-3; Category D, 1300-3.

NAME ALTERNATE MINIMUMS

SAN JOSE, CA

NORMAN Y MINETA SAN JOSE INTL ..... **ILS or LOC Rwy 12R**[1]
ILS or LOC/DME Rwy 30L[1]
RNAV (GPS) Y Rwy 30L[2]
VOR Rwy 12R[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

SANTA ROSA, CA

CHARLES M. SCHULTZ-SONOMA COUNTY ..... **ILS or LOC Rwy 32**
ILS, Categories C,D, 700-2.
NA when control tower closed.

SOUTH LAKE TAHOE, CA

LAKE TAHOE ..... **VOR/DME or GPS-A,**2600-5

STOCKTON, CA

STOCKTON METROPOLITAN ..... **ILS or LOC Rwy 29R**[123]
RNAV (GPS) Rwy 11L[2]
RNAV (GPS) Rwy 29R[2]
[1]ILS, Category D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.

UKIAH, CA

UKIAH MUNI ..... **LOC Rwy 15**[1]
RNAV (GPS)-B[2]
VOR-A[3]
[1]Categories A, B, 1800-2; Categories C, D, 1800-3.
[2]Categories A, B, 2000-2; Categories C, D, 2000-3.
[3]Categories A, B, 2800-2; Categories C, D, 2800-3.

VACAVILLE, CA

NUT TREE ..... **RNAV (GPS) Y Rwy 20**
RNAV (GPS) Z Rwy 20
VOR/DME-A
NA when local weather not available.

VISALIA, CA

VISALIA MUNI ..... **ILS or LOC/DME Rwy 30**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

WATSONVILLE, CA

WATSONVILLE MUNI ..... **LOC Rwy 2**
NDB-B[1]
RNAV (GPS) Rwy 2
VOR/DME-A[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

BAKERSFIELD, CA

MEADOWS FIELD — **ILS or LOC/DME Rwy 30R[1]**
RNAV (GPS) Rwy 12L
RNAV (GPS) Rwy 30R
VOR/DME Rwy 30R[1]

NA when local weather not available.
[1]NA when control tower closed.

BLYTHE, CA

BLYTHE ..... **RNAV (GPS) Rwy 26**
VOR/DME-A
VOR/DME Rwy 26

Category D, 900-2¾.

BURBANK, CA

BOB HOPE ..... **ILS or LOC Z Rwy 8[1]**
LOC Y Rwy 8[2]
RNAV (GPS) Y Rwy 8[2]
VOR Rwy 8[3]

[1]Category D, 700-2.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 900-3.

CAMARILLO, CA

CAMARILLO ..... **RNAV (GPS) Rwy 8[1]**
RNAV (GPS) Y Rwy 26[1]
RNAV (GPS) Z Rwy 26[1]
VOR Rwy 26[2]

[1]NA when local weather not available.
[2]Categories A, B, 1100-2; Category C, 1100-3.

CARLSBAD, CA

MC CLELLAN-
PALOMAR ..... **ILS or LOC Rwy 24[12]**
RNAV (GPS) Rwy 24[3]
VOR-A[4]

[1]NA when control tower closed.
[2]ILS, Categories A,B,700-2; Category C, 800-2¼. LOC, Category C 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-2; Category C, 1000-3.

NAME — ALTERNATE MINIMUMS

CHINO, CA

CHINO ..... **ILS or LOC Rwy 26R**

NA when control tower closed.

DAGGETT, CA

BARSTOW-DAGGETT ..... **RNAV (GPS) Rwy 22[1]**
RNAV (GPS) Rwy 26[1]
VOR or TACAN Rwy 22[2]

NA when local weather not available.
[1]Category B, 900-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Categories A, B, 1700-2; Categories C, D, 1700-3.

EL MONTE, CA

EL MONTE ..... **NDB or GPS-C[1]**
VOR or GPS-A[1]
VOR/DME or GPS-B[2]

NA when control tower closed.
[1]Categories A,B, 1000-2.
[2]Categories A,B, 1100-2.

FULLERTON, CA

FULLERTON MUNI ..... **LOC/DME Rwy 24[1]**
VOR-A[2]

[1]NA when control tower closed.
[2]Categories A,B, 1500-2.

HAWTHORNE, CA

JACK NORTHROP FIELD/
HAWTHORNE MUNI ..... **LOC Rwy 25**
VOR Rwy 25

NA when control tower closed.
NA when local weather not available.

LA VERNE, CA

BRACKETT FIELD ..... **ILS Rwy 26L**
LOC Rwy 26L
VOR or GPS-A[1]

NA when control tower closed.
[1]Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD ..... **VOR-B**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]

[1]Categories A,B, 1000-2; Categories C,D, 1000-3.
[2]NA when local weather not available.

LOMPOC,CA

LOMPOC ..... **RNAV (GPS) Rwy 25**[1]
VOR/DME-A[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2.

LONG BEACH, CA

LONG BEACH(DAUGHERTY FIELD) ..... **ILS or LOC Rwy 30**[12]
RNAV (GPS) Z Rwy 30[3]
VOR or TACAN Rwy 30[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾. LOC, Categories A,B, 900-2, Category C, 900-2½; Category D, 900-2¾.
[3]Categories A,B, 900-2¼; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LOS ANGELES, CA

WHITEMAN ..... **VOR-A**
Categories A,B, 900-2; Category C, 900-2½.
NA when control tower closed.

NEEDLES, CA

NEEDLES ..... **VOR-A**
Category D, 800-2½.

OCEANSIDE, CA

OCEANSIDE MUNI ..... **VOR-A**
Categories A,B, 1200-2.

ONTARIO, CA

ONTARIO INTL ..... **RNAV (GPS) Y Rwy 8L**
RNAV (GPS) Y Rwy 26L
RNAV (GPS) Y Rwy 26R
NA when local weather not available.

OXNARD, CA

ONTARIO INTL ..... **ILS Rwy 25**[1]
LOC Rwy 25[1]
RNAV (GPS) Rwy 25
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

PALM SPRINGS, CA

JACQUELINE COCHRAN RGNL ..... **VOR-A**
NA when control tower closed.
Categories A,B, 1300-2; Categories C,D, 1300-3.

PALM SPRINGS INTL ..... **VOR or GPS-B**
Categories A,B, 1900-2; Categories C,D, 1900-3.

PALMDALE, CA

PALMDALE RGNL/ USAF PLANT 42 .. **VOR/DME or TACAN Rwy 25**
NA when local weather not available.

PASO ROBLES, CA

PASO ROBLES MUNI ..... **RNAV (GPS) Rwy 19**
VOR/DME Rwy 19
VOR/DME-B
Category D, 800-2¼.

RAMONA, CA

RAMONA ..... **RNAV (GPS)-B**[1]
RNAV (GPS) Rwy 9[2]
VOR/DME-A[3]
NA when local weather not available.
[1]Categories A,B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 900-2; Category C, 900-2½.
[3]Categories A,B 1200-2; Category C, 1200-3.

RIVERSIDE, CA

RIVERSIDE MUNI ..... **ILS or LOC Rwy 9**[12]
RNAV (GPS) Rwy 9[34]
RNAV (GPS) Rwy 27[5]
VOR-A[36]
VOR-B[37]
VOR Rwy 9[35]

[1]NA when control tower closed.
[2]ILS,LOC, Category C, 900-2¼; Category D, 900-2½.
[3]NA when local weather not available.
[4]Categories A, B, 1000-2; Categories C, D, 1000-3.
[5]Categories A, B, 1300-2; Categories C, D, 1300-3.
[6]Categories A, B, 1500-2; Categories C, D, 1500-3.
[7]Categories A, B, 1200-2; Categories C, D, 1200-3.

SAN DIEGO, CA

BROWN FIELD MUNI ..... **RNAV (GPS) Rwy 8L**[1]
VOR or GPS-A,800-2¾[2]
[1]NA when local weather not available.
[2]NA when control tower closed.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SAN DIEGO, CA (CON'T)

MONTGOMERY FIELD ..... **ILS or LOC Rwy 28R**
RNAV (GPS) Rwy 28R
NA when local weather not available.

SAN DIEGO INTL ..... **ILS or LOC Rwy 9**
LOC Rwy 27
RNAV (GPS) Rwy 9
Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.

SAN DIEGO(EL CAJON), CA

GILLESPIE FIELD ..... **LOC-D**[12]
RNAV (GPS) Rwy 17[34]
[1]NA when control tower closed.
[2]Categories A, B, 2400-2; Categories C, D, 2400-3.
[3]Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[4]NA when local weather not available.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY ..... **ILS or LOC Rwy 11**[1]
VOR or TACAN A[2]
[1]NA when control tower closed.
Categories A,B, 900-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Categories A,B, 1500-2; Categories C,D, 1500-3.

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE COUNTY ... **ILS or LOC Rwy 19R**[124]
LDA Rwy 19R[34]
LOC BC Rwy 1L[5]
NDB Rwy 19R[4]
[1]ILS,LOC,Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when control tower closed.
[5]NA when control zone not in effect.

SANTA BARBARA, CA

SANTA BARBARA MUNI . **ILS or LOC Rwy 7**[12]
RNAV (GPS) Rwy 7[13]
VOR or GPS Rwy 25[4]
[1]NA when local weather not available.
[2]ILS, Categories A,B, 800-2; Category C,800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]Category C, 800-2¼; Category D, 1000-3.
[4]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA MARIA, CA

SANTA MARIA PUBLIC/CAPTAIN G. ALLEN HANCOCK FIELD ..... **ILS or LOC Rwy 12**[14]
LOC/DME BC-A[24]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[67]
VOR Rwy 12[35]
[1]ILS, Category C, 700-2; Category D, 1100-3. LOC, Category D, 1100-3.
[2]Category A,B, 900-2; Category C, 900-2½; Category D, 1100-3.
[3]Category D, 1100-3.
[4]NA when control tower closed.
[5]NA when control tower closed except for operators with approved weather reporting service.
[6]NA when local weather not available.
[7]Categories A, B, 1400-2; Category C, 1400-3.

SANTA MONICA, CA

SANTA MONICA MUNI ..... **VOR or GPS-A**
Category A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

SANTA YNEZ, CA

SANTA YNEZ ..... **VOR or GPS-B**
Categories A,B, 1300-2.
NA except for operators with approved weather reporting service.

TORRANCE, CA

ZAMPERINI FIELD ..... **ILS or LOC Rwy 29R**[1]
VOR or GPS Rwy 11L,900-2[2]
[1]NA when control tower closed.
[2]NA when control tower closed except for operators with approved weather reporting service.

VAN NUYS, CA

VAN NUYS ..... **ILS Rwy 16R**[1]
LDA-C[2]
VOR-A[34]
[1]NA when control tower closed.
[2]Categories A, B, 1900-2; Categories C,D, 1900-3.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS ..... **ILS or LOC Rwy 17**[1]
RNAV (GPS) Rwy 17[2]
VOR/DME Rwy 17[2]
NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

LEMOORE NAS (KNLC), (REEVES FIELD), CA (Amdt 1, 08045 USN) ELEV **232**

RADAR - (E) 125.95 264.5x 270.8x 301.2x 309.9x 314.0x 336.4x 344.4x 348.75x 363.7x 383.6x 383.9x ▼

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	32L[2]	3.0°/40/758	ABCDE	**330**/16	100	(100-¼)
	14L	3.0°/54/1015	ABCDE	**322**-½	100	(100-½)
	32R	3.0°/45/853	ABCDE	**325**/24	100	(100-½)
	14R	3.0°/51/984	ABCDE	**331**-½	100	(100-½)
PAR W/O GS	14L		ABCDE	**500**-1¼	278	(300-1¼)
	14R		ABCDE	**520**-1¼	289	(300-1¼)
	32L[3]		ABCDE	**540**/40	310	(400-¾)
	32R		ABCDE	**540**/60	315	(400-1¼)
ASR	32L[4]		AB	**540**/24	310	(400-½)
			CDE	**540**/40	310	(400-¾)
	14L		ABCDE	**520**-1	298	(300-1)
	14R		ABCDE	**520**-1	289	(300-1)
	32R		ABC	**620**/50	395	(400-1)
			DE	**620**/60	395	(400-1¼)
CIR	All Rwys[5]		A	**680**-1	448	(500-1)
			B	**700**-1	468	(500-1)
			C	**700**-1½	468	(500-1½)
			DE	**800**-2	568	(600-2)

[1]No-NOTAM MP: PAR-Rwy 14R-32L 1600-2400Z++ Mon, Rwy 14L-32R 1600-2400Z++ Wed. [2]When ALS inop, increase CAT ABCDE RVR to 24 and vis to ½ mile. [3]When ALS inop, increase CAT ABCDE RVR to 60 and vis to 1¼ miles. [4]When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile. [5]CIR from PAR W/O GS Rwy 14L, 14R and 32R, increase vis CAT AB to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

CAMP PENDLETON MCAS (MUNN FLD)(KNFG), CA (Oceanside)

(07158 USN) ELEV **78**

RADAR - (E) 281.7 338.1 ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	21[125]	3.5°/49/843	ABCD	**438**-¾	360	(400-¾)
W/O GS	21[56]		ABC	**520**-1	442	(500-1)
			D	**520**-1¼	442	(500-1¼)
ASR	21[3]		A	**900**-¾	822	(900-¾)
			B	**900**-1	822	(900-1)
			C	**900**-2¼	822	(900-2¼)
			D	**900**-2½	822	(900-2½)
CIR	All Rwy[4]		A	**960**-1¼	882	(900-1¼)
			B	**1080**-1½	1002	(1100-1½)
			C	**1180**-3	1102	(1200-3)
			D	**1200**-3	1122	(1200-3)

[1]CAUTION: Trees penetrate obstacle surfaces within the visual portion of the procedure approximately 900' from threshold. Pilots must have trees in sight prior to descending from decision height. [2]When ALS inop, increase vis CAT ABCD to 1 mile. [3]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2½ miles and CAT D to 2¾ miles. [4]Circling auth fr ASR and PAR W/O GS only. Circling Rwy 3 not auth at night. [5]No-NOTAM prevent main sked: PAR 2100-0100Z++Mon. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT D to 1½ miles.

21 OCT 2010 to 18 NOV 2010

LOS ALAMITOS AAF (KSLI), CA (1-Amdt 5, 2-Amdt 2, 3-Orig 08101 USA) ELEV **32**

RADAR[12] - (E) 124.75 127.95 279.5 285.55 290.9 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1						
PAR	22L[3]	3.0°/40/745	ABCD	**282**-¾	250	(300-¾)
PAR W/O GS	22L[45]		ABC	**420**-¾	388	(400-¾)
			D	**420**-1	388	(400-1)
RADAR 2						
PAR	22L	4.0°/40/572	COPTER	**235**-¼	200	(200-¼)
RADAR 3						
ASR	22L[45]		AB	**440**-¾	408	(500-¾)
			CD	**440**-1	408	(500-1)
CIR	22L[4]		A	**440**-1	408	(500-1)
			B	**500**-1	468	(500-1)
			C	**500**-1½	468	(500-1½)
			D	**600**-2	568	(600-2)

[1]PAR opr 1600-0000Z++ Mon, 1500-0600Z++ Tue-Thu, 2200-0600Z++ Fri. [2]Multiple PAR apch avbl during VFR ctc twr for freq assn. [3]When ALS inop, increase CAT CD vis to 1 mile. [4]Circling NA N of Rwy 4L-22R. [5]When ALS inop, increase vis all CATs ¼ mile.

21 OCT 2010 to 18 NOV 2010

MIRAMAR MCAS (MITSCHER FLD) (KNKX), CA (09351 USN) ELEV 477

RADAR[1] - (E) 133.625 266.8x 270.35 307.9x 328.4x 348.75 350.275 373.575 379.125 380.3x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	24R[2]	3.0°/53/1133	ABCDE	**575**-¼	100	(100-¼)
	24L	3.0°/46/1032	ABCDE	**577**-½	100	(100-½)
PAR w/o GS[5]						
	24R[3]		AB	**820**-½	345	(400-½)
			CDE	**820**-¾	345	(400-¾)
	24L		ABC	**820**-1	343	(400-1)
			DE	**820**-1¼	343	(400-1¼)
ASR	24R[4]		AB	**880**-½	405	(500-½)
			CD	**880**-¾	405	(500-¾)
			E	**880**-1	405	(500-1)
	6L		ABC	**800**-1	368	(400-1)
			DE	**800**-1¼	368	(400-1¼)
	24L		AB	**880**-1	403	(500-1)
			CD	**880**-1¼	403	(500-1¼)
			E	**880**-1½	403	(500-1½)
CIR[6]	All Rwy		A	**920**-1	443	(500-1)
			B	**940**-1	463	(500-1)
			C	**940**-1½	463	(500-1½)
			D	**1160**-2¼	683	(700-2¼)
			E	**1360**-3	883	(900-3)

[1]Other APP CON freq as asgn.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.
[4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.
[5]No NOTAM MP: PAR 1700-2200Z++ Tue.
[6]Circling not authorized to Rwy 10-28. CAT E circling not authorized S of Rwy 6R-24L.

21 OCT 2010 to 18 NOV 2010

NORTH ISLAND NAS (KNZY), (HALSEY FIELD), CA (San Diego) (09127USN) ELEV 26

RADAR - (E) 127.7x 133.175x 319.9x 350.8x 353.5x 382.0x 385.5x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	29[3]	3.0°/36/730	ABCDE	276-¾	250	(300-¾)
	36[6]	3.0°/46/850	ABCDE	119-¼	100	(100-¼)
(OFFSET)	29[8]	3.0°/36/730	ABCDE	620-2	594	(600-2)
PAR W/O GS[1]	29[24]		AB	460-½	434	(500-½)
			CD	460-¾	434	(500-¾)
			E	460-1	434	(500-1)
PAR W/O GS[1]	36		ABC	380-1	361	(400-1)
			DE	380-1¼	361	(400-1¼)
PAR W/O GS[1] (OFFSET)	29[2]		ABCDE	620-2	594	(600-2)
ASR	29[25]		AB	540-½	514	(600-½)
			C	540-1	514	(600-1)
			DE	540-1¼	514	(600-1¼)
	36[7]		A	800-¾	781	(800-¾)
			B	800-1	781	(800-1)
			C	800-2	781	(800-2)
			D	800-2¼	781	(800-2¼)
			E	800-2½	781	(800-2½)
(OFFSET)	29[2]		ABCDE	620-2	594	(600-2)
CIR	29[2]		AB	620-2	594	(600-2)
			CDE	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

[1]No-NOTAM MP sked 2000-2400Z++ Mon. [2]Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36. [3]When ALS inop, increase vis CAT ABCDE to 1 mile. [4]When ALS inop, increase vis CAT ABC to 1¼ mile, CAT DE to 1½ mile. [5]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT DE to 1¾ miles. [6]When ALS inop, increase vis CAT ABCDE to ½ mile. [7]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 2¼ mile, CAT D to 2½ mile, CAT E 2¾ mile. [8]Minima applicable for rotorcraft short offset approaches.

21 OCT 2010 to 18 NOV 2010

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD), CA

(Oxnard) (09267 USN) ELEV **12**

RADAR[7] - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	3[2]	3.0°/47/901	ABCDE	**111**-¼	100	(100-¼)
	21	3.0°/47/891	ABCDE	**113**-½	100	(100-½)
PAR	21(altn MAP)[4]	3.0°/47/891	ABCDE	**650**-1¾	637	(700-1¾)
PAR W/O GS	3[5]		ABCDE	**300**-1	289	(300-1)
	21[5]		ABCDE	**360**-¾	347	(400-¾)
	21(altn MAP)[4]		ABCDE	**440**-1¾	427	(500-1¾)
ASR	3[3]		ABC	**380**-¾	369	(400-¾)
			DE	**380**-1	369	(400-1)
	21[3]		AB	**380**-½	367	(400-½)
			CDE	**380**-¾	367	(400-¾)
ASR	21(altn MAP)[6]		ABCDE	**440**-1½	427	(500-1½)
CIR[1]	3,21		A	**420**-1	407	(500-1)
			B	**480**-1	467	(500-1)
			C	**480**-1½	467	(500-1½)
			D	**580**-2	567	(600-2)
			E	NOT AUTHORIZED		

ATC Missed apch climb rate to 1500

	Knots	60	120	180	240	300	360
PAR 3	FPM	330	660	990	1320	1650	1980

Expanded RADAR svc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc APP CON 25 NM out on 307.275 or 128.65.

[1]Circling not authorized E of Rwy 3-21,with PAR approach, or when Alternate MAP Rwy 21 in use. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 2¼ miles. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 2 miles. [7]No-NOTAM preventive maint 1400-1800Z++ Mon.

SAN CLEMENTE ISLAND NALF (KNUC), (FREDERICK SHERMAN FIELD), CA

RADAR - (E) 127.05x 305.3x ▽ (09071 USN) ELEV **184**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23	3.0°/40/939	ABCDE	**434**-1	250	(300-1)
PAR[1]	W/O GS 23		ABCDE	**520**-1¼	336	(400-1¼)
ASR[2]	23		AB	**780**-1	596	(600-1)
			C	**780**-1½	596	(600-1½)
			D	**780**-1¾	596	(600-1¾)
			E	**780**-2	596	(600-2)
CIR[3]	W/O GS All Rwy		A	**540**-1¼	356	(400-1¼)
			B	**640**-1¼	456	(500-1¼)
			C	**640**-1½	456	(500-1½)
			DE	**740**-2	556	(600-2)
CIR[3]	All Rwy		AB	**780**-1	596	(600-1)
			C	**780**-1½	596	(600-1½)
			DE	**780**-2	596	(600-2)

[1]No-NOTAM MP PAR 1800-2000Z++ Tue. [2]No-NOTAM MP ASR 2000-2200Z++ Tue. [3]Circling not authorized S of Rwy 5-23.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTURAS, CA

ALTURAS MUNI (AAT)

AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use BACHS DEPARTURE.

AMEDEE AAF (KAHC),

HERLONG, CA. . . . . AMDT 1, 09239

Rwy 8, 26: 4000-3 for climb in visual conditions.

Rwy 8, 26: Cross Amedee AAF at or above 7900 before proceeding on course.

NAME TAKE-OFF MINIMUMS

ARCATA-EUREKA, CA

ARCATA

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ a min. climb of 429' per NM to 1900. **Rwy 14,** 600-2¼ or std. w/ a min. climb of 486' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn thence..., or for climb in visual conditions: cross Arcata Airport westbound at or above 1100, thence...**Rwys 14, 19,** climbing right turn thence...**Rwy 32,** climbing left turn thence...

...via ACV R-250 to HOCUT INT and continue climb to MEA on V27.

NOTE: **Rwy 1,** multiple trees beginning 182' from departure end of runway, 11' right of centerline, up to 161' AGL/370' MSL. Multiple tees beginning 281' from departure end of runway, 86' left of centerline, up to 148' AGL/357' MSL. **Rwy 14,** multiple trees beginning 838' from departure end of runway, 372' left of centerline, up to 200' AGL/759' MSL. Multiple trees beginning 1286' from departure end of runway, 716' right of centerline, up to 65' AGL/286' MSL. **Rwy 19,** multiple trees beginning 57' from departure end of runway, 270' right of centerline, up to 30' AGL/218' MSL. **Rwy 32,** multiple trees beginning 113' from departure end of runway, 211' right of centerline, up to 86' AGL/267' MSL. Multiple trees 1' from departure end of runway, 161' left of centerline, up to 21' AGL/202' MSL. Obstruction light 426' from departure end of runway, 257' right of centerline, 21' AGL/202' MSL.

AUBURN, CA

AUBURN MUNI (AUN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 385' per NM to 2300, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn to 5000 heading 310°, and MYV VOR/DME R-083 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course, or for climb in visual conditions: cross Auburn Muni airport at or above 2500, continue climb to 5000 via heading 275° and MYV VOR/DME R-094 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course. **Rwy 25,** climbing right turn to 5000 via heading 310° and MYV VOR/DME R-083 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1117' from DER, 504' right of centerline, up to 40' AGL/1708' MSL. Pole 1365' from DER, 600' right of centerline, 59' AGL/1679' MSL. Tree 3791' from DER, 700' right of centerline, 40' AGL/1639' MSL. **Rwy 25,** tree 37' from DER, 479' left of centerline, 40' AGL/1528' MSL. Tree 86' from DER, 461' right of centerline, 40' AGL/1532' MSL. Fence 301' from DER, 244' right of centerline, 8' AGL/1508' MSL. Trees beginning 660' from DER, 249' right of centerline, up to 40' AGL/1559' MSL.

BEALE AFB (KBAB)

MARYSVILLE, CA. . . . . .ORIG, 09155

DEPARTURE PROCEDURE: **Rwy 15,** Climb on a heading between 100° CW to 325° from DER. **Rwy 33,** Climb on a heading between 146° CW to 344° from DER.

TAKE-OFF OBSTACLES: **Rwy 33,** Terrain 118' MSL, 62' from DER, 500' right of centerline. Terrain 119' MSL, 190' from DER, 551' right of centerline.

BECKWOURTH, CA

NERVINO

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions: cross Nervino Airport at or above 8300 before proceeding on course.

NOTE: **Rwy 7,** road 58' from departure end of runway, 469' right of centerline, 15' AGL/4920' MSL. Pole 310' from departure end of runway, 522' right of centerline, 49' AGL/4925' MSL. Pole 528' from departure end of runway, 522' right of centerline, 39' AGL/4924' MSL. Tree 1.47 NM from departure end of runway, 727' right of centerline, 100' AGL/5193' MSL. Tree 1.9 NM from departure end of runway, 2534' right of centerline, 100' AGL/5499' MSL. Bush 2.03 NM from departure end of runway, 2126' right of centerline, 4' AGL/5406' MSL. **Rwy 25,** tree 5856' from departure end of ruwnay, 1984' right of centerline, 100' AGL/5339' MSL. Tree 1.25 NM from departure end of runway, 2439' right of centerline, 100' AGL/5420' MSL. Tree 2.07 NM from departure end of runway, 3302' left of centerline, 100' AGL/5570' MSL.

BISHOP, CA

EASTERN SIERRA RGNL

TAKE-OFF MINIMUMS: **Rwys 7,12,16,** NA. **Rwys 25, 30,34,** 4000-2 or std. with a min. climb of 350' per NM to 9000.

DEPARTURE PROCEDURE: **Rwys 25,30,** turn right. **Rwy 34,** turn left, climb northwestbound to 13000 via BIH R-322 to NIKOL Int.

BYRON, CA

BYRON

TAKE-OFF MINIMUMS: **Rwy 23,** NA-obstacles. **Rwy 30,** 200-1 or std. with a min. climb of 240' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via heading 120° and ECA VORTAC before proceedingon course. **Rwy 12,** climbing left turn via heading 050° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course. **Rwy 30,** climbing right turn via heading 130° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course.

NOTE: **Rwy 5,** bush 17' from departure end of runway, 67' right of centerline, 6' AGL/52' MSL. **Rwy 12,** multiple trees and bush beginning 240' from departure end of runway, 286' right of centerline, up to 39' AGL/76' MSL. **Rwy 30,** multiple poles, building, and terrain beginning 66' from departure end of runway, 228' left of centerline, up to 65' AGL/225' MSL. Multiple poles beginning 949' from departure end of runway, 28' right of centerline, up to 42' AGL/103' MSL.

CHICO, CA

CHICO MUNI

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. **All aircraft,** climb via CIC R-205 to JINGO Int. Aircraft departing JINGO Int 020° CW 350° climb on course. All others climb in JINGO Int holding pattern (SE, right turns, 320° inbound) to depart JINGO Int at or above 2800.

CLOVERDALE, CA

CLOVERDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2 or std. with a min. climb of 280' per NM to 1500, then a min. climb of 260' per NM to 3900. **Rwy 32,** NA.

DEPARTURE PROCEDURE: **Rwy 14,** climb direct STS VOR/DME. Continue climb in holding pattern (NW right turns, 140° inbound) to MEA for route of flight.

NOTE: **Rwy 14,** tree 9337' from departure end of runway, 4633' right of centerline, 150' AGL/889' MSL.

COLUMBIA, CA

COLUMBIA

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 with a min. climb rate of 300' per NM to 3000. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use FICHU RNAV DEPARURE. **Rwy 35,** NA.

NOTE: **Rwy 17,** 51' AGL pole 502' from departure end of runway, 368' right of centerline, 90' AGL tree 483' from departure end of runway, 535' right of centerline; 100 AGL tree 1258' from departure end of runway, 494' left of centerline; 167' AGL tree 1644' from departure end of runway, 924' right of centerline.

COLUSA, CA

COLUSA COUNTY

DEPARTURE PROCEDURE: Climb direct to ILA VORTAC.

CONCORD, CA

BUCHANAN FIELD (CCR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1L/R,** std. w/ min. climb of 360' per NM to 1100, or 2200-3 for climb in visual conditions. **Rwys 14L/R,** std. w/ min. climb of 420' per NM to 2700, or 2200-3 for climb in visual conditions. **Rwys 19L/R,** std. w/ min. climb of 490' per NM to 4000, or 2200-3 for climb in visual conditions. **Rwys 32L/R,** std. w/ min. climb of 320' per NM to 500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1L/R,** climb direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...**Rwys 14L/R, 19L/R** climbing left turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...**Rwys 32L/R,** climbing right turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...

...aircraft departing CCR VOR/DME R-150 clockwise R-110 climb on course. All others climb in CCR VOR/DME holding pattern (north, left turns, 191° inbound) to cross CCR VOR/DME at or above 2700 before proceeding on course.

NOTE: **Rwy 1L,** multiple trees and bushes beginning 675' from departure end of runway, 9' left of centerline, up to 48' AGL/98' MSL. Multiple poles, light poles and antennas on buildings beginning 639' from departure end of runway, 120' left of centerline, up to 50' AGL/72' MSL. Fence 117' from departure end of runway, 2' right of centerline, 12' AGL/29' MSL. Sign 1996' from departure end of runway, 812' left of centerline, 45' AGL/78' MSL. Flagpole 1520' from departure end of runway, 753' left of centerline, 40' AGL/71' MSL. **Rwy 1R,** multiple trees and poles beginning 1552' from departure end of runway, 98' right of centerline, up to 52' AGL/131' MSL. **Rwy 19R,** multiple trees beginning 604' from departure end of runway, 82' left of centerline, up to 70' AGL/108' MSL. Light pole 1392' from departure end of runway, 749' right of centerline, 51' AGL/71' MSL. Obstruction light on building 2451' from departure end of runway, 911' left of centerline, 73' AGL/97' MSL. Fence 123' from deparure end of runway, 503' left of centerline, 6' AGL/30' MSL. **Rwy 19L,** multiple trees beginning 2132' from departure end of runway, 28' left of centerline, up to 70' AGL/106' MSL. **Rwy 32L,** road/vehicle 561' from departure end of runway, on centerline, 15' AGL/49' MSL. Light on tank 6617' from departure end of runway, 1926' right of centerline, 114' AGL/213' MSL. Hangar 259' from departure end of runway, 300' left of centerline, 21' AGL/37' MSL. Transmission tower 6015' from departure end of runway, 1338' left of centerline, 145' AGL/173' MSL. Tree 825' from departure end of runway, 136' left of centerline, 25' AGL/40' MSL, building 633' from departure end of runway, 254' right of centerline, 20' AGL/35' MSL.

BUCHANAN FIELD (CON'T)

Rwy 32R, train 6345' from departure end of runway, 1948' left of centerline, 23' AGL/102' MSL, obstruction light on hopper 2110' from departure end of runway, 601' right of centerline, 79' AGL/99' MSL. Obstacle light on tank 6617' from departure end of runway, 1426' right of centerline, 193' AGL/213' MSL. Flagpole 655' from departure end of runway, 300' right of centerline, 35' AGL/43' MSL. Sign 697' from departure end of runway, 248' right of centerline, 25' AGL/41' MSL. Road/vehicle 561' from departure end of runway, on centerline, 15' AGL/49' MSL. Building 633' from departure end of runway, 246' left of centerline, 20' AGL/35' MSL, tree 825' from departure end of runway, 635' left of centerline, 25' AGL/40' MSL, transmission tower 6015' from departure end of runway, 1839' left of centerline, 145' AGL/173' MSL. **Rwy 14R,** obstacle lights, obstacle lights on buildings, obstacle lights on windsocks, buildings and trees beginning 412' from departure end of runway, 167' right of centerline, upt o 104' AGL/136' MSL. **Rwy 14L,** multiple trees beginning 841' from departure end of runway, 61' left of centerline, up to 78' AGL/102' MSL, building 1071' from departure end of runway, 35' left of centerline, 30' AGL/58' MSL. Fence 225' from departure end of runway, 29' left of centerline, 12' AGL/33' MSL.

CRESCENT CITY, CA

JACK MCNAMARA FIELD

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1. **Rwy 17,** 300-1 or std. with a min. climb of 240' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 11,17,** climbing right turn. **Rwys 29,35,** climbing left turn. **All aircraft,** climb direct CEC VORTAC. Aircraft departing CEC R-131 CW R-330 climb on course. All others continue climb in CEC holding pattern (S, left turns, 341° inbound) to cross CEC VORTAC at or above: R-331 CW R-010, 1100; R-011 CW R-050, 2200; R-051 CW R-090, 4100; R-091 CW R-130, 2700.

DAVIS, CA

UNIVERSITY (EDU)

AMDT 3 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 200° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course. **Rwy 35,** climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1353' from DER, 31' right of centerline, up to 40' AGL/109' MSL. **Rwy 35,** tree 24' from DER, 433' left of centerline, 40' AGL/104' MSL. Vehicle 288' from DER, on centerline, 15' AGL/74' MSL.

DAVIS/WOODLAND/WINTERS, CA

YOLO COUNTY (DWA)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2100 before turning right. **Rwy 34,** climb heading 344° to 1500 before turning left.

NOTE: **Rwy 16,** multiple trees beginning 595' from DER, 308' right of centerline, up to 120' AGL/206' MSL. Multiple trees beginning 1046' from DER, 257' left of centerline, up to 120' AGL/195' MSL. **Rwy 34,** multiple trees beginning 417' from DER, 361' right of centerline, up to 120' AGL/206' MSL. Trees beginning 683' from DER, 491' left of centerline, up to 120' AGL/206' MSL. Pole 859' from DER, 548' left of centerline, 47' AGL/137' MSL.

EUREKA, CA

MURRAY FIELD (EKA)

AMDT 4 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 465' per NM to 1800 or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12** climbing right turn heading 265° to intercept V27. For climb in visual conditions: cross Eureka airport at or above 3700 before proceeding on course. **Rwy 30,** climbing left turn heading 265° to intercept V27.

NOTE: **Rwy 12,** bush 50' from DER, 82' left of centerline, 6' AGL/16' MSL. Multiple trees beginning 1.5 NM from DER, 2993' left of centerline. Multiple trees beginning 1.6 NM from DER, 2318' right of centerline. **Rwy 30,** multiple trees, beginning 443' from DER, 389' right of centerline, up to 93' AGL/103' MSL. Tree 664' from DER, 587' left of centerline, 46' AGL/56' MSL. Pole 753' from DER, 155' right of centerline 27' AGL/ 37' MSL. Railroad 786' from DER, 4' left of centerline 23' AGL/31' MSL. Road beginning 602' from DER, 4' left of centerline up to 15' AGL/23' MSL. Bush 566' from DER, 69' left of centerline, 8' AGL/18' MSL.

FIREBAUGH, CA

FIREBAUGH

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn. **Rwy 30,** climbing left turn. **All aircraft** climb via heading 150° and PXN R-061 to MENDO Int. Aircraft departing MENDO Int, heading 230° CW 150° climb on course. All others climb in MENDO holding pattern (NE, right turns, 241° inbound) to cross MENDO Int at or above 2000.

FORTUNA, CA

ROHNERVILLE

TAKE-OFF MINIMUMS: **Rwy 11,** NA.

DEPARTURE PROCEDURE: Climb direct FOT VORTAC. Continue climb in holding pattern (N, right turns, 161° inbound) to cross FOT VORTAC at or above 3000.

FRESNO, CA

FRESNO-CHANDLER EXECUTIVE (FCH)

AMDT 2 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 111° to 2000 then climbing right turn to 6300 via heading 200° and CZQ VORTAC R-167 before proceeding on course. **Rwy 30,** climb heading 291° to 2000 then climbing left turn to 5500 via heading 140° and CZQ VORTAC R-167 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, poles, and terrain beginning 84' from departure end of runway, 16' left of centerline, up to 92' AGL/371' MSL. Multiple trees, poles, road, fence and terrain beginning 53' from departure end of runway, 94' right of centerline, up to 62' AGL/341' MSL. **Rwy 30,** multiple trees, poles, bushes and terrain beginning 125' from departure end of runway, 46' left of centerline, up to 111' AGL/389' MSL. Multiple poles, road, and fence beginning 236' from departure end of runway, 23' right of centerline, up to 42' AGL/320' MSL.

FRESNO YOSEMITE INTL

DEPARTURE PROCEDURE: **Rwys 11L, 11R** ,climbing left turn direct CZQ VORTAC. **Rwys 29L, 29R,** climbing right turn direct CZQ VORTAC. All aircraft climb in CZQ VORTAC holding pattern (SE, left turns, 322° inbound) to cross CZQ VORTAC at or above MEA/ MCA for direction of flight before proceeding en route.

NOTE: **Rwy 11L,** pole 647' from departure end of runway, 543' left of centerline, 17' AGL/349' MSL. Sign 1693' from departure end of runway, 863' right of centerline, 53' AGL/383' MSL. **Rwy 11R,** transmisometer 432' from departure end of runway, 281' left of centerline, 19' AGL/ 349' MSL. Light, 1701' from departure end of runway, 293' right of centerline, 53' AGL/386' MSL. **Rwy 29L,** arresting sys, 124' from departure end of runway, 527' right of centerline, 2' AGL/334' MSL. Building 219' from departure end of runway, 296' left of centerline, 7' AGL, 336' MSL. **Rwy 29R,** trees 1076' from departure end of runway, 775' right of centerline, 63' AGL/397' MSL. Arresting sys, 95' from departure end of runway, 149' right of centerline, 3' AGL/336' MSL. Multiple trees beginning 1076' from departure end of runway, 775' right of centerline, up to 75' AGL/397' MSL.

GRASS VALLEY, CA

NEVADA COUNTY AIR PARK

TAKE-OFF MINIMUMS: **Rwy 7,** NA.

DEPARTURE PROCEDURE: **Rwy 25,** climb via MYV R-058 to 6000 then continue climb on course.

GROVELAND, CA

PINE MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 400' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 9,** turn right. **Rwy 27,** turn left. **All aircraft** climb direct LIN VORTAC. Cross LIN VORTAC at or above 5000.

HALF MOON BAY, CA

HALF MOON BAY

TAKE-OFF MINIMUMS: **Rwy 12,** 2600-2 or std. with a min. climb of 300' per NM to 3000. **Rwy 30,** NA.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 3000, then climb direct OSI VORTAC, to cross OSI VORTAC at or above 3500 before proceeding on course.

10266

HANFORD, CA

HANFORD MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climbing left turn heading 050° to intercept V-23. **Rwy 32,** climbing right turn heading 050° to intercept V-23.

HAYWARD, CA

HAYWARD EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 10L,10R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 28L,28R,** climb straight ahead. **Rwys 10L,10R,** turn right, climb to 2500 via direct OAK VORTAC and OAK R-288. Aircraft southeastbound and capable of climbing 250' per NM to 4500 may proceed direct to MABRY Int via OAK R-114.

HOLLISTER, CA

HOLLISTER MUNI (CVH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** NA-ATC. **Rwy 13,** std. w/ min. climb of 391' per NM to 3500, or 3100-3 for climb in visual conditions. **Rwy 31,** std. w/ min climb of 209' per NM to 2300, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climbing right turn to heading 332° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course. **Rwy 31,** climb heading 307° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.

NOTE: **Rwy 13,** terrain beginning 992' from departure end of runway, 348' left of centerline, up to 289' MSL. Terrain beginning 2467' from departure end of runway, 154' right of centerline, up to 309' MSL, trees beginning 1277' from departure end of r unway, 348' left of centerline, up to 309' MSL, trees beginning 2467' from departure end of runway, 153' right of centerline, up to 270' MSL. **Rwy 31,** terrain beginning 76' from departure end of runway, 392' left of centerline, up to 247' MSL. Terrain beginning 14' from departure end of runway, 179' right of centerline, up to 231' MSL.

JACKSON, CA

WESTOVER FIELD AMADOR COUNTY

DEPARTURE PROCEDURE: **Rwy 1,** turn left. **Rwy 19,** turn right. **All aircraft** climb direct LIN VORTAC, continue climb on course.

LAKEPORT, CA

LAMPSON FIELD (1O2)

ADMT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. with a min. climb of 400' per NM to 4500, do not exceed 210 Knots until intercepting the ENI R-073 or 3200-3 for climb in visual conditions. **Rwy 28,** NA-Rapidly rising terrain.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn to 6000 via heading 310° and ENI R-073 to ENI VORTAC before proceeding on course, or for climb in visual conditions: cross Lampson Field at or above 4400 MSL before proceeding on course.

NOTE: **Rwy 10,** vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL. Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL. Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

LEMOORE NAS (REEVES FIELD) (KNLC)

LEMOORE, CA 07270

Rwy 14L, Cross DER at or above 15' AGL/235' MSL.
Rwy 14R, Cross DER at or above 15' AGL/245' MSL.
Rwy 32L, Cross DER at or above 15' AGL/ 234' MSL, Departure headings 142° CW 283°, minimum military climb 220 ft/NM to 6400, minimum civil climb 220 ft/NM to 6600.
Rwy 32R, Cross DER at or above 15' AGL/239' MSL, Departure headings 142° CW 281° minimum military climb 220 ft/NM to 6400, minimum civil climb 220 ft/NM to 6600.

LINCOLN, CA

LINCOLN RGNL/KARL HARDER FIELD

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn. **Rwy 33,** climbing left turn. **All aircraft** climb direct MYV VOR/DME, then climb on course.

LITTLE RIVER, CA

LITTLE RIVER (LLR)

ORIG 10154 (FAA)

DEPARTURE PROCEDURE: Use LITTLE RIVER DEPARTURE.

LIVERMORE, CA

LIVERMORE MUNI

TAKE-OFF MINIMUMS: **Rwys 7L, 7R,** 1500-2 or std. with a min. climb of 260' per NM to 2200. **Rwys 25L, 25R,** 2300-2 or std. with a min. climb of 375' per NM to 3100.

DEPARTURE PROCEDURE: **Rwys 7L, 7R,** climb direct REIGA LOM, then climbing left turn via the 030° bearing from REIGA LOM to intercept V109, then proceed on course. **Rwys 25L, 25R,** climb runway heading to 1200, then climbing right turn via heading 020° and OAK R-060 to ALTAM Int, then proceed on course.

LODI, CA

LODI

DEPARTURE PROCEDURE: Climb direct to LIN VORTAC.

LOS BANOS, CA

LOS BANOS MUNI (LSN)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 318° CW to 151° from DER, or minimum climb of 320' per NM to 5100 for all other courses. **Rwy 32,** climb on a heading between 260° CW to 137° from DER, or minimum climb of 273' per NM to 5200 for all other courses.

NOTE: **Rwy 14,** multiple trees, poles, buildings beginning 3' from DER, 24' left of centerline, up to 73' AGL/194' MSL. Multiple trees, poles, buildings beginning 20' from DER, 21' right of centerline, up to 85' AGL/206' MSL. **Rwy 32,** multiple trees beginning 220' from DER, 453' right of centerline, up to 40' AGL/ 160' MSL. Multiple poles, beginning 1120' from DER, 173' left of centerline, up to 60' AGL/181' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

10266

MADERA, CA

MADERA MUNI

DEPARTURE PROCEDURE: **Rwy 30,** climbing right turn via FRA R-243 to BEREN Int/FRA 18.6 DME then via assigned route. **Rwy 12,** turn left, climb heading 095° to 1500, continue climb direct CZQ VORTAC, then via assigned route.

MAMMOTH LAKES, CA

MAMMOTH YOSEMITE (MMH)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 400' per NM to 10700. **Rwy 27,** std. w/ min. climb of 590' per NM to 12200. **Rwy 27,** NA at night.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 10700, then climbing left turn heading 052° to intercept BIH R-322 northwestbound to NIKOL INT before proceeding on course. **Rwy 27,** climbing right turn heading 052° to intercept BIH R-322 northwest bound to NIKOL INT before proceeding on course. Note: Rwy 27 NA at night. Do not exceed 250 KIAS until established on 052° heading.

NOTE: **Rwy 9,** vehicles on roadway 11' from DER, 460' right of centerline, up to 15' AGL/7078' MSL. Tree 4900' from DER, 1057' right of centerline 100' AGL/7283' MSL. Tree 1585' from DER, 659' left of centerline, 100' AGL/7152' MSL. **Rwy 27,** vehicles on roadway 178' from DER, 461' left of centerline, up to 15' AGL/7160' MSL. Bushes beginning 211' from DER, from 269' left of centerline, up to 15' AGL/7150' MSL. Building 386' from DER, 434' right of centerline, 28' AGL/7155' MSL. Tree 2470' from DER, 642' right of centerline, 100' AGL/7218' MSL.

MARINA, CA

MARINA MUNI (OAR)

ADMT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. with a min. climb of 307' per NM to 4500, or 2000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 108° and SNS VORTAC R-252 to SNS VORTAC, thence..., or for climb in visual conditions: cross Marina Muni Airport at or above 2100, then proceed on SNS VORTAC R-261 to SNS VORTAC, thence... **Rwy 29,** climb via heading 288° to 1200', then climbing right turn direct SNS VORTAC, thence...

All aircraft continue climb in SNS holding pattern (West, left turns, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 11,** windsock 32' from DER, 386' left of centerline, 8' AGL/148' MSL. **Rwy 29,** bush 158' from DER, 272' right of centerline, 10' AGL/142' MSL.

MARIPOSA, CA

MARIPOSA-YOSEMITE

TAKE-OFF MINIMUMS: **Rwy 8,** N/A-Obstacles

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 265° to 3000, then climbing left turn to 7000 direct FRA VORTAC before proceeding on course.

NOTE: **Rwy 26,** tree 10' from departure end of runway, 313' left of centerline, 100' AGL/2265' MSL. Tree 1146' from departure end of runway, 303' left of centerline, 100' AGL/2298' MSL.

MARYSVILLE, CA

YUBA COUNTY

DEPARTURE PROCEDURE: **All runways,** climb direct ILA VORTAC.

MERCED, CA

CASTLE (MER)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 250' per NM to 2500 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 126° to 2500 before turning left. For climb in visual conditions: Cross Castle Airport at or above 2200 before proceeding on course. **Rwy 31,** climb heading 306° to 1100 before turning right.

NOTE: **Rwy 13,** tree 2539' from departure end of runway, 1005' right of centerline, 89' AGL/261' MSL. **Rwy 31,** Tree 1274' from departure end of runway, 829' left of centerline, 20' AGL/224' MSL. Trees beginning 2909' from departure end of runway, 542' right of centerline, 65' AGL/269' MSL.

MERCED RGNL/MACREADY FIELD (MCE)

AMDT 5A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn to 3000 via heading 330° and MOD R-120 to MOD. **Rwy 30,** climb to 3000 via heading 300° and MOD R-120 to MOD.

MODESTO, CA

MODESTO CITY-COUNTY HARRY SHAM FIELD (MOD)

AMDT 5 08269 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb on a heading between 256° CW to 109° from departure end of runway, or minimum climb of 230' per NM to 5000 for all other courses.

NOTE: **Rwy 10R,** post 55' from departure end of runway, 204' right of centerline, 15' AGL/85' MSL. Multiple trees beginning 180' from departure end of runway, 295' right of centerline, up to 105' AGL/194' MSL. Multiple trees beginning 839' from departure end of runway, 81' left of centerline, up to 88' AGL/148' MSL. **Rwy 10L,** multiple trees beginning 915' from departure end of runway, 598' right of centerline, up to 87' AGL/167' MSL. **Rwy 28R,** pole 746' from departure end of runway, 700' right of centerline, 40' AGL/133' MSL. Pole 1414' from departure end of runway, 624' right of centerline, 40' AGL/133' MSL. Multiple trees beginning 2069' from departure end of runway, 378' left of centerline, up to 74' AGL/173' MSL. Building 2176' from departure end of runway, 21' left of centerline, 56' AGL/151' MSL. **Rwy 28L,** light pole 142' from departure end of runway, 519' left of centerline, 40' AGL/136' MSL. Hanger 358' from departure end of runway, 306' left of centerline, 15' AGL/109' MSL. Multiple trees beginning 745' from departure end of runway, 375' left of centerline, up to 79' AGL/173' MSL. Multiple trees, building and antenna beginning 1170' from departure end of runway, 322' right of centerline, up to 57' AGL/152' MSL.

MONTAGUE, CA
SISKIYOU COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** CAT A,B 2400-2 or std. with a min. climb of 350' per NM to 5500. CAT C,D 4100-2 or std. with a min. climb of 350' per NM to 7400. **Rwy 35,** 4000-2 or std. with a min. climb of 300' per NM to 7000.

DEPARTURE PROCEDURE: **Rwy 17,** climb direct MOG NDB. Continue climb to 10000 in MOG holding pattern (N, right turns, 172° inbound). **Rwy 35,** climb to 7000 via runway heading and 352° bearing from MOG NDB, then climbing right turn to 10000 direct MOG NDB. **All aircraft** depart MOG NDB at or above MEA for route of flight.

MONTEREY, CA
MONTEREY PENINSULA (MRY)
AMDT 6 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10L,** std. w/ min. climb of 428' per NM to 1900 or 1700-2½ for climb in visual conditions. **Rwy 10R,** std. w/ min. climb of 451' per NM to 1900 or 1700-2½ for climb in visual conditions. **Rwy 28L**, std. w/ min. climb of 218' per NM to 800 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10L,** climbing left turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. **Rwy 10R,** climbing left turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. **Rwy 28L,** climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. **Rwy 28R**, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course.

NOTE: **Rwy 10L,** obstruction light on DME 555' from DER, 217' right of centerline, 12' AGL/272' MSL. Tree 1.8 NM from DER, 2817' right of centerline, up to 100' AGL/859' MSL. **Rwy 10R**, obstruction light on DME 64' from DER, 284' left of centerline, 12' AGL/ 272' MSL. Tree 1.7 NM from DER, 2318' right of centerline, up to 100' AGL/859' MSL. **Rwy 28L,** tree 743' from DER, 619' left of centerline, up to 100' AGL/240' MSL. Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL. Tree 2.9 NM from DER, 4578' left of centerline, 114' AGL/853' MSL. **Rwy 28R,** airplane 6' from DER, 179' left of centerline, 64' AGL/263' MSL.

MOUNTAIN VIEW, CA
MOFFETT FEDERAL AFLD

TAKE-OFF MINIMUMS: **Rwy 14L,** std. with a min. climb of 489' per NM to 6100. **Rwy 14R,** std. with a min. climb of 495' per NM to 6100. **Rwy 32L,** std. with a min. climb of 429' per NM to 6100. **Rwy 32R,** std. with a min. climb of 424' per NM to 6100.

NAPA, CA
NAPA COUNTY (APC)
AMDT 4 10154 (FAA)

DEPARTURE PROCEDURE: Use NAPAA DEPARTURE.

NOVATO, CA
GNOSS FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** NA. **Rwy 31,** 500-2 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn direct SGD VORTAC before proceeding on course.

OAKDALE, CA
OAKDALE

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via heading 020° and LIN VORTAC R-124 to WRAPS INT/LIN 16.66 DME. Climb in WRAPS holding pattern (Northwest, right turn, 124° inbound) to cross WRAPS INT at or above MEA for direction of flight. **Rwy 28,** climb via heading 276° and LIN VORTAC R-146 to LIN VORTAC cross LIN VORTAC at or above MEA for direction of flight.

NOTE: **Rwy 10,** terrain beginning 388' from departure end of runway, up to 279' MSL. **Rwy 28,** powerline 3447' from departure end of runway, 407' right of centerline, 115' AGL/329' MSL.

OAKLAND, CA
METROPOLITAN OAKLAND INTL

DEPARTURE PROCEDURE: **Rwys 9L,9R,11,15,29,** turn right. **Rwys 27L,27R,** maintain runway heading. **Rwy 33,** turn left. **All aircraft** climb to 4000 or above via V107 to COMMO Int. If not at 4000 at COMMO Int, climb in holding pattern (E, right turns, 288° inbound) before proceeding on course.

ORLAND, CA
HAIGH FIELD

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn. **Rwy 33,** climbing right turn. **All aircraft** climb via CIC R-238 to GONGS Int. Aircraft departing GONGS Int 070° CW 240° or 290° CW 360° climb on course. All others climb in GONGS holding pattern (NE, right turns, 238° inbound) to depart GONGS Int at or above: 001° CW 069°, 3200; 241° CW 289°, 2300.

21 OCT 2010 to 18 NOV 2010

OROVILLE,CA
OROVILLE MUNI (OVE)
AMDT 2A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 1300-2 or std. w/ min. climb of 260' per NM to 1700. **Rwy 30,** 400-1¾ or std. w/ min. climb of 245' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 1, 30,** climbing left turn heading 170°. **Rwys 12, 19,** climbing right turn heading 290°. **All aircraft** climb via MXW R-052 to TALUM Int/MXW 16.9 DME. Continue climb on course.

NOTE: **Rwy 1,** light poles beginning 1368' from DER, 538'right of centerline, up to 71'AGL/255' MSL. Tree 513' from DER, 603'left of centerline, 52'AGL/236' MSL. Windsock 1143'from DER, 350' right of centerline, 19' AGL/213'MSL. Ground 191' from DER, 489' right of centerline, 190' MSL. **Rwy 12,** light on pole 128' from DER, 293'right of centerline, 27'AGL/203' MSL. **Rwy 19,** pole 902' from DER, 655' right of centerline, 36' AGL/ 217' MSL. Vehicle on road 819' from DER, 376' left of centerline, 15' AGL/203' MSL. **Rwy 30,** obstruction light on transmission tower 1.4 NM from DER, 1825'right of centerline, 250' AGL/442' MSL. Tree 642' from DER, 638' left of centerline, 52'AGL/244' MSL.

PALO ALTO, CA
PALO ALTO AIRPORT OF
SANTA CLARA COUNTY

DEPARTURE PROCEDURE: **Rwy 13**, turn left. **Rwy 31,** turn right. **All aircraft** climb direct SJC VOR/ DME before proceeding on course.

PETALUMA, CA
PETALUMA MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb to 2400 or above direct SGD VORTAC. **Rwy 29,** climb runway heading to 1500 then climbing left turn to 3000 direct SGD VORTAC. **All aircraft** continue climb to MEA for route of flight.

PLACERVILLE, CA
PLACERVILLE (PVF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb to 5000 via HNW R-226 then climbing right turn via HNW R-226 to HNW VOR/DME. Aircraft departing HNW VOR/DME R-180 CW R-303 climb on course; all others climb in HNW VOR/DME holding pattern (Hold SW, right turn, 048° inbound) to cross HNW VOR/DME at or above MEA/MCA for direction of flight before proceeding en route.

NOTE: **Rwy 23,** hangar 20' from departure end of runway, 340' right of centerline, 27' AGL/2586' MSL.

PORTERVILLE, CA
PORTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn. **Rwy 30,** climbing left turn. **All aircraft** climb direct to TTE VOR/DME. Aircraft departing TTE R-146 CW R-330 climb on course. All others, continue climb in TTE holding pattern (NW, right turns, 143° inbound) to cross: TTE R-331 CW R-060, 8600; R-061 CW R-145, 7000.

NOTE: 559' frost fan 3000' east southeast runway 12.

RED BLUFF, CA
RED BLUFF MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** CATS C,D 2500-2 or std. with a min. climb of 300' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 15,** climb direct RBL VORTAC. **Rwy 33,** climbing right turn direct RBL VORTAC. **All aircraft** departing RBL R-091 CW R-200 climb on course. All others climb in RBL holding pattern (S, right turns, 341° inbound) to depart RBL VORTAC at or above: R-021 CW R-060, 4500; R-061 CW R-090, 2100; R-201 CW R-270, 4000; R-271 CW R-020, 2400.

REDDING, CA
REDDING MUNI

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course. **Rwy 16,** climbing left turn heading 110° and RBL R-344 to RBL VORTAC to 3000 before proceedingon course. **Rwys 30, 34,** climbing right turn heading 110° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees and bush 86' from departure end of runway, 174' left of centerline up to 87' AGL/576' MSL, fence and equipment 282' from departure end of runway, 330' left of centerline, up to 8' AGL/500' MSL. **Rwy 30,** multiple trees beginning 1936' from departure end of runway, 210' left of centerline, up to 94' AGL/594' MSL, multiple trees beginning 1686' from departure end of runway, 326' right of centerline, 68' AGL/568' MSL. Multiple poles and antenna on hangar beginning 289' from departure end of runway, 385' left of centerline up to 34' AGL/534' MSL. Rod on pole 850' from departure end of runway, 524' right of centerline, 36' AGL/536' MSL. Powerline 2419' from departure end of runway, 1091' left of centerline 84' AGL/ 584' MSL. Hangar 1126' from departure end of runway, 528' left of centerline, 37' AGL/537' MSL. **Rwy 34,** sign 98' from departure end of runway, 356' left of centerline 5' AGL/510' MSL, tree 588' from departure end of runway, 483' left of centerline 16' AGL/521' MSL.

RIO VISTA, CA
RIO VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 7,** turn left. **Rwys 14,25,32** turn right. **All aircraft** climb direct SAC VORTAC.

SACRAMENTO, CA
MC CLELLAN AIRFIELD (MCC)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: STANDARD.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

SACRAMENTO, CA (CON'T)

SACRAMENTO EXECUTIVE (SAC)
ORIG 08325 (FAA)

NOTE: **Rwy 2,** multiple trees 1128' from departure end of runway, 108' left of centerline, up to 76' AGL/96' MSL. Antenna 1376' from departure end of runway, 663' left of centerline, 51' AGL/71' MSL. Trees 1858' from departure end of runway, 137' right of centerline, 73' AGL/93' MSL. **Rwy 12,** multiple trees 518' from departure end of runway, 26' left of centerline, up to 83' AGL/98' MSL. Light pole 507' from departure end of runway, 336' left of centerline, 37' AGL/52' MSL. Transmission pole 3971' from departure end of runway 647' left of centerline, 130' AGL/154' MSL. Multiple trees 475' from departure end of runway, 476' right of centerline up to 97' AGL/112' MSL. Light poles 711' from departure end of runway, 241' right of centerline, 36' AGL/51' MSL. **Rwy 16,** light pole 22' from departure end of runway, 481' left of centerline, 38' AGL/53' MSL. Antenna 540' from departure end of runway, 516' left of centerline, 53' AGL/67' MSL. Multiple trees beginning 1317' from departure end of runway, 36' left of centerline, up to 78' AGL/88' MSL. Multiple trees beginning 588' from departure end of runway, 195' right of centerline, up to 67' AGL/77' MSL. **Rwy 20,** multiple trees beginning 850' from departure end of runway, 626' left of centerline, up to 92' AGL/107' MSL. Multiple trees beginning 714' from departure end of runway, 515' right of centerline, up to 66' AGL/81' MSL. **Rwy 30,** obstruction light on hangers 460' from departure end of runway, 360' right of centerline, 25' AGL/43' MSL. Multiple trees beginning 631' from departure end of runway, 195' right of centerline, up to 56' AGL/74' MSL. Multiple trees beginning 1331' from departure end of runway, 247' left of centerline, up to 90' AGL/110' MSL. Antenna on building 1543' from departure end of runway, 442' left of centerline, 47' AGL/67' MSL. **Rwy 34,** trees 1724' from departure end of runway, 854' left of centerline, 56' AGL/74' MSL. Tree 2233' from departure end of runway, 1062' right of centerline, 79' AGL/99' MSL.

SACRAMENTO INTL

DEPARTURE PROCEDURE: **Rwy 16L,** climb via heading 164° to 800 before turning east.

SACRAMENTO MATHER

DEPARTURE PROCEDURE: **Rwys 4L,4R,** climbing right turn direct SAC VORTAC. **Rwys 22L,22R** climb direct SAC VORTAC.

SALINAS, CA

SALINAS MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 14, 21, 32,** NA. **Rwy 8,** CAT C,D 3600-2 or std. with a min. climb of 420' per NM to 4100. **Rwy 13,** CAT C,D 3600-2 or std. with min. climb of 500' per NM to 4000. **Rwy 31,** RVR/24, FAR 135.

DEPARTURE PROCEDURE: **Rwys 8, 13, 26,** turn right. **Rwy 31,** turn left. Climb on SNS R-275 to 2000, then climbing right turn to cross SNS VORTAC at or above 3000.

SAN ANDREAS, CA

CALAVERAS CO-MAURY RASMUSSEN FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 1800-5 or std. with a min. climb of 290' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 3100, then climbing right turn via LIN R-085 to LIN VORTAC. **Rwy 31,** climb via heading 311° to 3000, then climbing left turn via Linden (LIN) VORTAC R-029 to LIN VORTAC.

SAN CARLOS, CA

SAN CARLOS (SQL)
AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwy 12,** climbing left turn via heading 120° and SJC VOR/DME R-281 to SJC VOR/DME before proceeding on course.

NOTE: **Rwy 12,** ground 0' from DER, 148' left of centerline, 0' AGL/11' MSL. Building 2' from DER, 167' right of centerline, 27' AGL/30' MSL. Levee beginning 117' from DER, 90' left of centerline, up to 12' AGL/12' MSL. Pole 715' from DER, 294' right of centerline, 34' AGL/38' MSL. Tower 1674' from DER, 741' right of centerline, 106' AGL/111' MSL.

SAN FRANCISCO, CA

SAN FRANCISCO INTL

TAKE-OFF MINIMUMS: **Rwy 19L,** 2000-2 or std. with a min. climb of 520' per NM to 2300. **Rwy 19R,** 2000-2 or std. with a min. climb of 500' per NM to 2300. **Rwys 28L, 28R,** 800-2 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 1L,1R, 28L, 28R,** climb runway heading to 2000. **Rwys 10L,10R, 19L, 19R,** climbing left turn via heading 050° and SFO R-090. **All aircraft** continue climb on course.

21 OCT 2010 to 18 NOV 2010

SAN JOSE, CA

NORMAN Y MINETA SAN JOSE INTL (SJC)

AMDT 6B 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 12R**, 400-2½ or std. with a min. climb of 260' per NM to 500. **Rwy 12L**, 400-1¾ or std. with a min. climb of 278' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 11, 12L, 12R,** climbing right turn via heading 315° to 2000, then via OAK R-135 to OAK VORTAC before proceeding on course. **Rwys 29, 30L, 30R**, Climb via heading 312° to 2000, then via OAK R-132 to OAK VORTAC before proceeding on course.

NOTE: **Rwy 11**, tree 1837' from DER, 230' right of centerline, 61' AGL/116' MSL. Tree 3410' from DER, 306' right of centerline, 92' AGL/154' MSL. **Rwy 12L**, trees 286' from DER, 68' right of centerline, up to 62' AGL/124' MSL. Multiple trees and antennas beginning 191' from DER, 228' left of centerline, up to 82' AGL/144' MSL. Tower 1731' from DER, 729' left of centerline, 86' AGL/153' MSL. Tower 3047' from DER, 543' left of centerline, 73' AGL/144' MSL. Light on blast fence 156' from DER, 57' left of centerline, 11' AGL/73' MSL. Light pole 191' from DER, 81' left of centerline, 16' AGL/78' MSL. Building 1.34 NM from DER, 1008' left of centerline, 243' AGL/329' MSL. **Rwy 12R**, multiple trees 269' from DER, 149' right of centerline, up to 80' AGL/100' MSL. Multiple trees 285' from DER, 193' left of centerline, up to82' AGL/144' MSL. Pole 1948' from DER, 688' right of centerline, 66' AGL/128' MSL. Pole 1597' from DER, 685' right of centerline, 56' AGL/118' MSL. Obstruction light on blast fence 45' from DER, 115' right of centerline, 13' AGL/75' MSL. Vehicles on road 338' from DER, left and right of centerline, up to 17' AGL/82' MSL. Pole 1273' from DER, 279' right of centerline, 42' AGL/104' MSL. Obstruction light on localizer, 10' from DER, on centerline, 6' AGL/68' MSL. Tower 3046' from DER, 1243' left of centerline, 82' AGL/144' MSL. Building 1.34 NM from DER 1708' left of centerline, 243' AGL/329' MSL. **Rwy 29**, tree 2252' from DER, 114' left of centerline, 86' AGL/125' MSL. OL on GS 821' from DER, 400' right of centerline, 35' AGL/74' MSL.

Rwy 30L, multiple antennas, poles, towers, and trees beginning 1014' from DER, 350' left of centerline, up to 59' AGL/94' MSL. Multiple antennas, poles, and trees beginning 1279' from DER, 379' right of centerline, up to 52' AGL/88' MSL. **Rwy 30R**, multiple antennas, fences, and poles beginning 139' from DER, 40' right of centerline, up to 95' AGL/124' MSL. Multiple poles and trees beginning 185' from DER, 38' left of centerline, up to 51' AGL/85' MSL.

REID-HILLVIEW OF SANTA CLARA COUNTY

TAKE-OFF MINIMUMS: **Rwys 13L, 13R,** NA - environmental.

DEPARTURE PROCEDURE: Use DECOT DEPARTURE.

SAN MARTIN, CA

SOUTH COUNTY AIRPORT OF SANTA CLARA COUNTY

TAKE-OFF MINIMUMS: **Rwy 14,** NA. **Rwy 32,** 400-2 or std. with a min. climb of 350' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32, all aircraft** climb runway heading to 2200, aircraft departing northwest via V-485, climbing left turn to 4600, heading 270° to intercept SJC R-121 (V-485) to SJC VOR/DME proceed on course; aircraft departing southeast via V-485, climbing left turn to 4600, heading 170° to intercept SJC R-121 (V485) southeast bound to GILRO Int and proceed on course.

SANTA ROSA, CA

CHARLES M. SCHULZ-SONOMA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 267' per NM to 2400, or 1000-2½ for climb in visual conditions. **Rwy 32,** std. with a min. climb of 314' per NM to 2400, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 32,** climbing left turn heading 164°, thence...or climb in visual conditions to cross the STS VOR/DME southwestbound at or above 1100, thence...**Rwy 14,** climbing right turn heading 250°, thence...**Rwy 19,** climb on heading 190°, thence...

...intercept and climb via STS R-202 to FREES INT, cross FREES at or above MEA for route of flight or continue climb in FREES holding pattern (SE, right turns, PYE VORTAC 334.73 inbound) to MEA for route of flight.

NOTE: **Rwy 1,** tree 739' from departure end of runway, 525' left of centerline, 40' AGL/141' MSL. **Rwy 14,** multiple trees beginning 321' from departure end of runway, 421' left of centerline up to 73' AGL/172' MSL. Tree 2113' from departure end of runway, 721' right of centerline, 77' AGL/176' MSL. **Rwy 19,** posts 39' from departure end of runway, 259' right of centerline, 7' AGL/126' MSL. Multiple trees beginning 1482' from departure end of runway, 461' right of centerline, up to 100' AGL/253' MSL. Multiple trees beginning 1666' from departure end of runway, 58' left of centerline, up to 55' AGL/257' MSL. **Rwy 32,** windsock 39' from departure end of runway, 341' left of centerline, 25' AGL/133' MSL. Multiple trees beginning 810' from departure end of runway, 87' right of centerline up to 50' AGL/205' MSL. Multiple trees beginning 2419' from departure end of runway, 167' left of centerline, up to 50' AGL/216' MSL.

SOUTH LAKE TAHOE, CA

LAKE TAHOE

TAKE-OFF MINIMUMS: **Rwy 18,** 4000-3 or std. with min. climb of 700' per NM to 9800. **Rwy 36,** 2700-3 or std. with a min. climb of 400' per NM to 8300.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 9800, then continue climbing right turn via heading 280° and SWR R-152 to SWR VOR/DME. **Rwy 36,** climb runway heading to 8300, then continue climbing left turn via heading 340° and SWR R-102 to SWR VOR/DME. Then **all aircraft** proceed on course.

STOCKTON, CA

STOCKTON METROPOLITAN (SCK)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29R,** 300-1¼ or std. w/ min. climb of 210' per NM to 300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 11L,** truck on road 199' from departure end of runway, 439' left of centerline, 15' AGL/49' MSL. Obstruction light on blast fence and antenna on building beginning 294' from departure end of runway, 39' right of centerline, up to 20' AGL/50' MSL. **Rwy 29L,** antenna on building 2956' from departure end of runway, 1204' left of centerline, 90' AGL/117' MSL. Stack 5562' from departure end of runway, 1721' right of centerline, 143' AGL/171' MSL. **Rwy 29R,** obstruction light on grain elevator, 1.0 NM from departure end of runway, 1882' left of centerline, 161' AGL/191' MSL. Light tower and rod on field light tower beginning 245' from departure end of runway, 1' left of centerline up to 44' AGL/71' MSL. Stacks and light on silo beginning 256' from departure end of runway, 381' right of centerline, up to 144' AGL/171' MSL.

SUSANVILLE, CA

SUSANVILLE MUNI

DEPARTURE PROCEDURE: Use AMEDEE DEPARTURE.

TRACY, CA

TRACY MUNI (TCY)
AMDT 3 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. w/ a min. climb of 320' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 3000 via heading 073° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. **Rwy 12,** climbing left turn to 3000 to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. **Rwy 26,** climbing right turn to 3000 via heading 150° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. **Rwy 30,** climbing right turn to 3000 via heading 150° to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

NOTE: **Rwy 8,** tree 472' from DER, 198' left of centerline, 50' AGL/194' MSL. Fence 167' from DER, 8' right of centerline, 25' AGL/176' MSL. Vehicle on road 241' from DER, 412' left of centerline, 15' AGL/183' MSL. Vehicles on roads starting 241' from DER, 7' right of centerline, up to 15' AGL/189' MSL. Poles starting 403' from DER, 204' left of centerline, up to 54' AGL/208' MSL. Poles starting 727' from DER, 49' right of centerline, up to 54' AGL/212' MSL. **Rwy 12,** trees starting 436' from DER, 251' right of centerline, up to 72' AGL/253' MSL. Conveyor 1995' from DER, 504' left of centerline, 66' AGL/ 270' MSL. Poles starting 832' from DER, 396' right of centerline, up to 56' AGL/240' MSL. Obstruction light on hopper 1934' from DER, 274' right of centerline, 74' AGL/255' MSL. Vehicles on road starting 133' from DER, 272' left of centerline, up to 15' AGL/206' MSL. Fence 32' from DER 405' left of centerline, 25' AGL/194' MSL. **Rwy 26,** tree 1173' from DER, 180' right of centerline, 35' AGL/234'MSL. Trees starting 1067' from DER, 125' left of centerline, up to 35' AGL/794' MSL. Vehicle on road 236' from DER, 150' left of centerline, 15' AGL/214' MSL. Fence 69' from DER, 133' left of centerline, 23' AGL/203' MSL. Rising terrain 11105' from DER, 2814' left of centerline, up to 739' MSL.

Rwy 30, trees starting 438' from DER, 30' right of centerline, up to 35' AGL/209' MSL. Tree 1079' from DER, 82' left of centerline, 35' AGL/214' MSL. Obstruction light on hopper 985' from DER, 353' right of centerline, 72' AGL/236' MSL. Bush 195' from DER, 364' left of centerline, 25' AGL/189' MSL. Light pole 1149' from DER, 160' left of centerline, 47' AGL/211' MSL. Obstruction light on building 2289' from DER, 65' right of centerline, 74' AGL/238' MSL.

21 OCT 2010 to 18 NOV 2010

TRAVIS AFB (KSUU)

FAIRFIELD, CA. 10070

All Rwy: Comply with assigned SID or ATC radar vectors.

TAKE-OFF OBSTACLES: **Rwy 3L,** Potential vehicle, 15' AGL/72' MSL, 616' from DER, 289' left of centerline. Potential vehicle, 15' AGL/71' MSL, 615' from DER, 267' right of centerline. **Rwy 21L,** Light pole 15' AGL/83' MSL, 148' from DER, 546' left of centerline. Light pole 15' AGL/84' MSL, 346' from DER, 547' left of centerline. Light pole 15' AGL/ 84' MSL, 521' from DER, 548' left of centerline. Light pole 15' AGL/83' MSL, 702' from DER, 549' left of centerline. Light pole 15' AGL/84' MSL, 880' from DER, 549' left of centerline. Light pole 15' AGL/85' MSL, 926' from DER, 661' left of centerline.

DEPARTURE PROCEDURE: **Rwy 3L,** Climb on a heading between 344° CW to 137° from DER. **Rwy 3R,** Climb on a heading between 328° CW to 140° from DER.

TRUCKEE, CA

TRUCKEE-TAHOE (TRK)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 19,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 1, 28,** use TRUCK DEPARTURE.

TULARE, CA

MEFFORD FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climbing right turn. **Rwy 31,** climbing left turn. **All aircraft** climb direct to VIS VOR/DME. Aircraft departing VIS R-001 CW R-140 continue climb in VIS holding pattern (E, right turns, 287° inbound) to cross VIS VOR/DME at or above 4000. All other aircraft climb on course.

UKIAH, CA

UKIAH MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** NA. **Rwy 33,** 300-1 and min. climb of 350' per NM to 4000.

DEPARTURE PROCEDURE: Climb to 4000 via heading 350° then climbing left turn to 6000 direct ENI.

VACAVILLE, CA

NUT TREE (VCB)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ min. climb of 424' per NM to 1600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climbing right turn to intercept SAC R-242 to SAC VORTAC, to 2000 before proceeding on course. **Rwy 20,** climbing left turn to intercept SAC R-242 to SAC VORTAC, to 2000 before proceeding on course, or, for climb in visual conditions: cross Nut Tree Airport eastbound at or above 1300, then climb to 2000 via SAC R-242 to SAC VORTAC, proceed on course.

NOTE: **Rwy 2,** trees beginning 222' from DER, 514' left of centerline up to 106' AGL/225' MSL. Light pole 337' from DER, 534' left of centerline, 28' AGL/147' MSL. **Rwy 20,** pole 161' from DER, 500' left of centerline, 120' AGL/239' MSL. Trees beginning 269' from DER, 335' left of centerline, up to 117' AGL/236' MSL. Pole 777' from DER, 436' left of centerline, 119' AGL/238' MSL. Windsock 6' from DER, 166' right of centerline, 8' AGL/ 127' MSL. Fence 193' from DER, 202' right of centerline, 3' AGL/122' MSL.

VISALIA, CA

VISALIA MUNI (VIS)

AMDT 3 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 230° to 2000 to intercept V23. **Rwy 30,** climbing left turn via heading 230° to 2000 to intercept V23.

NOTE: **Rwy 12,** tree 774' from DER, 618' right of centerline, 46' AGL/340' MSL. Tree 1327' from DER, 823' left of centerline, 55' AGL/349' MSL. **Rwy 30,** multiple trees beginning 179' from DER, 260' left of centerline, up to 54' AGL/343' MSL. Antenna on building 285' from DER, 250' right of centerline, 16' AGL/305' MSL. Truck on road 522' from DER, on centerline, 17' AGL/342' MSL. Railroad 690' from DER, 549' left of centerline, 23' AGL/317' MSL. Multiple trees beginning 876' to 3029' from DER, 341' to 461' left of centerline, up to 90' AGL/379' MSL. Multiple trees beginning 1886' from DER, 103' right of centerline, up to 58' AGL/347' MSL.

WATSONVILLE, CA

WATSONVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1100-2 CAT A,B, 1900-2 CAT C,D or std. with a min. climb of: CAT A,B 330' per NM to 2200; CAT C,D 460' per NM to 2400. **Rwy 8,** std. with a min. climb of 290' per NM to 2200. **Rwy 20,** std. with a min. climb of 330' per NM to 2200. **Rwy 26,** std. with a min. climb of 330' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 2** climbing right turn. **Rwy 20,** climb runway heading. **Rwy 26,** climbing left turn. **All aircraft** intercept 212° bearing from PAJAR NDB and climb to cross MOVER Int at or above 2200. Climb in MOVER INT holding pattern (NE, right turns, 212° inbound) until reaching MEA or assigned altitude.

NOTE: **Rwy 2,** 40' AGL pole 17' from departure end of runway, 340' left of centerline. **Rwy 8,** 189' AGL tower 4696' from departure end of runway, 1200' right of centerline. **Rwy 20,** 106' AGL tree 954' from departure end of runway, 550' left of centerline. **Rwy 26,** 174' AGL tree 625' from departure end of runway, 580' left of centerline.

WILLITS, CA

ELLS FIELD-WILLITS MUNI

DEPARTURE PROCEDURE: **Rwy 16,** use MENDOCINO RNAV DEPARTURE. **Rwy 34,** use FLUEN RNAV DEPARTURE.

WILLOWS, CA

WILLOWS-GLENN COUNTY (WLW)

AMDT 1A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climbing right turn. **Rwy 16,** climb heading 161°. **Rwys 31, 34,** climbing left turn. **All aircraft** climb direct to MXW VORTAC. Aircraft departing MXW Vortac R-330 CW R-220, climb on course. All others continue climb in MXW holding pattern (S, 350° inbound, left turns) to depart MXW Vortac 220° CW 290°, 6500, 291° CW 330°, 5500.

NOTE: **Rwy 34,** 55' AGL pole 530' from DER, 430' right of centerline. Pole 917' from DER, 404' right of centerline, 55' AGL/193' MSL.

WOODLAND, CA

WATTS-WOODLAND (O41)

AMDT 3 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 185° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course. **Rwy 36,** climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

NOTE: **Rwy 18,** tree 2478' from DER, 283' right of centerline, 100' AGL/249' MSL. Vehicle on road 192' from DER, on centerline, 15' AGL/144' MSL. **Rwy 36,** tree 453' from DER, 69' left of centerline, 100' AGL/224' MSL. Vehicle on road 350' from DER, on centerline, 15' AGL/134' MSL. Tree 4489' from DER, 1688' left of centerline, 100' AGL/234' MSL.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

APPLE VALLEY, CA

APPLE VALLEY

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std . with a min. climb gradient of 340' per NM until 5800. **Rwy 8,18,26,** NA.

DEPARTURE PROCEDURE: Use EXCON ONE RNAV DEPARTURE. **Rwy 8,18,26,** NA.

AVALON, CA

CATALINA

DEPARTURE PROCEDURE: **Rwys 4,22,** climb straight ahead to 2300 then proceed on course.

BAKERSFIELD, CA

BAKERSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 230' per NM to 500. **Rwy 34,** 400-2 or std. with a min. climb of 400' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34,** turn left. **All aircraft** climb direct EHF VORTAC. Aircraft departing EHF R-120 CW R-360, climb on course, all others continue climb in EHF VORTAC holding pattern (NW, right turns, 144° inbound) to cross EHF at or above 4000, before proceeding on course.

NOTE: 120' powerlines on centerline, 2551' from departure end of runway 16.

NAME	TAKE-OFF MINIMUMS

BAKERSFIELD, CA (CON'T)

MEADOWS FIELD

DEPARTURE PROCEDURE: **All aircraft** climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwestbound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.

BIG BEAR CITY, CA

BIG BEAR CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 1200-2 or std. with a min. climb of 282' per NM to 8000. **Rwy 26,** NA.

DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. **Rwy 26,** NA.

BLYTHE, CA

BLYTHE

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 8,17,35,** turn right. **Rwy 26,** turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

BORREGO SPRINGS, CA
BORREGO VALLEY (L08)
AMDT 2 08101 (FAA)
DEPARTURE PROCEDURE: Use ZUNGU DEPARTURE (RNAV).

BRAWLEY, CA
BRAWLEY MUNI
TAKE-OFF MINIMUMS: **Rwy 26,** NA.
DEPARTURE PROCEDURE: **Rwy 8,** turn right. Climb to 3000 via IPL R-009 to IPL VORTAC, then climb on course.

BURBANK, CA
BOB HOPE (BUR)
AMDT 4A 10238 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** Cats A,B 1500-2 or std. with 480' per NM to 2400. Cats C,D 2300-2 or std. with 650' per NM to 3200. **Rwy 15,** 1300-2 or std. with 290' per NM to 2100. **Rwy 26,** 200-1¼ or std. w/ min. climb of 212' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 33,** 1100-2 or std. w/ min. climb of 441' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 26,** climb direct VNY VOR/DME. **Rwys 8,15,** climbing right turn. **Rwy 33,** climbing left turn direct to VNY VOR/DME. **All aircraft** continue climb to MEA. North/westbound via V326 to GINNA Int, south/eastbound via V186 to DARTS Int.

CALIFORNIA CITY, CA
CALIFORNIA CITY MUNI
DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA
CLIFF HATFIELD MEMORIAL
DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 400', then climbing right turn to 3000 via heading 200° and IPL R-336 to IPL VORTAC. **Rwy 26,** climb runway heading to 400', then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

CAMARILLO, CA
CAMARILLO
TAKE-OFF MINIMUMS: **Rwy 8,** 1100-2 or std. with a min. climb of 250' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via CMA R-061. **Rwy 26,** climbing right turn to 2500 via CMA R-265. **All aircraft** climbing left turn direct CMA VOR/DME. Continue climb on course to assigned altitude.

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)
OCEANSIDE, CA 09015
RWY 3: Diverse departures not authorized.
RWY 21: Cross DER 35' AGL/96' MSL or above. Diverse departure authorized between 199° to 226° CW – Civil standard with minimum obstacle climb of 500 ft/ NM to 1000'; Military standard with minimum obstacle climb of 430 ft/NM to 800'. 800-2 ceiling and vis authorized in lieu of minimum climb rate.
TAKE-OFF OBSTACLES: **RWY 3:** Multiple trees up to 101' AGL/165' MSL, beginning 2180' from DER, 490' to 700' right of centerline. Tree 66' AGL/141' MSL, 2209' from DER, 207' left of centerline. Tree 101' AGL/164' MSL, 2286' fromDER, 506' right of centerline. Antenna 276' MSL, 4525' from DER, 1233' left of centerline. Terrain 739' MSL, 4.02 NM from DER, 3721' left of centerline. **RWY 21:** Terrain 219' MSL, 3790' from DER, 815' left of centerline. Terrain 399' MSL, 5598' from DER, 1853' left of centerline. Terrain 530' MSL, 1.5 NM from DER, 943' right of centerline. Antennas and Tower up to 50' AGL/623' MSL, beginning 1.5 NM from DER, 2390' to 2745' right of centerline. Multiple Pylons and Terrain up to 50' AGL/606' MSL, beginning 1.6 NM from DER, 1022' to 1605' right of centerline. TACAN 70' AGL/560' MSL, 1.75 NM from DER, 90' right of centerline. Trees 43' AGL/104' MSL, 552' from DER, 182' right of centerline. Trees 63' AGL/ 124' MSL, 836' from DER, 714' left of centerline. Trees 40' AGL/101' MSL, 502' from DER, 273' left of centerline.

CARLSBAD, CA
MC CLELLAN-PALOMAR
TAKE-OFF MINIMUMS: **Rwy 6,** 1400-2 or std. with a min. climb of 260' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 3100 heading 245°. **Rwy 24,** climb runway heading to 2800. **All aircraft** climb on course.

CHINA LAKE NAWS (ARMITAGE FLD)(KNID)
RIDGECREST, CA 10266
Diverse departures not authorized, use published departure.

CHINO, CA
CHINO
TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 270' per NM to 4800. **Rwys 8L/R,** std. with a min. climb of 270' per NM to 4800. **Rwy 21,** Cat A/B std. with a min climb of of 290' per NM to 4800, Cat C/D std. with a min. climb of 400' per NM 4800. **Rwys 26L/R,** Cat A/B std. with a min. climb of 270' per NM to 4800, Cat C/D std. with a min. climb of 410' per NM to 4800.
DEPARTURE PROCEDURE: **Rwys 3, 8L/R,** climbing right turn direct PDZ VORTAC. **Rwys 21,26L/R,** climbing left turn direct PDZ VORTAC. **All aircraft** climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.
NOTE: 108' AGL trees 1200' from departure end of runway 3, 600' left of centerline.

CORONA, CA

CORONA MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 1000-2 or std. with a min. climb of 310' per NM to 1700. **Rwy 25,** 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climbing right turn. **All aircraft** continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CW R-090 6700.

DAGGETT, CA

BARSTOW-DAGGETT (DAG)

AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: Use DAGGETT DEPARTURE.

DELANO, CA

DELANO MUNI (DLO)

AMDT 3A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. with a min. climb rate of 390' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 14,** Climb via heading 140° and EHF VORTAC R-324 to 3000 before proceeding on course. **Rwy 32,** climb via heading 320° and EHF VORTAC R-324 to 3000 before proceeding on course.

NOTE: 65' AGL tree 600' from departure end of runway, 500' left of centerline runway 14.

EDWARDS AF AUX NORTH BASE (9L2)

EDWARDS, CA

Rwy 6-24, climb on course, cross 15 NM from ARP at or above 4500.

EDWARDS AFB (KEDW)

EDWARDS, CA 08269

Rwy 4L/R, Radar Required, Climb 340/NM to 5500, track inbound on EDW R-223 to EDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. **Rwy 22L/R,** Radar and DME Required. CAT ABC track outbound EDW R-223. At 12 DME turn right heading 020, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. CAT DE track outbound EDW R-223. At 12 DME turn right, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

EL CENTRO NAF (KNJK)

EL CENTRO, CA 09127

Diverse Departures not authorized.

DEPARTURE PROCEDURE: **All Rwys,** use published departure procedure or if ceiling and visibility is below 2100-2½, make climbing turn direct IPL VORTAC within 3.6 DME of NJK TACAN and expect radar vectors to join assigned route. Expect filed altitude 10 minutes after departure. Cross IPL VORTAC at or below 7000.

EL MONTE, CA

EL MONTE

TAKE-OFF MINIMUMS: **Rwy 1,** 600-1 or std. with a min. climb of 280' per NM to 1000. **Rwy 19,** 1200-2 or std. with min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn. **Rwy 19,** climb runway heading to 800 then climbing left turn. **All aircraft** intercept PDZ R-278 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700.

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK

TAKE-OFF MINIMUMS: **Rwy 36,** CAT A,B, 700-2 or std. with a min. climb of 340' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1200, then climbing left turn via heading 160° to join V208-458. Aircraft westbound proceed on course. Aircraft eastbound V208-458 proceed to VISTA Int and climb in holding pattern (E, left turns, 263° inbound) to 5000 before proceeding on course. **Rwy 36,** climb runway heading to 1500, then climbing right turn to intercept OCN VORTAC R-027 to TANNR Int before proceeding on course.

21 OCT 2010 to 18 NOV 2010

FULLERTON, CA

FULLERTON MUNI (FUL)

AMDT 4A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 230' per NM to 900, or 1100-2½ for climb in visual conditions. **Rwy 24,** std. with a min. climb of 320' per NM to 2300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC. **Rwy 24,** climbing left turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC.

NOTE: **Rwy 6,** obstruction light 109' from departure end of runway, 117' left of centerline, 22' AGL/118' MSL. Train 122' from departure end of runway, 106' left of centerline, 23' AGL/121' MSL. Multiple poles 58' to 1003' from threshold centerline to 373' right of centerline, 39' AGL/135' MSL. Hopper on building 977' from departure end of runway, 468' left of centerline, 36' AGL/132' MSL. Light pole 1247' from threshold, 143' left of centerline, 35' AGL/131' MSL. Tree 1463' from departure end of runway, 35' left of centerline, 72' AGL/168' MSL. Obstruction light 1620' from departure end of runway, 318' right of centerline, 50' AGL/146' MSL. Pole 2234' from departure end of runway, 754' left of centerline, 78' AGL/174' MSL. Pole 3597' from departure end of runway, 793' left of centerline, 102' AGL/198' MSL. Building 3208' from departure end of runway, 820' right of centerline, 112' AGL/217' MSL. Tower 1 NM from departure end of runway, 1937' left of centerline, 94' AGL/267' MSL. Pole 1.6 NM from departure end of runway, 1.5 NM left of centerline, 90' AGL/575' MSL. Tower 1.1 NM from departure end of runway, 1.7 NM left of centerline, 130' AGL/729' MSL. Tower 2 NM northwest of departure end of runway, 760' AGL/820' MSL. **Rwy 24,** road 82' from departure end of runway, on centerline, 15' AGL/99' MSL. Light 85' from departure end of runway, 260' right of centerline, 25' AGL/110' MSL. Light 217' from departure end of runway, 320' left of centerline, 104' AGL/122' MSL. Antenna on building 272' from departure end of runway, 278' left of centerline, 31' AGL/116' MSL. Trees 253' from departure end of runway, 228' right of centerline, 57' AGL/142' MSL. Obstruction light 400' from departure end of runway, on centerline, 18' AGL/103' MSL. Trees 1336' to 2492' from departure end of runway, 160' left of centerline to 419' right of centerline, 70' AGL/155' MSL. Tower 1.3 NM from departure end of runway, 5034' right of centerline, 684' AGL/750' MSL.

HAWTHORNE, CA

JACK NORTHROP FIELD/HAWTHORNE MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 363' per NM to 500. **Rwy 25,** 200-1 or std. w/ a min. climb of 289' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 7,** turn right, climb via heading 240°. **Rwy 25,** turn left, climb via heading 210°. **All runways** climb to 3000 via LAX R-170 to LIMBO Int.

NOTE: **Rwy 7,** multiple transmission towers beginning 5428' from departure end of runway, 205' left of centerline, up to 247' AGL/307' MSL. Antenna on building 1.1 NM from departure end of runway, 2020' left of centerline, 244' AGL/305' MSL. Multiple trees, poles, light poles and buildings beginning 130' from departure end of runway, 12' left of centerline, up to 266' AGL/327' MSL. Multiple trees, poles, signs and OL lights beginning 73' from departure end of runway, 90' right of centerline, up to 184' AGL/245' MSL. **Rwy 25,** OL light on tank 4471' from departure end of runway, 1311' left of centerline, 227' MSL. Multiple antennas on buildings, trees and poles 91' from departure end of runway, 64' left of centerline, up to 93' AGL/154' MSL. Multiple trees and poles beginning 309' from departure end of runway, 162' right of centerline, up to 84' AGL/149' MSL.

HEMET, CA

HEMET-RYAN

TAKE-OFF MINIMUMS: **Rwys 4,22,** N/A-restricted to glider operations. **Rwy 5,** std. with a min. climb of 526' per NM to 5200, or 1400-2½ for climb in visual conditions. **Rwy 23,** std. with a min. climb of 414' per NM to 3200, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via HDF VOR R-084 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence... **Rwy 23,** climbing right turn via HDF VOR R-108 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence...
....climb in HDF VOR holding pattern, (SE, right turns, 315° inbound), to cross HDF VOR at or above MEA/MCA for direction of flight.

NOTE: **Rwy 5,** road and vehicle 200' from departure end of runway, on centerline, 15' AGL/1534' MSL. **Rwy 23,** road and vehicle 394' from departure end of runway, 545' left of centerline, 15' AGL/1524' MSL. Tree 1.4 NM from departure end of runway, 2613' right of centerline, 100' AGL/1979' MSL.

IMPERIAL, CA

IMPERIAL COUNTY (IPL)

AMDT 2A 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standadard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwys 8, 32,** turn right. **Rwy 14,** climb runway heading. **Rwy 26,** turn left. **All aircraft** climb direct IPL VORTAC.

NOTE: **Rwy 8,** multiple VASI beginning 687' from DER, 31' right of centerline, up to 5' AGL/-52' MSL. Antenna on building 1033' from DER, 703' left of centerline, 45' AGL/ -12' MSL. Light on pole, 1984' from DER, 386' left of centerline, 55 ft AGL/-2' MSL. **Rwy 14,** building 1770' from DER, 38' left of centerline, 45' AGL/-11' MSL. Road 430'from DER, 291' left of centerline, 15' AGL/-41' MSL. Sign 1733'from DER, 35' left of centerline, 45' AGL/-11' MSL. Pole 1457' from DER, 393' right of centerline, 37' AGL/-19' MSL. **Rwy 26,** multiple obstruction lights on poles beginning 1509' from DER, 15' left of centerline, up to 60' AGL/3' MSL. Obstruction light on pole 1511' from DER, 459' right of centerline, 59' AGL/2' MSL. **Rwy 32**, obstruction light on tank, 823' from DER, 574' right of centerline 110' AGL/53' MSL. Numerous tanks beginning 3580' from DER, 296' right of centerline, up to 109' AGL/53' MSL. Tree 373' from DER, 387' right of centerline, 80' AGL/-24' MSL. Multiple lights beginning 243' from DER, 361' right of centerline, up to 28' AGL/-29' MSL. Pole 657' from DER, 370' left of centerline, 27' AGL/-30' MSL. Road 191' from DER, 237' left of centerline, 13' AGL/-44' MSL.

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA. 09043

Rwy 8,9,26 departures not authorized.

Rwy 27: Diverse departure not authorized.

Departures authorized for military rotorcraft only. Climb to 2000 via heading 272° to intercept NRS TACAN R-270. Cross NRS 1.5 DME at or above 800. Minimum ATC climb rate of 600'/NM til 800 with take-off occurring NLT 3038' prior to DER or cross DER at or above 320.

INYOKERN, CA

INYOKERN

TAKE-OFF MINIMUMS: **Rwys 2, 10, 15, 28, 33,** NA.

DEPARTURE PROCEDURE: **Rwy 20,** use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FIELD

TAKE-OFF MINIMUMS: **Rwys 26L,26R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climb via heading 079° to 1500, then climbing right turn via heading 195° and POM R-164 to PRADO Int. **Rwys 26L, 26R,** climb via heading 259° to 1400, then climbing left turn via heading 130° and POM R-164 to PRADO Int.

Aircraft departing PRADO Int heading 141° clockwise 290° climb on course. All others climb in PRADO Int holding pattern (hold north, right turn, 164° inbound) to depart PRADO Int at or above: 291° clockwise 340°, 4500; 341° clockwise 050°, 6800; 051° clockwise 090°, 5200; 091° clockwise 140°, 4200.

NOTE: **Rwy 26L,** multiple trees and antenna beginning 370' from departure end of runway, 269' left of centerline up to 100' AGL/1116' MSL. Multiple trees beginning 896' from departure end of runway, 70' right of centerline, up to 100' AGL/1010' MSL. Multiple buildings and tanks beginning 2732' from departure end of runway, 416' right of centerline, up to 50' AGL/1230' MSL. **Rwy 26R,** hangar 241' from departure end of runway, 326' right of centerline, 35' AGL/994' MSL. Multiple trees beginning 1473' from departure end of runway, 807' left of centerline, up to 100' AGL/1116' MSL. Tank and trees beginning 2510' from departure end of runway, 503' right of centerline, up to 100' AGL/ 1289' MSL.

LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD (WJF)

ORIG-A 09267 (FAA)

DEPARTURE PROCEDURE: Climb southeastbound on R-299 to PMD VORTAC. Depart PMD at published MCA for direction of flight.

NOTE: **Rwy 6,** trees beginning 1170' from DER, 590' right of centerline, up to 44' AGL/2374' MSL.

LOMPOC, CA

LOMPOC

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 425' per NM to 1400, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL. **Rwy 25,** turn right heading 130°.

All aircraft climb to 6000 via GVO R-278 to GVO VORTAC. Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (NW, right turns, 127° inbound) to depart GVO VORTAC at or above MEA for route of flight.

NOTE: **Rwy 7,** trees 3583' from departure end of runway, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees 1.2 NM from departure end of runway, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from departure end of runway, 1.9 NM right of centerline, 50' AGL/743' MSL.

LONG BEACH, CA

LONG BEACH (DAUGHERTY FIELD)

TAKE-OFF MINIMUMS: **Rwy 16L,** 400-1½ or std. w/ min climb of 321' per NM to 500. **Rwy 16R,** 400-1 or std. w/ min. climb of 518' per NM to 500. **Rwy 25L,** std. w/ min. climb of 225' per NM to 2300. **Rwy 25R,** std. w/ min. climb of 223' per NM to 2200. **Rwys 34L,34R,** NA-Environmental and noise abatement.

DEPARTURE PROCEDURE: **Rwys 7L,7R,** climb heading 076° to 800, then climbing right turn direct SLI VORTAC and SLI R-210 to PADDR INT. **Rwy 12,** climb heading 121° to intercept SLI VORTAC R-210 to PADDR INT. **Rwys 16L,16R,** climb heading 166° to 800, then climbing right turn heading 180° and SLI VORTAC R-210 to PADDR INT. **Rwys 25L,25R,** climb heading 256° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. **Rwy 30,** climb heading 301° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT.

NOTE: **Rwy 7L,** sign 287' from DER, 173' left of centerline, 8' AGL/45' MSL. Vehicle on road 320' from DER, 248' left of centerline, 13' AGL/50' MSL. Light 468' from DER, 307' left of centerline, 19' AGL/56' MSL. Tree 1326' from DER, 75' left of centerline, 60' AGL/97' MSL. Trees beginning 579' from DER, 7' right of centerline, up to 71' AGL/108' MSL. Hangar 347' from DER, 416' right of centerline, 13' AGL/50' MSL. **Rwy 7R,** hangar 260' from DER, 498' left of centerline, 31' AGL/64' MSL. Multiple trees beginning 1408' from DER, 1' left of centerline, up to 64' AGL/94' MSL. Light 459' from DER, 581' right of centerline, 14' AGL/44' MSL. Antenna obstruction light 1473' from DER, 822' right of centerline, 88' AGL/115' MSL. **Rwy 12,** multiple trees beginning 1431' from DER, 469' left of centerline, up to 66' AGL/86' MSL. Light 1127' from DER, 606' left of centerline, 36' AGL/56' MSL. Multiple trees beginning 970' from DER, 392' right of centerline, up to 64' AGL/87' MSL. Spire 3095' from DER, 1183' right of centerline, 92' AGL/115' MSL. **Rwy 16L,** terrain beginning 155' from DER, 152' left of centerline, up to 40' MSL. Multiple trees beginning 427' from DER, 136' left of centerline, up to 32' AGL/109' MSL. Multiple lights, buildings and lights on buildings beginning 285' from DER, 256' left of centerline, up to 113' AGL/159' MSL. Multiple flag poles 1165' from DER, 8' left of centerline, up to 60' AGL/116' MSL. Rising terrain beginning 156' from DER, 100' right of centerline 40' MSL. Multiple trees beginning 296' from DER, 149' right of centerline, up to 38' AGL/218' MSL. Multiple buildings beginning 2057' from DER, 253' right of centerline, up to 30' AGL/91' MSL. **Rwy 16R,** rising terrain beginning 29' from DER on centerline, up to 309' MSL. Multiple trees beginning 835' from DER, 46' left of centerline, up to 112' AGL/156' MSL. Sign 1453' from DER, 139' left of centerline, 50' AGL/94' MSL. Pole 3034' from DER, 302' left of centerline, 91' AGL/135' MSL. Light on tank 4079' from DER, 114' left of centerline, 108' AGL/152' MSL. Multiple tower antennas beginning 8017' from DER, 1913' left of centerline, up to 291' AGL/335' MSL. Antenna on hangar 352' from DER, 399' right of centerline, 38' AGL/82' MSL. Multiple trees beginning 787' from DER, 319' right of centerline, 32' AGL/293' MSL. Multiple poles beginning 2028' from DER, 295' right of centerline, up to 241' AGL/248' MSL. Chimney on building, 4661' from DER, 1553' right of centerline, 33' AGL/353' MSL.

LONG BEACH (DAUGHERTY FIELD) (CON'T)

Rwy 25L, multiple trees beginning 2407' from DER, 111' left of centerline, up to 38' AGL/117' MSL. Obstruction light on tower 2493' from DER, 503' left of centerline, 69' AGL/152' MSL. Rising terrain beginning 110' on centerline, up to 66' MSL. Obstruction light rod on hangar, 1149' from DER, 793' right of centerline, 109' AGL/169' MSL. Antenna 3821' from DER, 439' right of centerline, 66' AGL/155' MSL. **Rwy 25R,** Ford sign beginning 551' from DER, 27' right of centerline, up to 100' AGL/159' MSL. Railroad beginning 202' from DER, 3' left of centerline, 66' AGL/155' MSL. Multiple lights and light poles beginning 321'from DER, 111' left of centerline, up to 32' AGL/92' MSL. Sign 1142' from DER, 33' left of centerline, 35' AGL/104' MSL. Multiple trees beginning 1142' from DER, 9' left of centerline, up to 67' AGL/146' MSL. Multiple obstruction lights beginning 67' from DER, 59' right of centerline, up to 202' AGL/260' MSL. Multiple trees beginning 1246' from DER, 1' right of centerline, up to 87' AGL/145' MSL. **Rwy 30,** railroad beginning 647' from DER, on centerline, up to 27' AGL/91' MSL. Multiple antennas, rods, vents and lights on buildings beginning 356' from DER, 289' left of centerline, up to 27' AGL/87' MSL. Multiple poles beginning 2061' from DER, 312' left of centerline, up to 51' AGL/124' MSL. Railroad beginning 207' from DER, 485' right of centerline, up to 25' AGL/81' MSL. Multiple obstruction lights and poles beginning 632' from DER, 240' right of centerline, up to 66' AGL/142' MSL. Multiple trees beginning 1701' from DER, 136' right of centerline, up to 73' AGL/146' MSL. Building 2617' from DER, 802' right of centerline, 63' AGL/136' MSL.

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CA

. . . . . Rwy 22L/R, 300-1*

* Or standard with minimum climb of 230/NM to 400. Rwy 4L/R climbing right turn; Rwy 22L/R climbing left turn. All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600'.

21 OCT 2010 to 18 NOV 2010

LOS ANGELES, CA

LOS ANGELES INTL (LAX)

AMDT 12 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6R,** 200-1¼ or std. with a min. climb of 275' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 6L/R, 7L/R,** climb to 2000 heading 070°, then climbing right turn, thence... **Rwys 24L/R,** climb to 2000 heading 250°, then climbing left turn, thence... **Rwys 25L/R,** turbojet climb to 2000 heading 250°, then climbing left turn, thence...non-turbojet climb to 2000 heading 250°, at the SMO R-154 turn left heading 200°, thence...

...climb direct SLI VORTAC, then climb on course.

NOTE: **Rwy 6L,** buildings and signs beginning 1693' from departure end of runway, 339' left of centerline, up to 50' AGL/201' MSL. **Rwy 6R,** antenna on building 560' from departure end of runway, 479' right of centerline, 18' AGL/127' MSL, obstruction light on building 5550' from departure end of runway, 1791' right of centerline, 202' AGL/306' MSL, obstruction light on sign and sign beginning 1866' from departure end of runway, 920' left of centerline, up to 49' AGL/161' MSL. **Rwy 7L,** obstruction light on blast fence 168' from departure end of runway, 33' left of centerline, 14' AGL/106' MSL, poles beginning 1290' from departure end of runway, 505' left of centerline, up to 55' AGL/147' MSL, antenna on building 1576' from departure end of runway, 315' left of centerline, 55' AGL/147' MSL, sign and railroad beginning 351' from departure end of runway, 10' left of centerline, up to 29' AGL/124' MSL, railroad 275' from departure end of runway, 500' right of centerline, 23' AGL/115' MSL, approach light and obstruction light on LOC beginning 979' from departure end of runway, on runway centerline, up to 27' AGL/119' MSL. **Rwy 7R,** trees and building beginning 790' from departure end of runway, 606' right of centerline, up to 58' AGL/157' MSL. **Rwy 24L,** bush 956' from departure end of runway, 600' left of centerline, 40' AGL/148' MSL. Light poles beginning 273' from departure end of runway, 425' left of centerline, up to 10' AGL/120' MSL, antenna on pole 1357' from departure end of runway, 286' right of centerline, 36' AGL/144' MSL, light poles and bushes beginning 239' from departure end of runway, 321' right of centerline, up to 8' AGL/116' MSL. **Rwy 24R,** obstruction light on glideslope 212' from departure end of runway, 399' left of centerline, 39' AGL/151' MSL. **Rwy 25L,** tree and pole beginning 2366' from departure end of runway, 764' left of centerline, up to 80' AGL/197' MSL, transmission towers beginning 2800' from departure end of runway, 926' left of centerline, up to 71' AGL/192' MSL, bush 133' from departure end of runway, 397' left of centerline, 4' AGL/123' MSL.

WHITEMAN

TAKE-OFF MINIMUMS: **Rwys 12, 30,** 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct VNY VOR/DME. **Rwy 30,** climbing left turn heading 260°. **All aircraft** climb to 4500 via VNY R-325, then climbing left turn direct VNY VOR/DME.

MARCH ARB (KRIV)

RIVERSIDE, CA . . . . . AMDT 2, 10042

Rwy 32, 1200-3*

* Or standard with a minimum climb rate of 240 ft/NM to 3100'.

Rwy 14 DEPARTURE PROCEDURE: Climb direct HDF VOR, then climbing right turn on heading between 155° CW to 181°. Max airspeed 250 KIAS or 2300-3 for Climb in Visual Conditions within 6.5 NM March ARB, cross March ARB at or above 3700' MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

Rwy 32 DEPARTURE PROCEDURE: Climb left turn heading between 150° to 135° CCW from departure end of the runway. Maximum 250 KIAS or 2300-3 for Climb in Visual Conditions within 6.5 NM of March ARB, cross March ARB at or above 3700' MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

TAKE-OFF OBSTACLES: **Rwy 14,** Tree 150' AGL/1630' MSL, 2248' from DER, 1000' right of centerline. Tree 150' AGL/ 1630' MSL, 1920' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1789' from DER, 1000' right of centerline. Tree 150' AGL/1622' MSL, 2278' from DER, 1002' left of centerline. Aircraft 65' AGL/1550' MSL, 28' inward of DER, 542' left of centerline. Aircraft 30' AGL/1516' MSL, 31' inward of DER, 298' left of centerline. Use caution when departing Rwy 14, rapid rising terrain within 3.5 NM SE of March ARB. **Rwy 32,** Aircraft 65' AGL/1600' MSL, 30' from DER, 526' right of centerline. Aircraft 30' AGL/1565' MSL, 5' from DER, 282' right of centerline.

MIRAMAR MCAS

(MITSCHER FLD) (KNKX), CA.....09351

Rwy 6LR 340° through 150° CW-Civil standard with minimum climb of 300'/NM to 7600; military, standard with minimum climb of 280'/NM to 7600. **Rwy 24L/R** 340° through 100° CW-Civial standard with minimum climb of 290'/NM to 7600; Military, standard with minimum climb of 270'/NM to 7600.

TAKE-OFF OBSTACLES: **Rwy 6L,** Blding 539' MSL, 2381' from DER, 1084' left of centerline. **Rwy 24R,** Pylon 473' MSL, 1879' from DER, 673' left of centerline.

MOJAVE, CA

MOJAVE (MHV)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,8,12,** NA-restricted airspace. **Rwys 22, 26,** std. with a min. climb of 415' per NM to 6800 or 4200-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 485' per NM to 6300 or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 22,** climb to 8000 via heading 218° and LHS R-023 to LHS VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then climb to 8000 via LHS R-023 to LHS VORTAC. **Rwys 26, 30,** climbing left turn to 8000 via heading 190° and LHS R-023 to LHS VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then climb to 8000 via LHS R-023 to LHS VORTAC.

NOTE: **Rwy 30,** vehicle on road 3181' from departure end of runway, 22' right of centerline, 17' AGL/2896' MSL. Train 1441' from departure end of runway, 351' right of centerline, 23' AGL/2882' MSL.

MURRIETA/TEMECULA, CA

FRENCH VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** NA. **Rwy 36,** 700-2 or std. with a min. climb of 340' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeastbound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.

NEEDLES, CA

NEEDLES

DEPARTURE PROCEDURE: **Rwys 2, 29,** turn right. **Rwy 20,** turn left. **All aircraft** climb direct EED VORTAC, then continue climb on curse. Departures on V12, J6, and J8 cross EED VORTAC at or above 2600.

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO,CA. 09127

Rwy 11, diverse departures authorized 129° CW 182°. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the City of Coronado.

Rwy 18, diverse departures authorized 129° CW 175°.

Rwy 29, diverse departures not authorized. Use published DP or 800-2¼ for climb in visual conditions via immediate climbing left turn to cross North Island airport at or above 800' MSL, during visual climb do not overfly Point Loma and remain south of Rwy 11-29, then climb to 2000 via heading 175°, expect radar vectors to join assigned route. Cross DER at or above 35' AGL (54' MSL).

Rwy 36, departure not authorized.

TAKE-OFF OBSTACLES:

Rwy 11, Trees 52' AGL/78' MSL, 108' from DER, 336' right of centerline; Trees 30' AGL/54' MSL, 994' from DER, 733' left of centerline.

Rwy 29, Shipping Channel accommodating vessels up to 200' AGL (206' MSL with tidal range), starting 2577' from DER on centerline. Twin Towers 145' AGL/534' MSL, 1.4 NM from DER, 2645' left of centerline; Tower 479' MSL, 1.5 NM from DER, 1969' left of centerline; Tower 100' AGL/ 455' MSL, 1.5 NM from DER, 2054' left of centerline; Tower 120' AGL/544' MSL, 1139' from DER, 2.1 NM left of centerline.

OCEANSIDE, CA

OCEANSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 400-1 or std. with a min. climb of 320' per NM to 500. **Rwy 24,** 300-1 or std. with a min. climb of 670' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.

ONTARIO, CA

ONTARIO INTL

TAKE-OFF MINIMUMS: **Rwys 8L,8R,** CAT C, D 1000-2 or std. with a min. climb of 220' per NM to 2200.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climbing right turn. **Rwys 26L,26R,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

OXNARD, CA

OXNARD

TAKE-OFF MINIMUMS: **Rwy 7,** 2100-5 or std. with a min. climb of 290' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climb runway heading. **All aircraft** continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID Int. Aircraft departing SQUID Int 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (Hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.

NOTE: **Rwy 7,** 59' AGL tree 527' from departure end of runway, 501' left of centerline.

PALM SPRINGS, CA

BERMUDA DUNES

TAKE-OFF MINIMUMS: **Rwy 28,** CAT A,B 1200-2 or std. with a min. climb of 450' per NM to 1400. CAT C,D 2100-2 or std. with a min. climb of 490' per NM to 3400.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 150°. **Rwy 28,** climbing left turn heading 090°. **All aircraft** continue climb via TRM R-304 to TRM VORTAC. Aircraft departing TRM R-095 CW R-165 climb on course. All others continue climb in TRM holding pattern (E, right turns, 289° inbound) to cross TRM VORTAC at or above: R-166 CW 290°, 6500; 291° CW R-310, 4900; R-311 CW 094°, 3200.

JACQUELINE COCHRAN RGNL

TAKE-OFF MINIMUMS: **Rwy 30,** CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700. **Rwy 35,** CAT A,B 400-2 or std. with a min. climb of 210' per NM to 400. CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700.

DEPARTURE PROCEDURE: **Rwys 12,17,** climbing left turn. **Rwys 30, 35,** climbing right turn heading 150°. Aircraft departing TRM R-101 CW R-139, climb on course. All others continue climb east- bound via the TRM R-109 then climbing right turn to cross TRM VORTAC at or above: R-304 CW R-100, 4000; R-140 CW R-199, 4700; R-200 CW R-303, 6600.

PALM SPRINGS, CA (CON'T)

PALM SPRINGS INTL (PSP)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13L,** minimum climb of 440' per NM to 2300' or 5900-3 for climb in visual conditions. **Rwy 13R,** minimum climb of 422' per NM to 2300' or 5900-3 for climb in visual conditions. **Rwy 31L,** minimum climb of 386' per NM to 4500' or 5900-3 for climb in visual conditions. **Rwy 31R,** minimum climb of 405' per NM to 4500' or 5900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ... **Rwy's 31L/R,** climbing right turn direct PSP VORTAC thence ..., or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...

... via PSP R-124 and TRM R-304 to TRM VORTAC. **All Rwys** if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight.

NOTE: **Rwy 13L,** trees beginning 299' from departure end of runway, 530' left of centerline, up to 66' AGL/465' MSL. HGR 935' from departure end of runway, 552' left of centerline, 31' AGL/440' MSL. **Rwy 13R,** trees beginning 1170' from departure end of runway, 239' right of centerline, up to 100' AGL/599' MSL. Poles beginning 815' from departure end of runway, 209' right of centerline, up to 44' AGL/433' MSL. Light 843' from departure end of runway, 441' right of centerline, 38' AGL/427' MSL. Antenna 1642' from departure end of runway, 26' right of centerline, 53' AGL/442' MSL. **Rwy 31L,** poles beginning 1641' from departure end of runway, 125' right of centerline, up to 31' AGL/550' MSL. Towers beginning 2418' from departure end of runway, 402' left of centerline, up to 59' AGL/560' MSL. Tree 3016' from departure end of runway, 66' right of centerline, 43' AGL/562' MSL. **Rwy 31R,** multiple trees and bushes beginning 305' from departure end of runway, 233' right of centerline, up to 48' AGL/507' MSL. Vent on building 919' from departure end of runway, 399' right of centerline, 15' AGL/474' MSL.

21 OCT 2010 to 18 NOV 2010

PALMDALE, CA

PALMDALE RGNL/USAF PLANT 42 (PMD)
AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. with a min. climb of 300' per NM to 3800 or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4,7,** climbing left turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight. **Rwy 22,** climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight, or for climb in visual conditions cross Palmdale Rgnl/USAF Plant 42 at or above 3700 then via PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight. **Rwy 25,** climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

NOTE: **Rwy 25,** tree 2395' from DER 986' left of centerline, 100' AGL/2659' MSL.

PASO ROBLES, CA

PASO ROBLES MUNI

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inbound to PRB. **Rwy 1,** climb to 3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 13,** climb to 3000 via heading 160° to intercept PRB R-133 outbound. V25 southbound continue climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 19,** climb to 3000 via heading 150° to intercept PRB R-179 outbound. V113 southbound continue climb on course. All others climbing left turn to 4500 direct PRB. **Rwy 31,** climb to 3000 via heading 340° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB.

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

OXNARD, CA 09267

DEPARTURE PROCEDURE:

Rwy 3, Diverse departures authorized 210° to 250° CW. Right turns on departure not authorized. Turn left to assigned heading within 3 DME of NTD TACAN. Do not exceed 310 KIAS until established on assigned heading.

Rwy 9, Diverse departures not authorized.

Rwy 21, Diverse departures authorized 150° to 250° CW.

Rwy 27, Diverse departures authorized 150° to 250° CW. Right turns on departure not authorized. Turn left to assigned heading. Do not exceed 310 KIAS until established on assigned heading.

CAUTION: Mountainous terrain NW thru SE.

TAKE-OFF OBSTACLES: **Rwy 3,** Tower 90' MSL, 3005' from DER, 1238' left of centerline; Trees 90' MSL, 2920' from DER, 1199' left of centerline.

RAMONA, CA

RAMONA (RNM)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 500' per NM to 4000, or 3800-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 332' per NM to 2600, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 088° to 4000, then climbing left turn via heading 330° and JLI VORTAC R-263/OCN VORTAC R-083 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. **Rwy 27,** climb via heading 268° to 2600, then climbing right turn via PGY VORTAC R-336 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course.

NOTE: **Rwy 9,** sign 23' from DER, 178' left of centerline, 9' AGL/1399' MSL. Tree 94' from DER, 343' right of centerline, 20' AGL/1403' MSL. Trees beginning 2468' from DER, 180' right of centerline, up to 100' AGL/1539' MSL. Trees beginning 2637' from DER, 305' left of centerline, up to100' AGL/1487' MSL. **Rwy 27,** tree 657' from DER, 12' left of centerline, 100' AGL/1499' MSL. Trees 1.85 NM from DER, 92' left of centerline, up to 100' AGL/1719' MSL.

REDLANDS, CA

REDLANDS MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** NA. **Rwy 26,** 1700-2 or std. with a min. climb of 300' per NM to 4000.

DEPARTURE PROCEDURE: Climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue in PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700; R-141 CW R-230, 4900.

RIALTO, CA

RIALTO MUNI-MIRO FIELD

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via PDZ R-012 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

RIVERSIDE, CA

RIVERSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 1200-2 or std. with a min. climb of 210' per NM to 2300. CAT C,D 2100-2 or std. with a min. climb of 240' per NM to 3500. **Rwy 16,** NA. **Rwy 27,** CAT C,D 2400-2 or std. with a min. climb of 230' per NM to 3800. **Rwy 34,** CAT A,B 700-2 or std. with a min. climb of 400' per NM to 1600. CAT C,D 1600-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn. **Rwy 34,** climbing left turn. **Rwy 27,** climb heading 280° to 2000, then climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000; or Airway MEA.

SAN BERNARDINO, CA

SAN BERNARDINO INTL

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

SAN CLEMENTE ISLAND NALF (FREDERICKSHERMAN FLD)(KNUC)

SAN CLEMENTE ISLAND, CA 09071

Rwy 5: Diverse departures authorized 090° to 233° CCW.

Rwy 23: Diverse departures authorized 160° to 053° CW.

TAKEOFF OBSTACLES: **Rwy 5,** Pylon 198' MSL, 44' from DER, 273' right of centerline.

SAN DIEGO, CA

BROWN FIELD MUNI (SDM)

AMDT 4 10154(FAA)

TAKE-OFF MINIMUMS: **Rwy 8L,** std. w/ min. climb of 570' per NM to 3100. **Rwys 8R,26L,** NA - ATC.

DEPARTURE PROCEDURE: **Rwy 8L,** climbing left turn, thence...**Rwy 26R,** climbing right turn, thence... ...via heading 280° to intercept MZB R-160 to MZB VORTAC.

NOTE: **Rwy 26R,** tree 1284' from DER, 778' left of centerline, 52' AGL/561' MSL.

SAN DIEGO, CA (CON'T)

MONTGOMERY FIELD (MYF)

AMDT 3A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1500-2 or std. with a min. climb of 290' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 5, 10L/R,** climbing right turn. **Rwys 28L/R,** climbing left turn. **All aircraft** climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 1800.

NOTE: **Rwy 5,** trees and bushes beginning 244' from DER, 161' left of centerline, up to 99' AGL/524' MSL. Tree 1287' from DER, 103' right of centerline, up to 49' AGL/474' MSL. **Rwy 23,** tree, flag pole, and transmission towers beginning 1594' from DER, 82' right of centerline, up to 125' AGL/545' MSL. Transmission towers beginning 2627' from DER, 414' left of centerline up to 125' AGL/524' MSL. **Rwy 10L,** trees beginning 230' from DER, 494' left of centerline, up to 57' AGL/486' MSL. Trees beginning 1172' from DER, 591' right of centerline, up to 69' AGL/488' MSL. **Rwy 10R,** rod on electrical equipment 40' from DER, 66' left of centerline, 7' AGL/426' MSL. Trees beginning 2107' from DER, 199' right of centerline, up to 69' AGL/488' MSL. **Rwy 28L,** bushes and poles beginning 35' from DER, 160' right of centerline, up to 37' AGL/451' MSL. Trees beginning 1008' from DER, 7' left of centerline, up to 37' AGL/451' MSL. **Rwy 28R,** bushes, trees, and poles beginning 34' from DER, 162' left of centerline, up to 38' AGL/451' MSL. Trees, signs, and poles beginning 768' from DER, 98' right of centerline, up to 67' AGL/488' MSL.

SAN DIEGO INTL

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 400-1 or 300-1 with a min. climb of 610' per NM to 600. CAT C,D 300-1 with a min. climb of 610' per NM to 2300. **Rwy 27,** 300-1½ or std. with a min. climb of 317' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 600, then climbing left turn direct MZB VORTAC. **Rwy 27,** climb runway heading to 900, then climbing right turn direct MZB VORTAC. Aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 2000.

NOTE: **Rwy 9,** trees 792' from departure end of runway, 142' left of centerline, 60' AGL/99' MSL. Antenna 740' from departure end of runway, 302' right of centerline, 62' AGL/ 82' MSL. Antenna 1946' from departure end of runway, 969' left of centerline, 126' AGL/192' MSL. Trees 1377' from departure end of runway, 285' left of centerline, 80' AGL/135' MSL. Trees 4625' from departure end of runway, 1414' left of centerline, 250' AGL/385' MSL. **Rwy 27,** trees 1 mile from departure end of runway, 685' right of centerline, 220' AGL/253' MSL. Trees 3118' from departure end of runway, 846' right of centerline, 120' AGL/149' MSL. Flagpole 2511' from departure end of runway, 700' left of centerline, 90' AGL/ 116' MSL.

10266

SAN DIEGO (EL CAJON), CA

GILLESPIE FIELD (SEE)

AMDT 4A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** 900-2 or std. with a min. climb of 1000' per NM to 1600. **Rwy 17,** std. w/ min. climb of 440' per NM to 1800. **Rwys 27L, 27R,** 2500-2 or std. w/ min. climb of 411' per NM to 2500. **Rwy 35,** 1300-2 or std. with a min. climb of 460' per NM to1800.

DEPARTURE PROCEDURE: **Rwys 9L, 9R, 27L, 27R,** climbing right turn. **Rwys 17, 35,** climbing left turn. **All aircraft** climb via heading 165° and MZB R-076 to MZB VORTAC.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA. **Rwy 11,** 1800-2 or std. with a min. climb of 320' per NM to 2300. **Rwy 29,** 1200-2 or std. with a min. climb of 390' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 900, then climbing right turn direct MQO VORTAC. **Rwy 29,** climb via runway heading and MQO R-050 to MQO VORTAC. **All aircraft** departing on MQO R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns, 306° inbound) to cross MQO VORTAC at or above 4000.

SAN NICOLAS ISLAND NOLF (NSI)

SAN NICOLAS ISLAND, CA

Rwy 12: Diverse departures authorized 300° to 120° CW.

Rwy 30: Diverse departures not authorized. Rwy 30 climb heading 300° to 1300', then turn right to assigned heading.

Rwy 12-30 Obstacle identification surface begins 10 ft above departure end of runway.

TKOFF OBSTACLES: Rwy 30: 1076' MSL (589' AGL) Tower, 2805' past DER, 1882' left of centerline.

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

AMDT 5 09239 (FAA)

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climbing left turn direct SLI VORTAC. **Rwys 19L, 19R,** climbing right turn direct SLI VORTAC. **All aircraft** climb in SLI holding pattern (hold South, left turns, 351° inbound) to cross SLI VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 1L,** multiple trees beginning 466' from DER, 553' left of centerline, up to 85' AGL/127' MSL. Light pole 94' from DER, 490' left of centerline, 21' AGL/63' MSL. Obstruction light on DME 497' from DER, 625' right of centerline, 13' AGL/55' MSL. **Rwy 1R,** obstruction light on DME 497' from DER, 125' right of centerline, 13' AGL/55' MSL. Tree 1745' from DER, 309' right of centerline, 51' AGL/85' MSL. Light pole 1104' from DER, 307' right of centerline, 34' AGL/68' MSL. **Rwy 19R,** WSK on HGR 536' from DER, 605' left of centerline, 44' AGL/92' MSL. Multiple trees beginning 289' from DER, 500' right of centerline, up to 52' AGL/108' MSL. Light poles beginning 204' from DER, 490' right of centerline, up to 35' AGL/85' MSL. Tree 1574' from DER, 765' left of centerline, 59' AGL/113' MSL.

SANTA BARBARA, CA

SANTA BARBARA MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 280' per NM to 1200, or 1900-2½ for climb in visual conditions. **Rwy 33L, 33R,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn via heading 170°, thence..., or for climb in visual conditions: cross Santa Barbara Muni Airport southbound at or above 1900, thence...**Rwys 15L, 15R,** climb via heading 152°, thence...**Rwy 25,** climbing left turn via heading 155°, thence...

...then via RZS R-185 to GOLET INT, climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA for route of flight, before proceeding on course.

NOTE: **Rwy 7,** obstruction light on DME antenna, road and numerous trees beginning 350' from departure end of runway, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from departure end of runway, 11' left of centerline, up to 79' AGL/98' MSL. **Rwy 15L,** numerous trees beginning 1242' from departure end of runway, 119' right of centerline, up to 100' AGL/159' MSL. **Rwy 15R,** sign and numerous trees beginning 29' from departure end of runway, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from departure end of runway, 243' left of centerline, 19' AGL/59' MSL. **Rwy 25,** trees beginning 1999' from departure end of runway, 793' right of centerline, up to 67' AGL/86' MSL.

SANTA MARIA, CA

SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** CAT C,D 3400-2 or std. with a min. climb of 310' per NM to 3600. **Rwy 20,** CAT A,B 1300-2 or std. with a min. climb of 250' per NM to 1500; CAT C,D 1600-2 or std. with a min. climb of 250' per NM to 2100.

DEPARTURE PROCEDURE: **Rwys 2, 12,** climbing left turn. **Rwy 20,** climbing right turn. **Rwy 30,** climb via runway heading. **All aircraft** climb direct GLJ VOR. Continue climb via GLJ R-300 northwestbound to 2000, then continue climbing direct MQO VORTAC.

NOTE: 400' - 550' trees beginning ¾ mile from departure end of Rwy 12.

21 OCT 2010 to 18 NOV 2010

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SANTA MONICA, CA

SANTA MONICA MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 325' per NM to 1100, or 1200-3 for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 215' per NM to 4000, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DME at or above 1200 then continue climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT. **Rwy 21,** climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DME at or above 1200, then climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT.

NOTE: **Rwy 3,** multiple signs and trees beginning 19' from departure end of runway, 300' right of centerline, up to 36' AGL/211' MSL, tower 5488' from departure end of runway, 1902' right of centerline, 150' AGL/325' MSL, light standard 19' from departure end of runway, 176' right of centerline, 6' AGL/181' MSL, multiple trees beginning 325' from departure end of runway, 227' left of centerline, up to 34' AGL/209' MSL, sign 56' from departure end of runway, 185' left of centerline, 6' AGL/181' MSL. **Rwy 21,** multiple trees and poles beginning 140' from departure end of runway, 247' right of centerline, up to 81' AGL/196' MSL, antenna on building 280' from departure end of runway, 486' right of centerline, 35' AGL/150' MSL, VOR 101' from departure end of runway, 255' left of centerline, 7' AGL/122' MSL.

SANTA YNEZ, CA

SANTA YNEZ

TAKE-OFF MINIMUMS: **Rwy 8,** CAT C,D 1100-2 or std. with a min. climb of 280' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 8,** turn left, climb to 6000 heading 260° and V27 to ORCUT Int. **Rwy 26,** climb to 6000 via RZS R-275 and V27 to ORCUT Int.

SHAFTER, CA

SHAFTER-MINTER FIELD

DEPARTURE PROCEDURE: **Rwys 12, 17,** turn right. **Rwys 30,35,** turn left. Climb westbound to 4000 via V248. Westbound aircraft continue at 4000 on course. Eastbound aircraft turn right at 4000 direct EHF VORTAC.

TORRANCE, CA

ZAMPERINI FIELD (TOA)

AMDT 1A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11L,** 400-2 or std. w/ min. climb of 325' per NM to 600. **Rwy 11R,** 400-2½ or std. with a min. climb of 325' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 29L, 29R,** climb runway heading. **Rwys 11L, 11R,** climbing left turn to heading 290°. Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

TUSI AHP (KHGT),

HUNTER LIGGETT, CA . . . . . AMDT 3, 08269

Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).

TWENTYNINE PALMS, CA

TWENTYNINE PALMS

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwys 8, 26, 35,** std. with a min. climb of 280' per NM to 5500.

DEPARTURE PROCEDURE: **Rwys 8, 26, 35,** turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255° inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

TWENTYNINE PALMS SELF (NXP)

TWENTYNINE PALMS, CA 07354

Diverse departure not authorized.

UPLAND, CA

CABLE (CCB)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1¾ or std. with a min. climb of 240' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC and hold (East, right turns, 258°, inbound), continue climb-in-hold to MEA for route of flight.

NOTE: **Rwy 24,** sign, 45' from DER, 96' left of centerline, 8' AGL/1396' MSL. Trees beginning 250' from DER, 417' right of centerline, up to 30' AGL/1429' MSL. **Rwy 6,** trees beginning 14' from DER, 78' left of centerline, up to 30' AGL/1669' MSL. Sign 27' from DER, 98' right of centerline, 8' AGL/1448' MSL. Sign 29' from DER, 102' left of centerline, 8' AGL/1451' MSL. Pole 109' from DER, 221' right of centerline, 40' AGL/1470' MSL. Poles beginning 123' from DER, 178' left of centerline, up to 47' AGL/1491' MSL. Trees beginning 160' from DER, 15' right of centerline, up to 30' AGL/1506' MSL. Obstruction light on building 768' from DER, 246' left of centerline, 39' AGL/1489' MSL. Tree 2785' from DER, on centerline, 30' AGL1524' MSL.

21 OCT 2010 to 18 NOV 2010

VAN NUYS, CA

VAN NUYS (VNY)
AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16L, 16R,** std. w/ min. climb of 370' per NM to 7100, or 1500-2½ for climb in visual conditions. **Rwys 34L, 34R,** std. w/ min. climb of 370' per NM to 7100, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy s16L,16R,** climbing left turn heading 050° to intercept VNY R-095 to DARTS/INT and hold West ,Right turns, 095° inbound, continue climb-in-hold to 7100', before proceeding on course. Aircraft Eastbound via V186, Southeastbound via V459, climb on course or for climb in visual conditions cross Van Nuys airport at or above 4500 before proceeding on course. **Rwys 34L, 34R,** climbing right turn heading 125° to intercept VNY R-095 to DARTS/ INT, and hold West, Right turns 095° inbound, continue climb-in-hold to 7100, before proceeding on course. Aircraft Eastbound via V186, Southeastbound via V459, climb on course or for climb in visual conditions cross Van Nuys airport at or above 4500 before proceeding on course.

NOTE: **Rwy 16L,** light on hangar 713' from DER 361' left of centerline, 27' AGL/798' MSL. **Rwy 16R,** hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL. Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL. Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL. Muliple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL. **Rwy 34L,** blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL. Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL. Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/ 921' MSL. Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL. Building 424' from DER, 589' right of centelrine, 29' AGL/831' MSL. Antenna on building 450' from DER 462' left of centerline, 15' AGL/ 817' MSL. Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL. Multiple trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL. **Rwy 34R,** railroad 305' from DER, 5' right of centerline, 23' AGL/832' MSL. Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL. Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL. Multiple trees beginning 781' from DER, 110' left of centerline 62' AGL/891' MSL.

VANDENBERG AFB (KVBG)

LOMPOC, CA 10042

Rwy 12: 6500-3 or standard with a minimum climb rate of 300'/NM to 8800, cross DER at or above 35' AGL/404' MSL.

Rwy 30: 6400-3 or standard with a minimum climb rate of 270'/NM to 8800, cross DER at or above 35' AGL/274' MSL.

TAKE-OFF OBSTACLES: **Rwy 12:** trees 40' AGL/479' MSL, 3814' from DER, 1126' right of centerline. Road with possible vehicles 10' AGL/443' MSL, 2961' from DER, 360' right of centerline. Trees 200' AGL/594' MSL, 1.3 NM from DER, 795' right of centerline. Trees 200' AGL/600' MSL, 1.1 NM from DER, 2250' right of centerline. Trees 200' AGL/604' MSL, 1.0 NM from DER, 90' right of centerline. Trees 200' AGL/600' MSL, 1.4 NM from DER, 2665' left of centerline. Trees 200' AGL/620' MSL, 6051' from DER, 2044' left of centerline. Trees 50' AGL/1375' MSL, 3.2 NM from DER, 5.0 NM left of centerline. Trees 107' AGL/546' MSL, 4548' from DER, 1479' right of centerline.

Rwy 12/30 VCOA: For climb in Visual Conditions 2200-3, remain within 6.5 NM from airport, cross Vandenberg airport at or above 2400, then proceed as filed. Maximum airspeed 250 kts.

Note: Aircrews must notify ATC prior to executing this VCOA procedure.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 266' per NM to 3500 or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 220°, thence. . .or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course. **Rwys 17, 21,** climbing right turn heading 325°, thence. . . **Rwy 35,** climbing left turn heading 220°, thence. . .

. . .All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

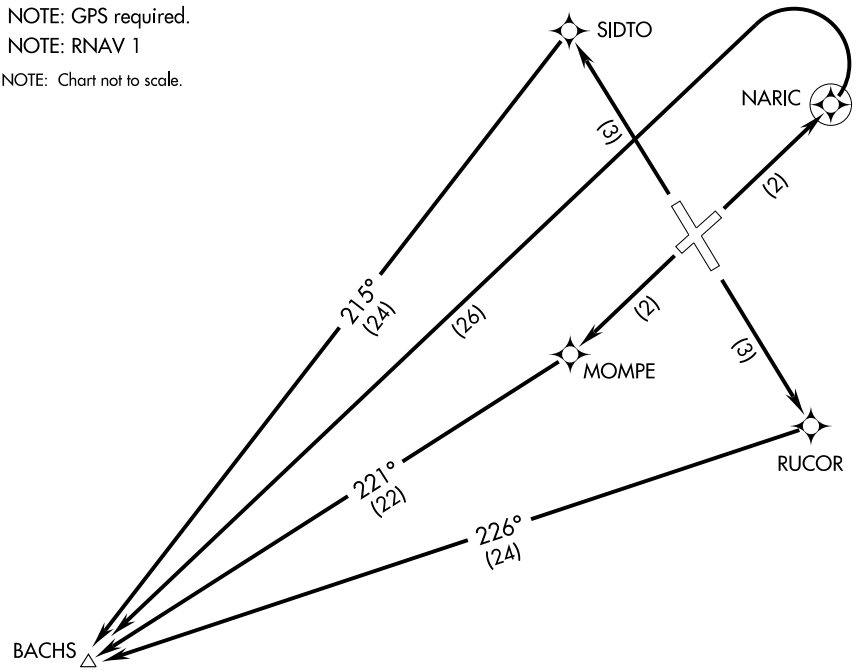
NOTE: **Rwy 3,** pole 408' from departure end of runway, 511' right of centerline, 29' AGL/2873' MSL. Terrain beginning 153' from departure end of runway, 41' right of centerline, up to 3196' MSL. Terrain beginning 17' from departure end of runway, 104' left of centerline, up to 2855' MSL. Tree 2.1 NM from departure end of runway, 3735' right of centerline, 50' AGL/3269' MSL. **Rwy 17,** sign 248' from departure end of runway, 277' left of centerline, 14' AGL/2896' MSL. Antenna on building 701' from departure end of runway, 203' left of centerline, 20' AGL/2902' MSL.

BACHS TWO DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
127.6 346.35
CTAF 122.8

TAKE-OFF MINIMUMS
Rwy 3: Standard with minimum climb of 340 feet per NM to 5900.
Rwy 13: Standard with minimum climb of 230 feet per NM to 8200.
Rwy 21: Standard with minimum climb of 365 feet per NM to 6000.
Rwy 31: Standard with minimum climb of 450 feet per NM to 5800.

NOTE: GPS required.
NOTE: RNAV 1
NOTE: Chart not to scale.



TAKE-OFF OBSTACLE NOTES
Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4659′ MSL.
Rwy 21: Trees and road with vehicles beginning 1′ from DER, right and left of centerline, to 100′ AGL/4469′ MSL.
Rwy 13: Trees and a road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4519′ MSL.
Rwy 31: Trees and road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4469′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 9000 direct NARIC, then climbing left turn direct BACHS.
TAKE-OFF RUNWAY 13: Climb to 9000 direct RUCOR, turn right via 226° track to BACHS.
TAKE-OFF RUNWAY 21: Climb to 9000 direct MOMPE, then via 221° track to BACHS.
TAKE-OFF RUNWAY 31: Climb to 9000 direct SIDTO, turn left via 215° track to BACHS.

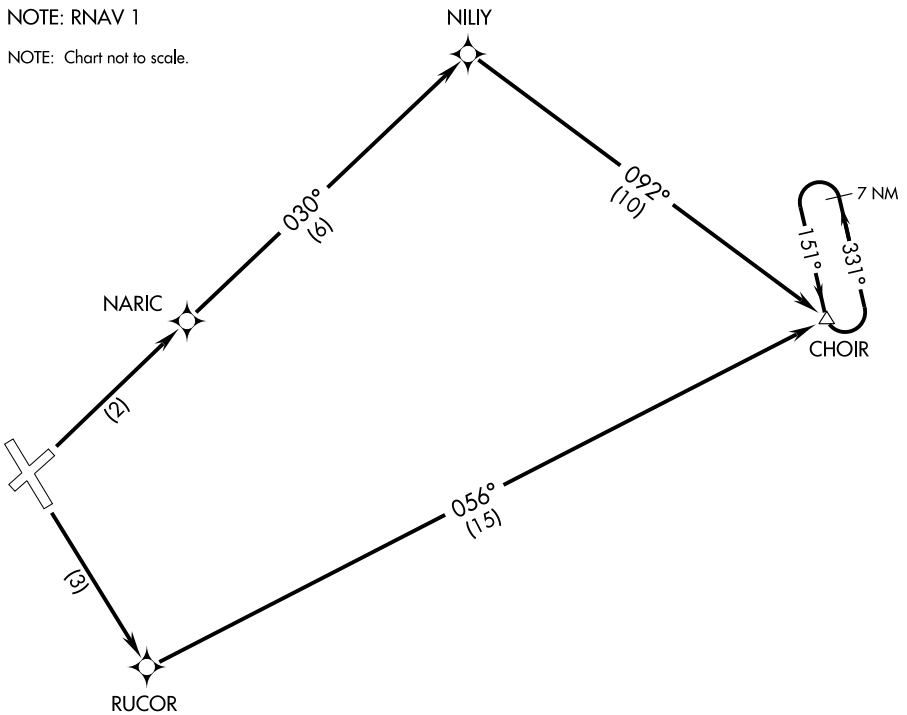
SW-2, 21 OCT 2010 to 18 NOV 2010

CHOIR TWO DEPARTURE (RNAV)

SEATTLE CENTER
127.6 346.35
CTAF 122.8

TAKE-OFF MINIMUMS
Rwy 3: Standard with minimum climb of 367′ per NM to 11000.
Rwy 13: Standard with minimum climb of 389′ per NM to 11000.
Rwys 21 and 31: NA - ATC.

NOTE: GPS required.
NOTE: RNAV 1
NOTE: Chart not to scale.



TAKE-OFF OBSTACLE NOTES
Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4659′ MSL.
Rwy 13: Trees and road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4519′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR, Thence....

TAKE-OFF RUNWAY 13: Climb to 11000 direct RUCOR and via 056° track to CHOIR, Thence....

....climb in holding, (if required) before proceeding on course.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

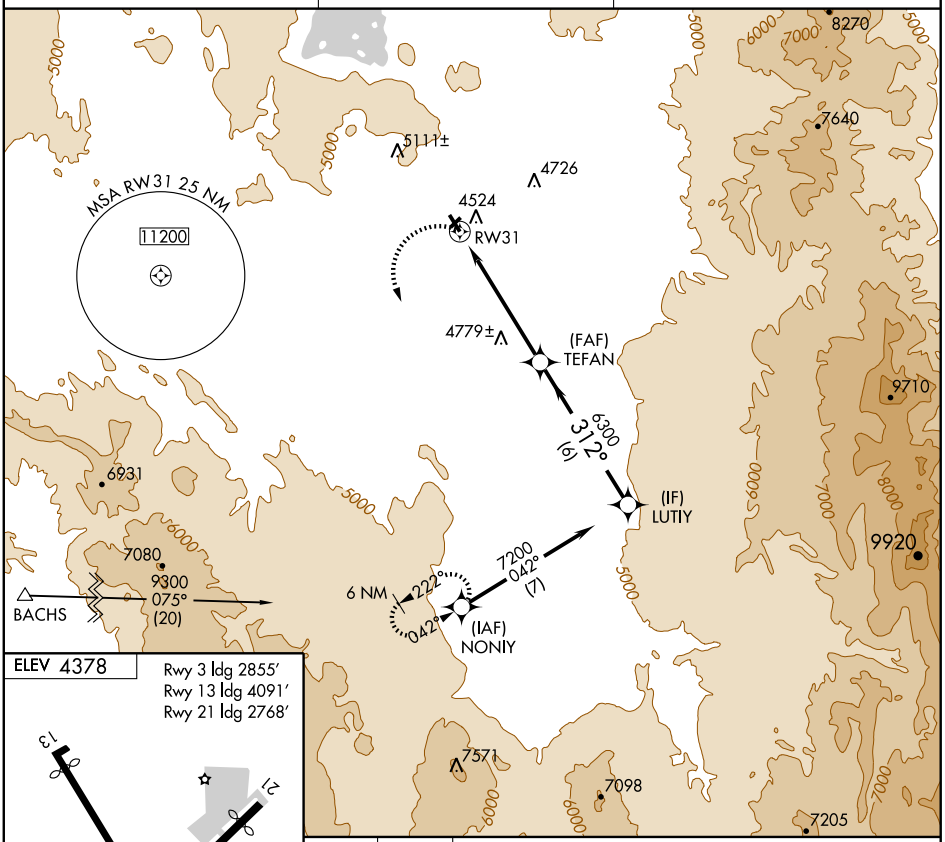
APP CRS	Rwy Idg	4300
312°	TDZE	4378
	Apt Elev	4378

RNAV (GPS) RWY 31
ALTURAS MUNI (AAT)

DME/DME RNP- 0.3 NA.

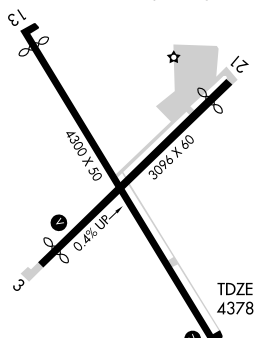
MISSED APPROACH: Climbing left turn to 9300 direct NONIY and hold, continue climb-in-hold to 9300.

ASOS	SEATTLE CENTER	UNICOM
124.175	127.6 346.35	122.8 (CTAF) L



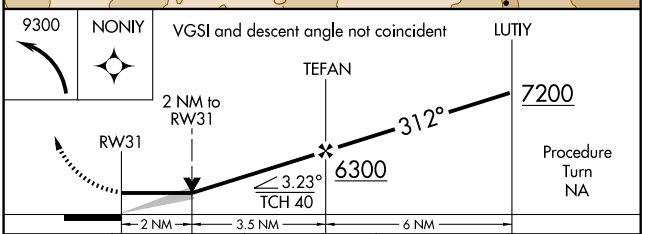
ELEV 4378

Rwy 3 ldg 2855′
Rwy 13 ldg 4091′
Rwy 21 ldg 2768′



REIL Rwys 3 and 31 L
MIRL Rwy 13-31 L
LIRL Rwy 3-21 L

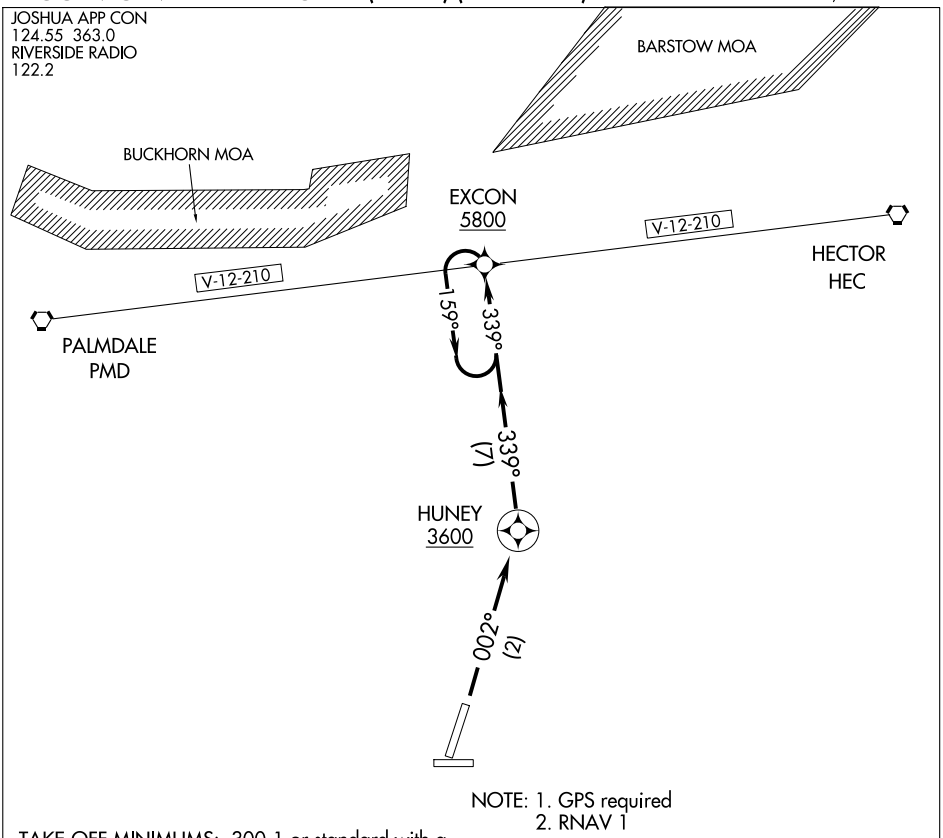
312° to RW31



CATEGORY	A	B	C	D
LNAV MDA	5040-1 662 (700-1)		NA	
CIRCLING	5040-1 662 (700-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010

EXCON ONE DEPARTURE (RNAV) (OBSTACLE)



NOTE: 1. GPS required
2. RNAV 1

TAKE-OFF MINIMUMS: 300-1 or standard with a minimum climb gradient of 340′ per NM until 5800′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb via 002° course to HUNEY WP, then 339° course to EXCON WP, then climb in EXCON WP holding pattern (hold S left turns 339° inbound) to 7500′ MSL then proceed on course.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6498
182°	TDZE	3062
	Apt Elev	3062

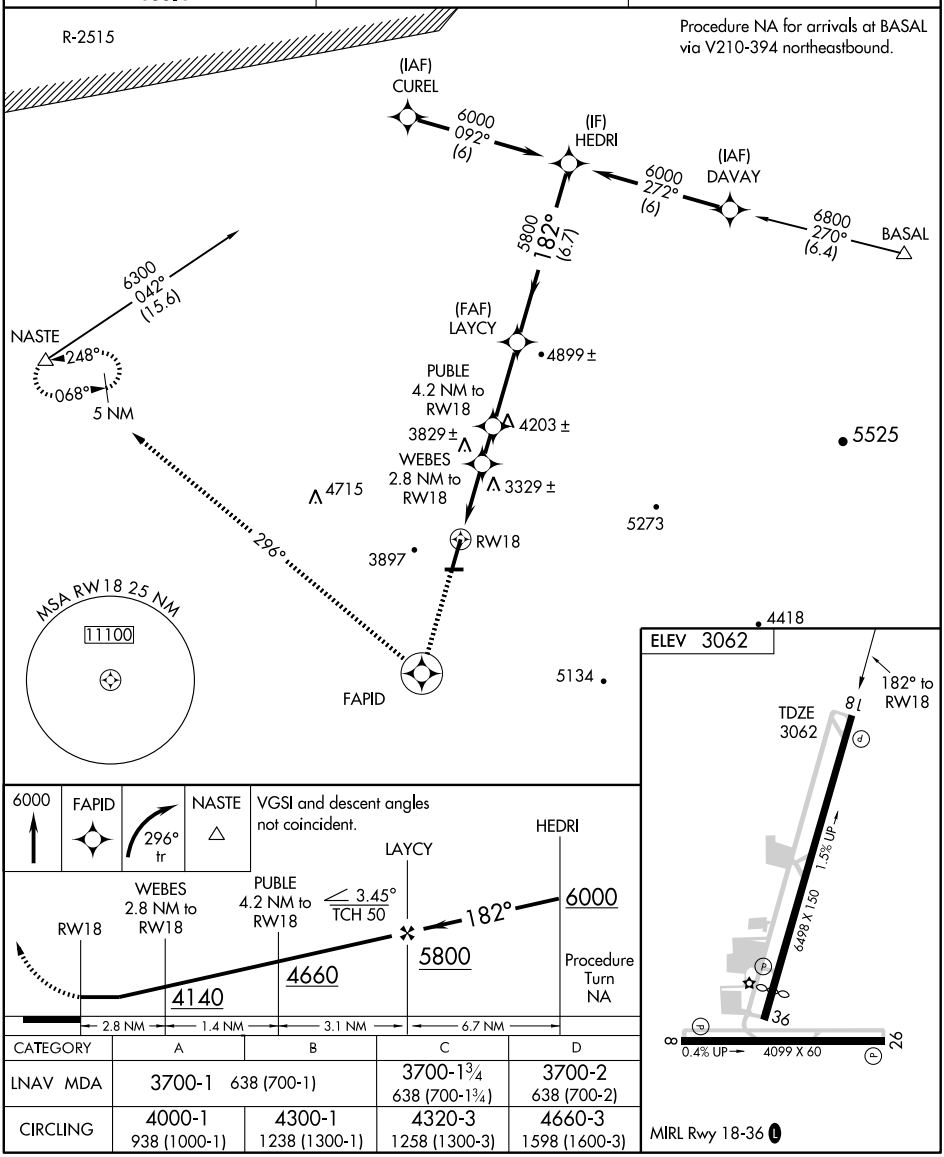
RNAV (GPS) Y RWY 18

APPLE VALLEY (APV)

Circling to Rwy 8 and 26 NA at night.
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Southern California Logistics altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct FAPID and right turn via 296° track to NASTE and hold.

SOUTHERN CALIFORNIA LOGISTICS AWOS-3	JOSHUA APP CON	UNICOM
109.4	124.55 363.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3700-1 638 (700-1)		3700-1¾ 638 (700-1¾)	3700-2 638 (700-2)
CIRCLING	4000-1 938 (1000-1)	4300-1 1238 (1300-1)	4320-3 1258 (1300-3)	4660-3 1598 (1600-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6498
Ch 63102	182°	TDZE	3062
W18A		Apt Elev	3062

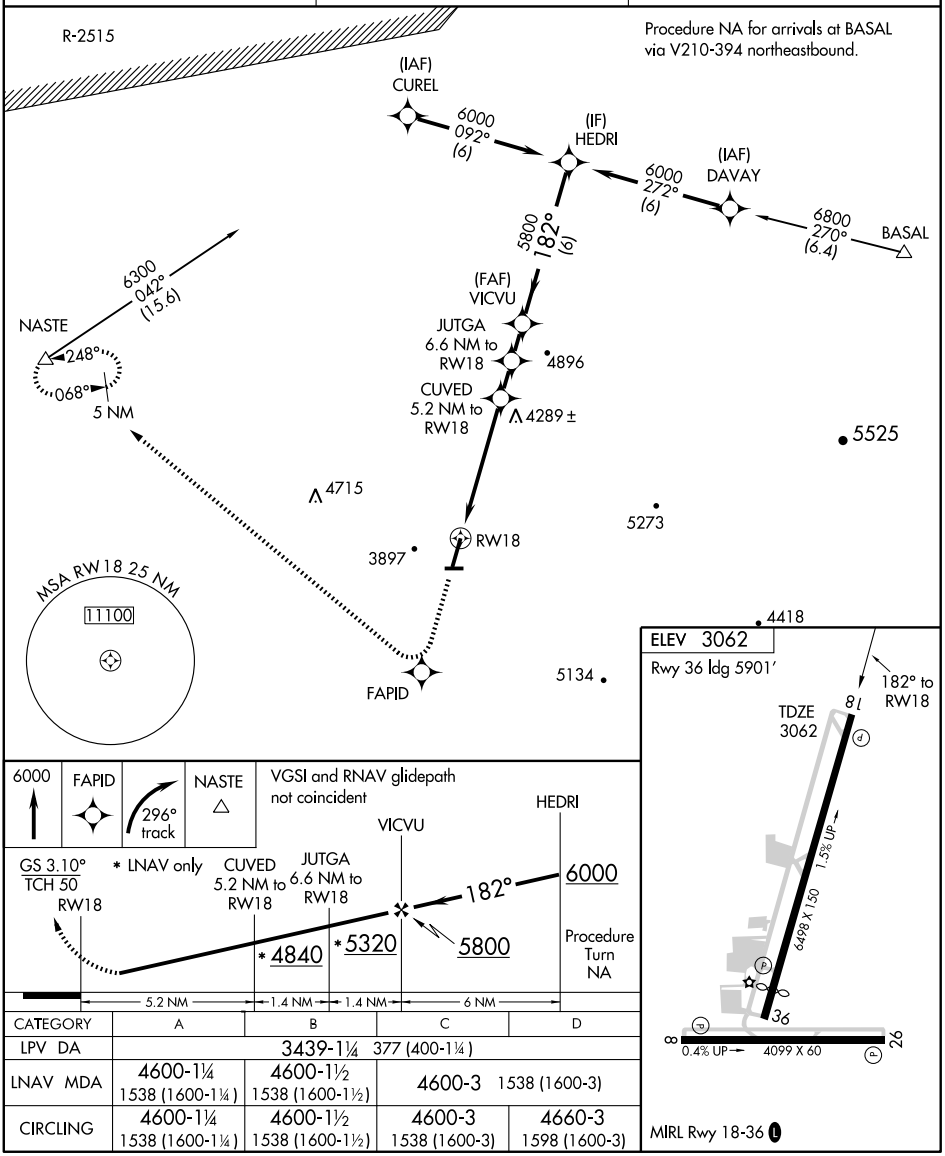
RNAV (GPS) Z RWY 18

APPLE VALLEY (APV)

Circling to Rwy 8 and 26 NA at night.
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
W Use Southern California Logistics altimeter setting; if not received, procedure NA.

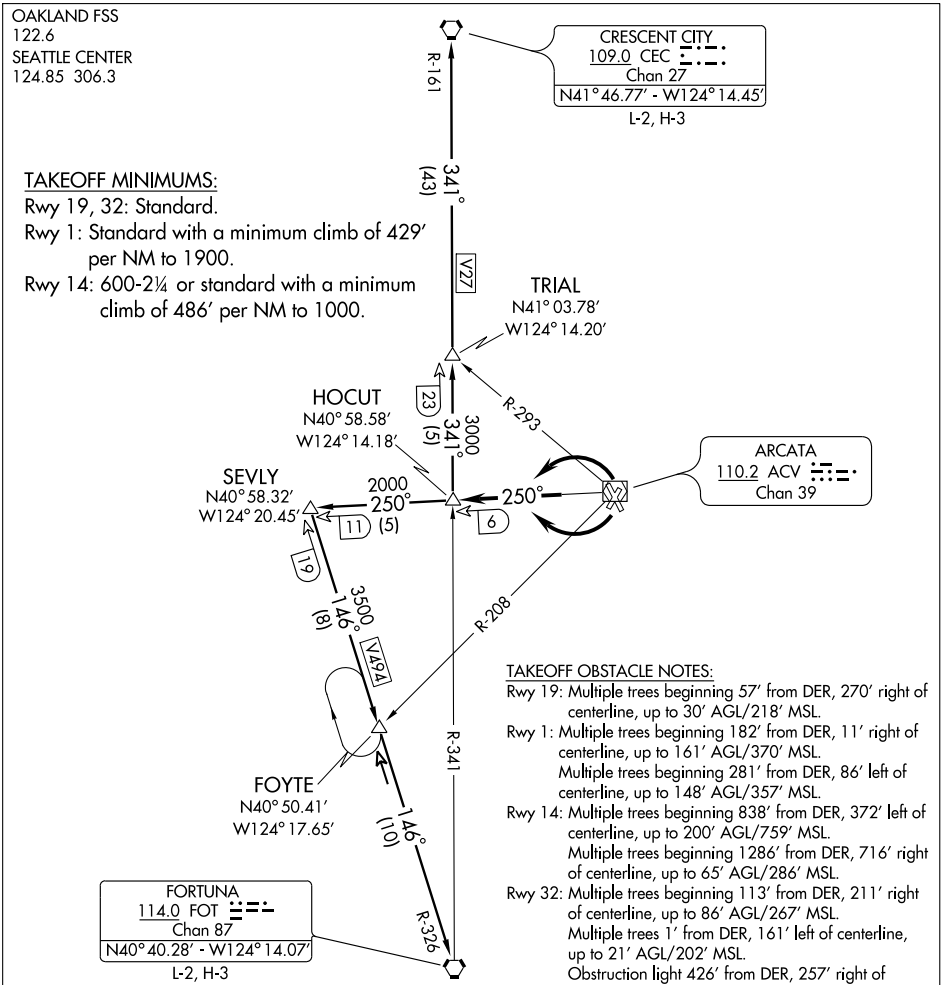
MISSED APPROACH: Climb to 6000 direct FAPID and right turn via 296° track to NASTE and hold.

SOUTHERN CALIFORNIA LOGISTICS AWOS-3	JOSHUA APP CON	UNICOM
109.4	124.55 363.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3439-1¼ 377 (400-1¼)			
LNAV MDA	4600-1¼ 1538 (1600-1¼)	4600-1½ 1538 (1600-1½)	4600-3 1538 (1600-3)	
CIRCLING	4600-1¼ 1538 (1600-1¼)	4600-1½ 1538 (1600-1½)	4600-3 1538 (1600-3)	4660-3 1598 (1600-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



TAKEOFF MINIMUMS:
Rwy 19, 32: Standard.
Rwy 1: Standard with a minimum climb of 429′ per NM to 1900.
Rwy 14: 600-2¼ or standard with a minimum climb of 486′ per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 19: Multiple trees beginning 57′ from DER, 270′ right of centerline, up to 30′ AGL/218′ MSL.
Rwy 1: Multiple trees beginning 182′ from DER, 11′ right of centerline, up to 161′ AGL/370′ MSL.
Multiple trees beginning 281′ from DER, 86′ left of centerline, up to 148′ AGL/357′ MSL.
Rwy 14: Multiple trees beginning 838′ from DER, 372′ left of centerline, up to 200′ AGL/759′ MSL.
Multiple trees beginning 1286′ from DER, 716′ right of centerline, up to 65′ AGL/286′ MSL.
Rwy 32: Multiple trees beginning 113′ from DER, 211′ right of centerline, up to 86′ AGL/267′ MSL.
Multiple trees 1′ from DER, 161′ left of centerline, up to 21′ AGL/202′ MSL.
Obstruction light 426′ from DER, 257′ right of centerline, 21′ AGL/202′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1 and 32: Climbing left turn, thence. . . .
TAKE-OFF RUNWAYS 14 and 19: Climbing right turn, thence. . . .
. . . .via ACV R-250 to HOCUT INT.

CRESCENT CITY TRANSITION (HOCUT3.CEC): From over HOCUT INT via FOT R-341 and CEC R-161 to CEC VORTAC.
FORTUNA TRANSITION (HOCUT3.FOT): From over HOCUT INT via ACV R-250 to SEVLY INT, then via FOT R-326 to FOT VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACV	APP CRS	Rwy Idg 5198
109.5	316°	TDZE 221
Chan 32		Apt Elev 221

ILS or LOC/DME RWY 32

ARCATA (ACV)

Circling NA east of Rwy 14-32. When local altimeter setting not received, use Crescent City altimeter setting and increase all DA 135 feet, all MDA 140 feet. Increase S-ILS 32 visibility to RVR 4000, S-LOC 32 Cat B visibility to RVR 4000, Cat C to 1¾ , and Cat D to 2. Increase visibility circling Cats B/C ¼ mile, Cat D ½ mile.

MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via heading 250° and FOT R-341 to TRIAL Int and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF) L

DME REQUIRED

R-341 TRIAL FOT 23.5

341° 161°

R-293 116°

LOCALIZER 109.5 I-ACV Chan 32

ARCATA 110.2 ACV Chan 39

LMM ABETA 233 CV

ACATA OM I-ACV 5.7

I-ACV 7.5

I-ACV 10

KORBE INT I-ACV 12

2000 316° (1.8)

3200 316° (2)

2500 316° (2.5)

1405 882 597 ± 619 ± 1934 2386 3049 ELEV

4092 4260 3404

10 NM R-034 R-341

MSA ACV 25 NM

5900 220° 110° 2300 7200 010°

3600 034° (13.7)

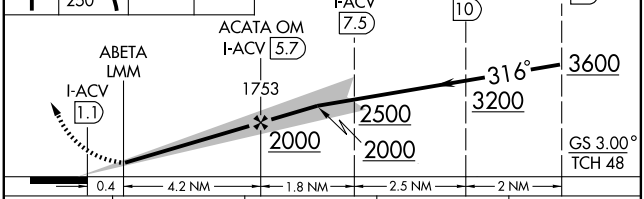
IAF FORTUNA 114.0 FOT Chan 87

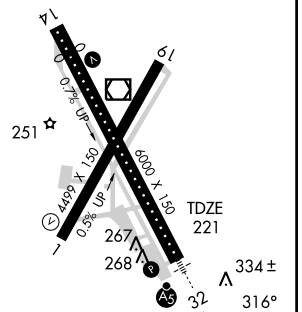
ELEV 221 D

800 | 3000 hdg 250° | FOT R-341 | TRIAL △

Use I-ACV DME when on LOC course.

Procedure Turn NA





CATEGORY	A	B	C	D
S-ILS 32	421/18	200 (200-½)		
S-LOC 32	860/24 639 (700-½)		860/60 639 (700-1¼)	860-1½ 639 (700-1½)
CIRCLING	860-1 639 (700-1)		860-1¾ 639 (700-1¾)	860-2 639 (700-2)

TDZ/CL Rwy 32 L
MIRL Rwy 1-19
HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L
REIL Rwy 1

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACV	APP CRS	Rwy Idg	5198
109.5	316°	TDZE	221
Chan 32		Apt Elev	221

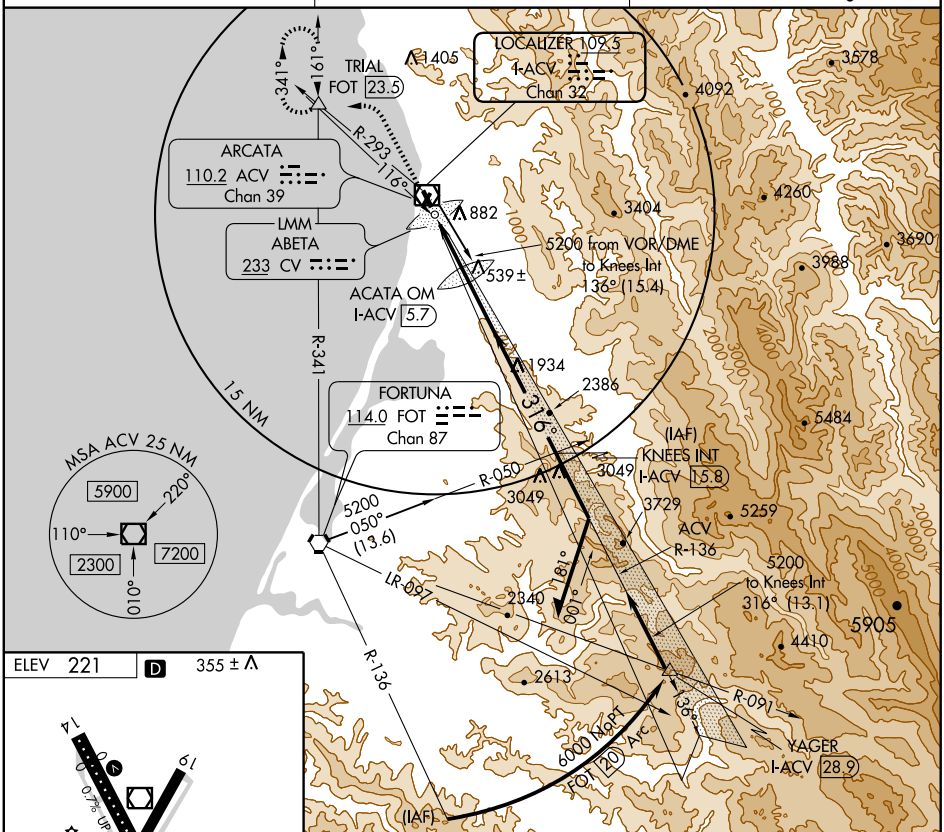
ILS RWY 32
ARCATA (ACV)

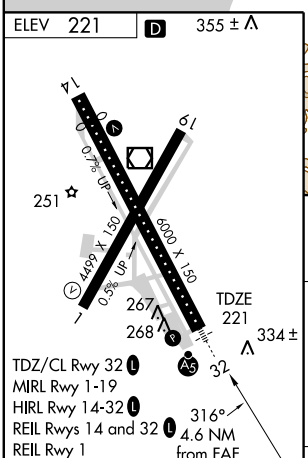
When local altimeter setting not received use Crescent City altimeter setting and increase all DA 135 feet and S-ILS 32 visibility to RVR 4000. For inoperative MALSR when using Crescent City altimeter setting, increase S-ILS 32 visibility to RVR 6000 all Cats.

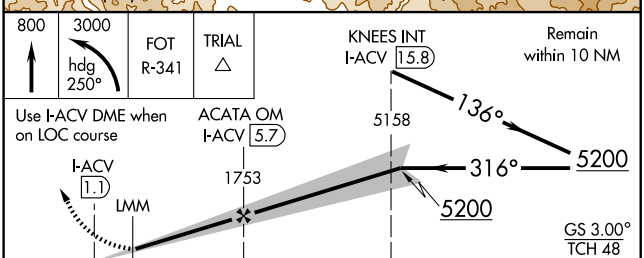
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via heading 250° and FOT R-341 to TRIAL INT and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF)







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 32	421/18 200 (200-⅜)			
S-LOC 32	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

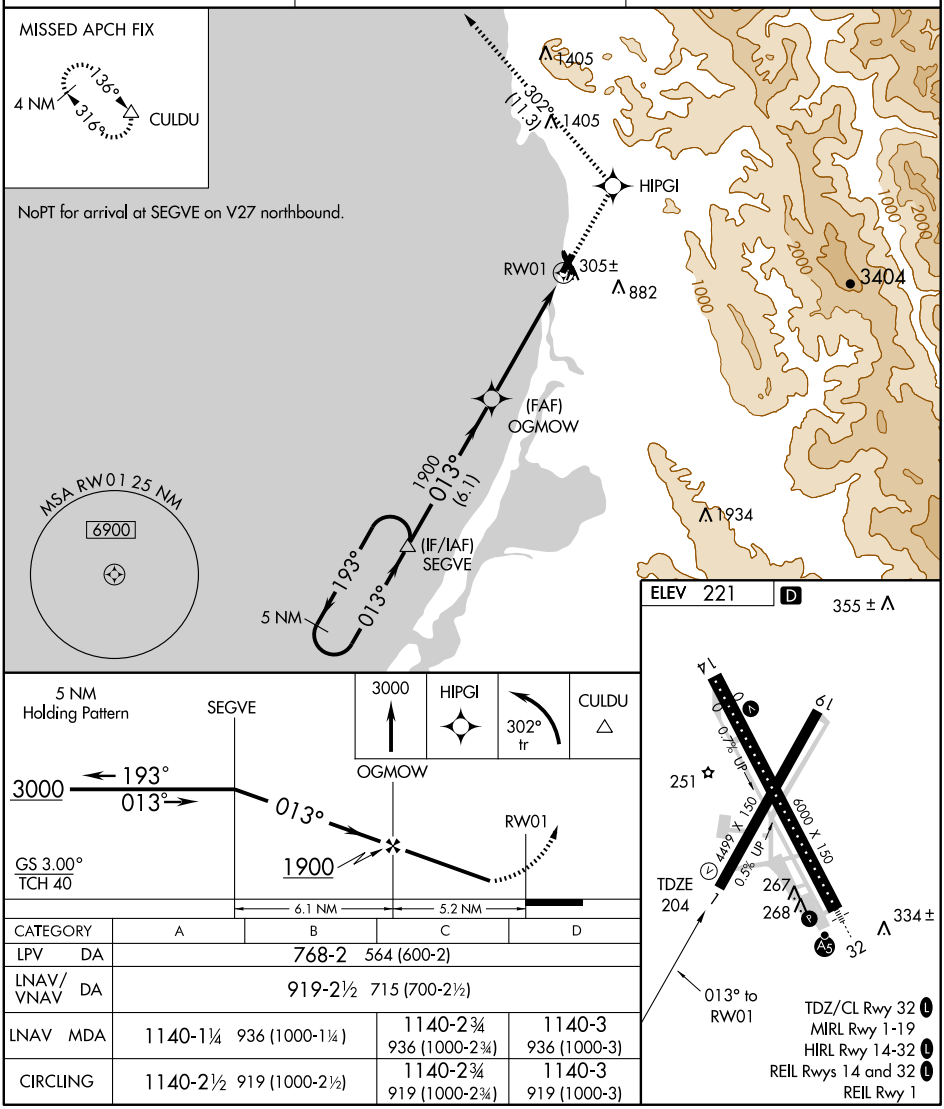
WAAS	APP CRS	Rwy Idg	4499
CH 63200	013°	TDZE	204
W01A		Apt Elev	221

RNAV (GPS) RWY 1
ARCATA (ACV)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A Circling NA east of Rwy 14-32.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
If local altimeter setting not received, use Crescent City altimeter setting and increase all DA/MDAs 140 feet.
Baro-VNAV NA when using Crescent City altimeter setting.

MISSED APPROACH: Climb to 3000 direct HIPGI and left turn via 302° track to CULDU and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	768-2 564 (600-2)			
LNAV/VNAV DA	919-2½ 715 (700-2½)			
LNAV MDA	1140-1¼ 936 (1000-1¼)		1140-2¾ 936 (1000-2¾)	1140-3 936 (1000-3)
CIRCLING	1140-2½ 919 (1000-2½)		1140-2¾ 919 (1000-2¾)	1140-3 919 (1000-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

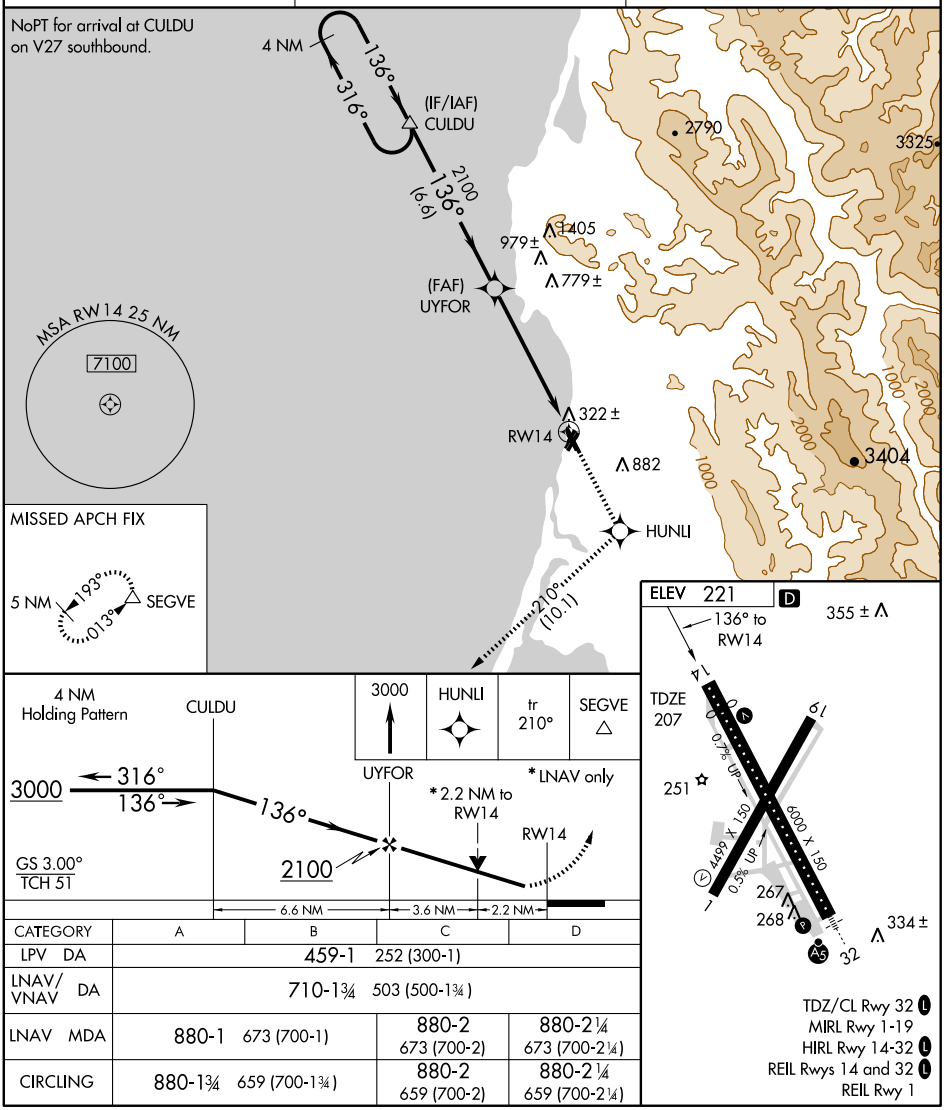
WAAS	APP CRS	Rwy Idg	5198
CH 62801	136°	TDZE	207
W14A		Apt Elev	221

RNAV (GPS) RWY 14
ARCATA (ACV)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A Circling NA east of Rwy 14-32.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
If local altimeter setting not received, use Crescent City altimeter setting and increase all DA/MDAs 140 feet.
VDP and Baro-VNAV NA when using Crescent City altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUNLI and via 210° track to SEGVE and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	459-1	252 (300-1)		
LNAV/VNAV DA	710-1¾	503 (500-1¾)		
LNAV MDA	880-1	673 (700-1)	880-2 673 (700-2)	880-2¼ 673 (700-2¼)
CIRCLING	880-1¾	659 (700-1¾)	880-2 659 (700-2)	880-2¼ 659 (700-2¼)

TDZ/CL Rwy 32 L
MIRL Rwy 1-19
HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L
REIL Rwy 1

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5198
CH 63108	316°	TDZE	221
W32A		Apt Elev	221

RNAV (GPS) RWY 32

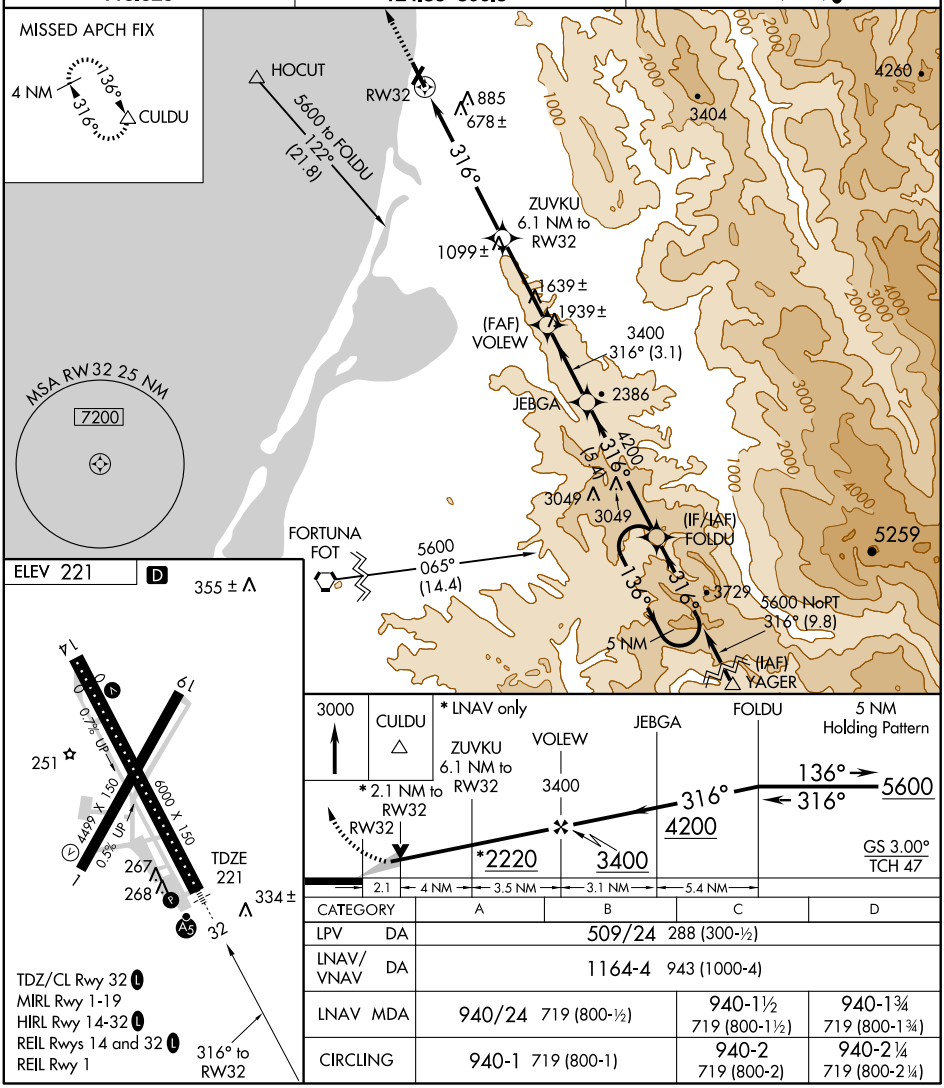
ARCATA (ACV)

Inoperative table does not apply to, LNAV/VNAV all Cats. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. Circling NA east of Rwy 14-32. Baro-VNAV NA when using Crescent City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. VDP NA with Crescent City altimeter setting. When local altimeter setting not received, use Crescent City altimeter setting and increase all DA/MDA 140 feet and increase LPV all Cats visibility ½ mile and LNAV and Circling visibility Cat B ¼ mile, Cats C, D ½ mile. For inoperative MALSR when using Crescent City altimeter setting, increase LPV all Cats visibility ½ mile and LNAV visibility Cat B ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct CULDU and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	509/24 288 (300-½)			
LNAV/VNAV DA	1164-4 943 (1000-4)			
LNAV MDA	940/24 719 (800-½)		940-1½ 719 (800-1½)	940-1¾ 719 (800-1¾)
CIRCLING	940-1 719 (800-1)		940-2 719 (800-2)	940-2¼ 719 (800-2¼)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

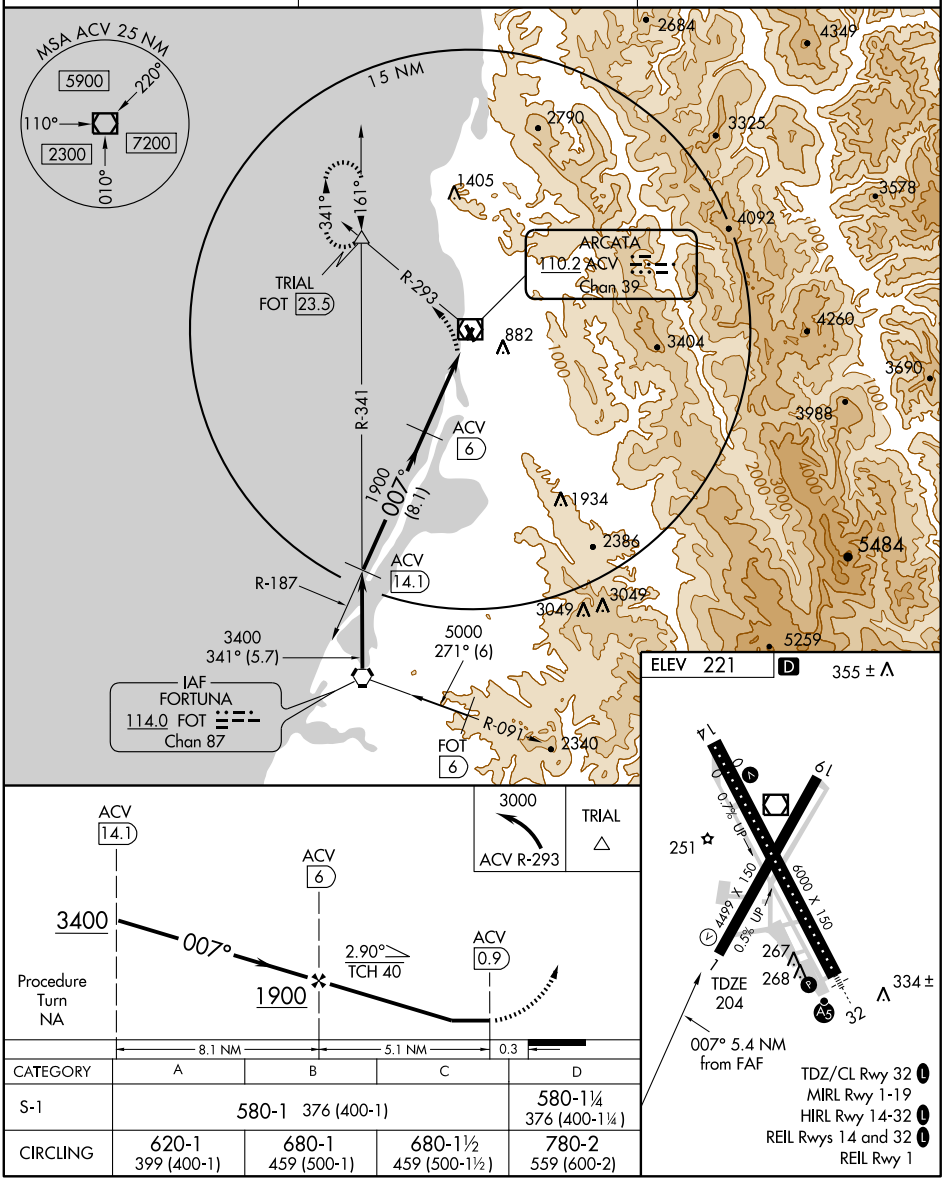
VOR/DME ACV	APP CRS	Rwy Idg	4499
110.2	007°	TDZE	204
Chan 39		Apt Elev	221

VOR/DME RWY 1
ARCATA (ACV)

Circling not authorized east of Rwy 14-32.

MISSED APPROACH: Climbing left turn to 3000 via ACV R-293 to TRIAL Int/DME and hold.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF)



CATEGORY	A	B	C	D
S-1	580-1 376 (400-1)			580-1¼ 376 (400-1¼)
CIRCLING	620-1 399 (400-1)	680-1 459 (500-1)	680-1½ 459 (500-1½)	780-2 559 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

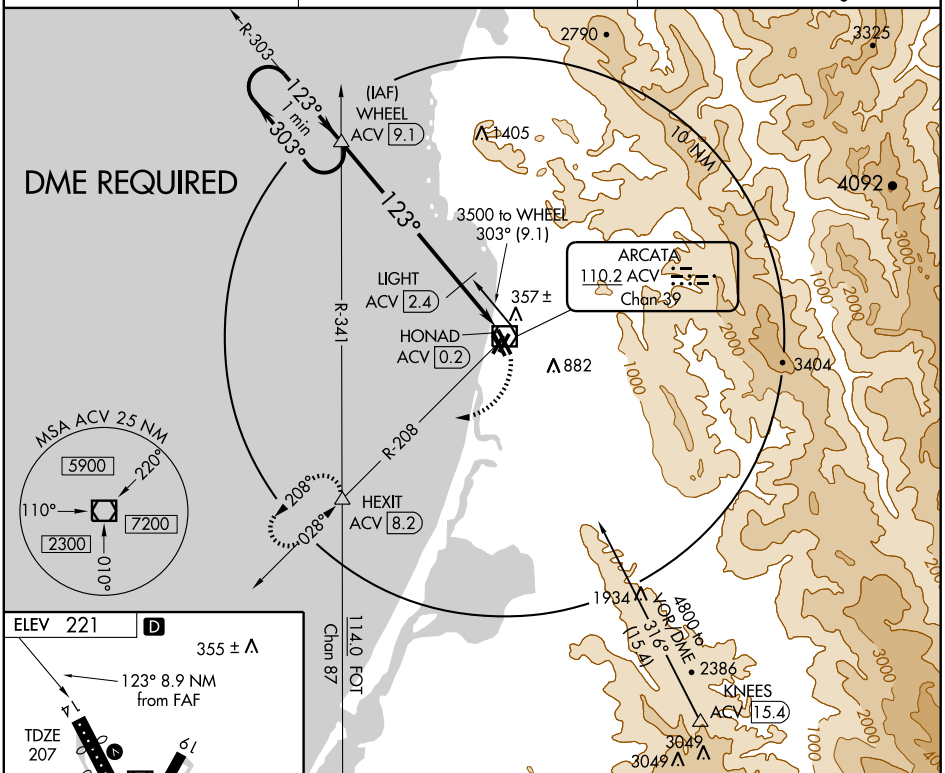
VOR/DME ACV	APP CRS	Rwy Idg	5198
110.2	123°	TDZE	207
Chan 39		Apt Elev	221

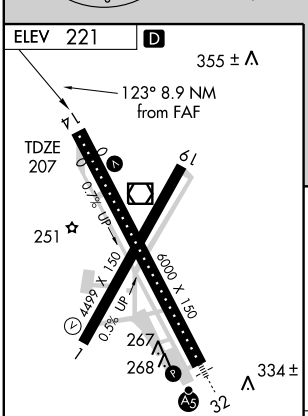
VOR/DME RWY 14
ARCATA (ACV)

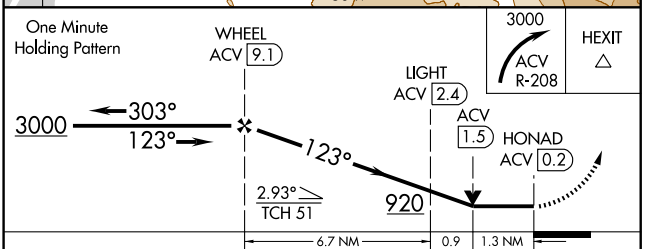
Circling NA east of Rwy 14-32.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crescent City altimeter setting and increase all MDA 140 feet and S-14 visibility Cat C ¼ mile, Cat D ½ mile, and circling Cat D ¼ mile.
VDP NA when using Crescent City altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via ACV VOR/DME R-208 to HEXIT INT/8.2 DME and hold, continue climb-in-hold to 3000.

ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-14	620-1 413 (400-1)		620-1¼ 413 (400-1¼)	
CIRCLING	620-1 399 (400-1)	680-1 459 (500-1)	680-1½ 459 (500-1½)	780-2 559 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

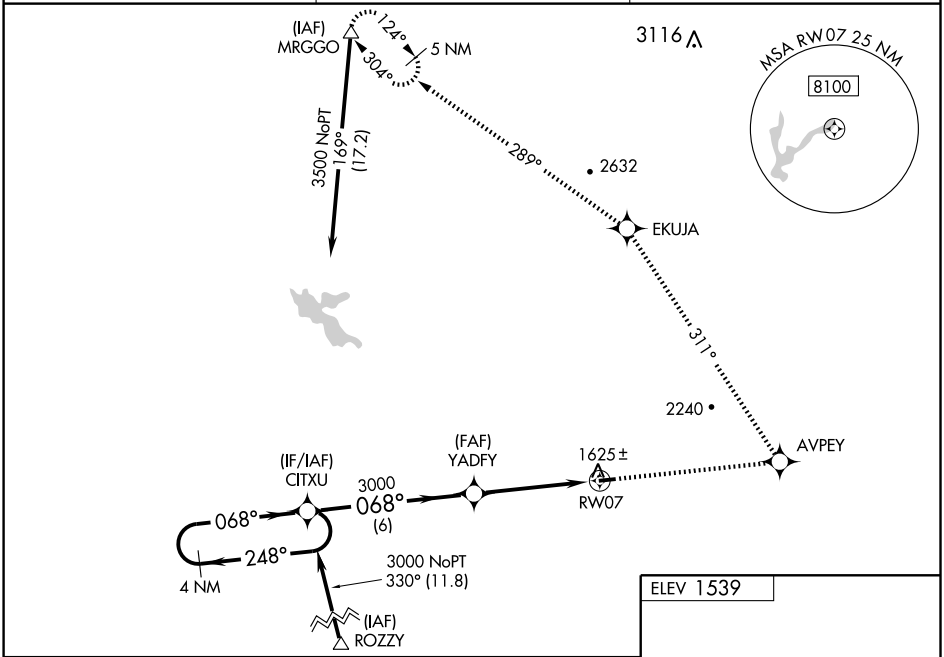
WAAS	APP CRS	Rwy Idg	3500
CH 90515	068°	TDZE	1533
W07A		Apt Elev	1539

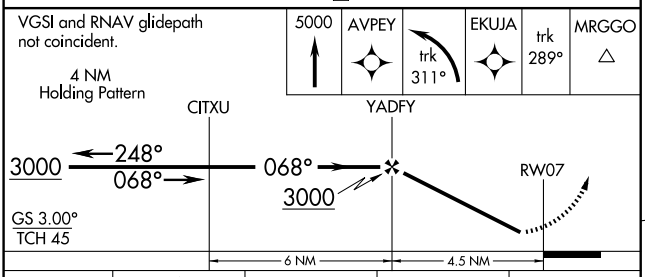
RNAV (GPS) RWY 7
AUBURN MUNI (AUN)

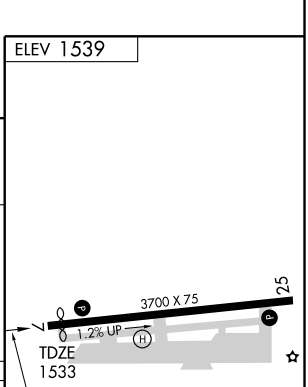
Circling NA at night. Baro-VNAV NA when using Lincoln altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received use Lincoln altimeter setting and increase all DA 229 feet and all MDA 240 feet, increase LPV and LNAV/VNAV Cats A/B visibility ¾ mile and LNAV and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct AVPEY and left turn via track 311° to EKUJA and via track 289° to MRGGO and hold.

AWOS-3	NORCAL APP CON	UNICOM
119.375	125.4 317.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1848-1¼ 315 (400-1¼)		NA	
LNAV/VNAV DA	1968-1¾ 435 (500-1¾)		NA	
LNAV MDA	2100-1 567 (600-1)		NA	
CIRCLING	2140-1 601 (700-1)	2200-1 661 (700-1)	NA	

MIRL Rwy 7-25 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SXC 111.4 Chan 51	APP CRS 172°	Rwy Idg N/A TDZE N/A Apt Elev 1602

VOR/DME or GPS-B

AVALON/ CATALINA (AVX)

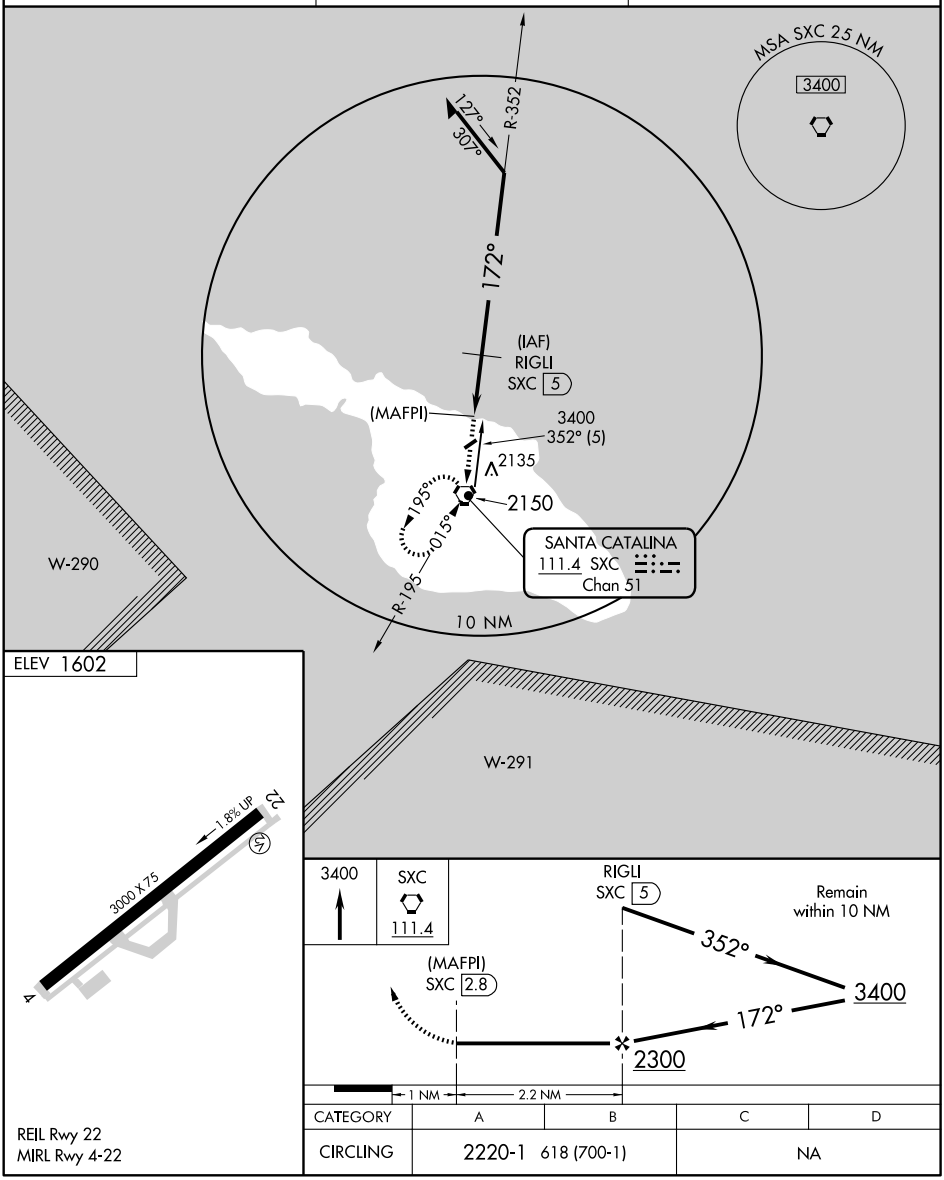
NA

Circling southeast runway 4-22 not authorized.

MISSED APPROACH: Climb to 3400 direct SXC VORTAC and hold.

ASOS	SOCAL APP CON	UNICOM
120.675	127.4 323.275	122.7 (CTAF)

SW-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	2220-1	618 (700-1)	NA	

REIL Rwy 22
MIRL Rwy 4-22

VORTAC SXC 111.4 Chan 51	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 1602

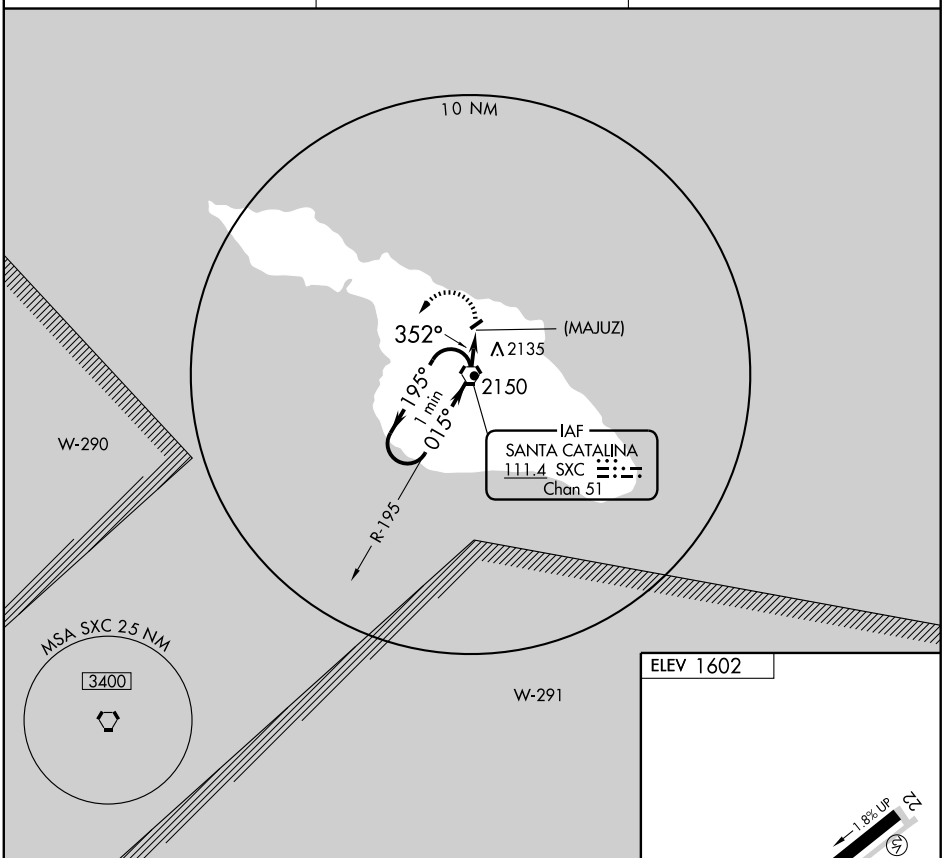
VOR or GPS-A

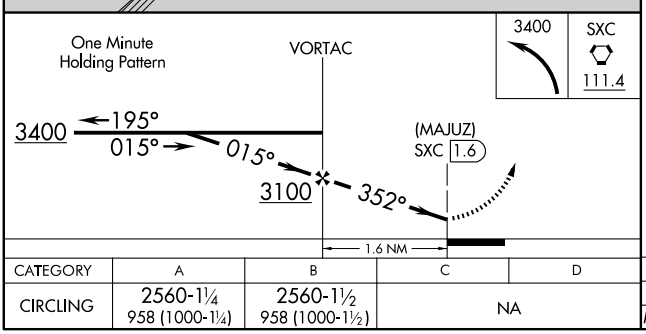
AVALON/ CATALINA (AVX)

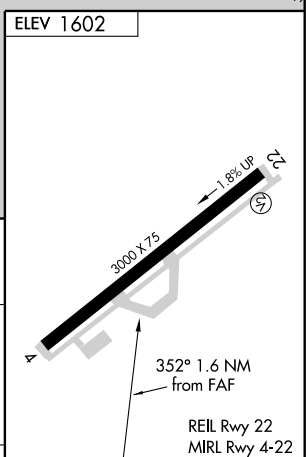
NA

MISSED APPROACH: Climbing left turn to 3400 in SXC VORTAC holding pattern.

ASOS	SOCAL APP CON	UNICOM
120.675	127.4 323.275	122.7 (CTAF)



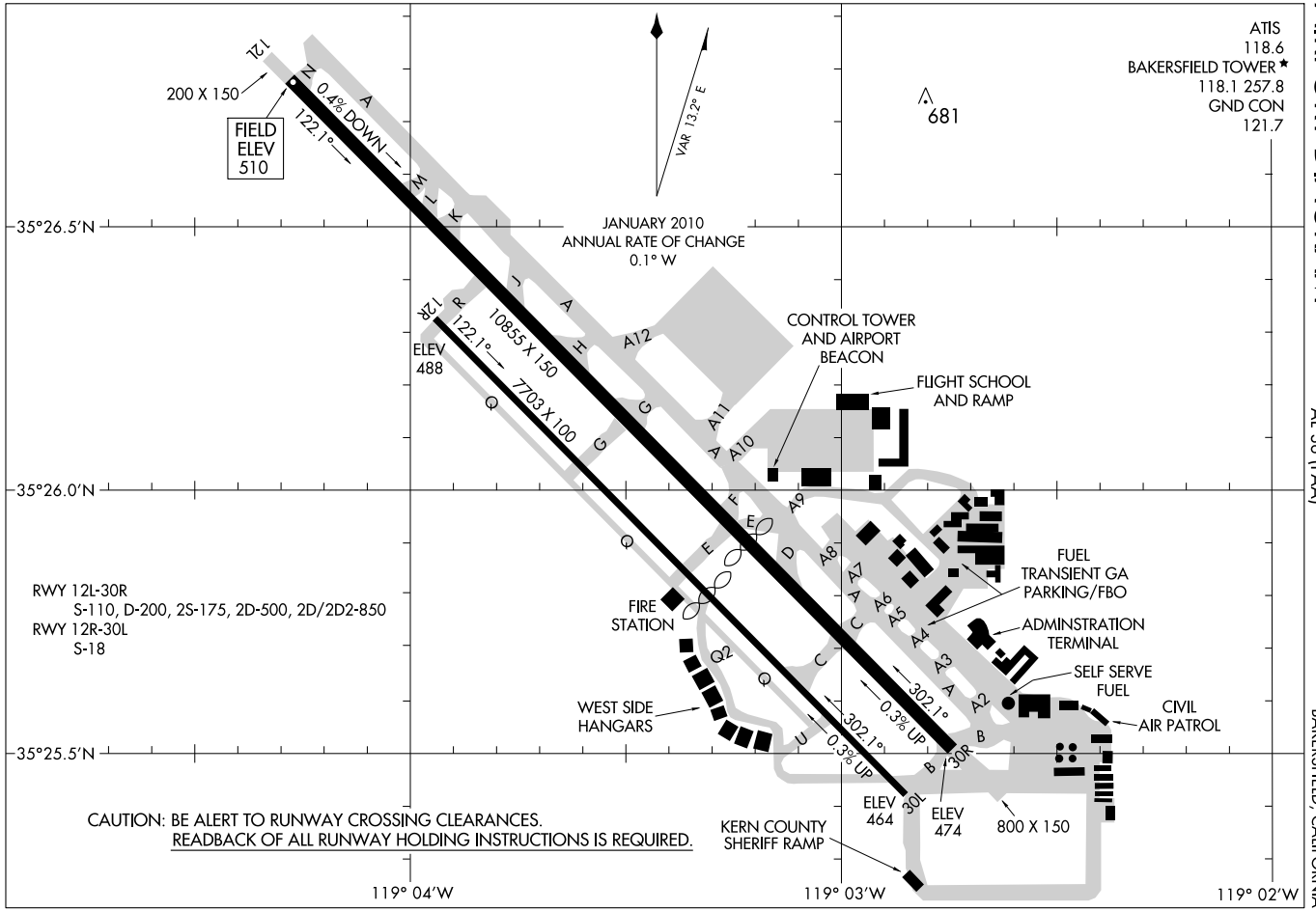




CATEGORY	A	B	C	D
CIRCLING	2560-1¼ 958 (1000-1¼)	2560-1½ 958 (1000-1½)	NA	

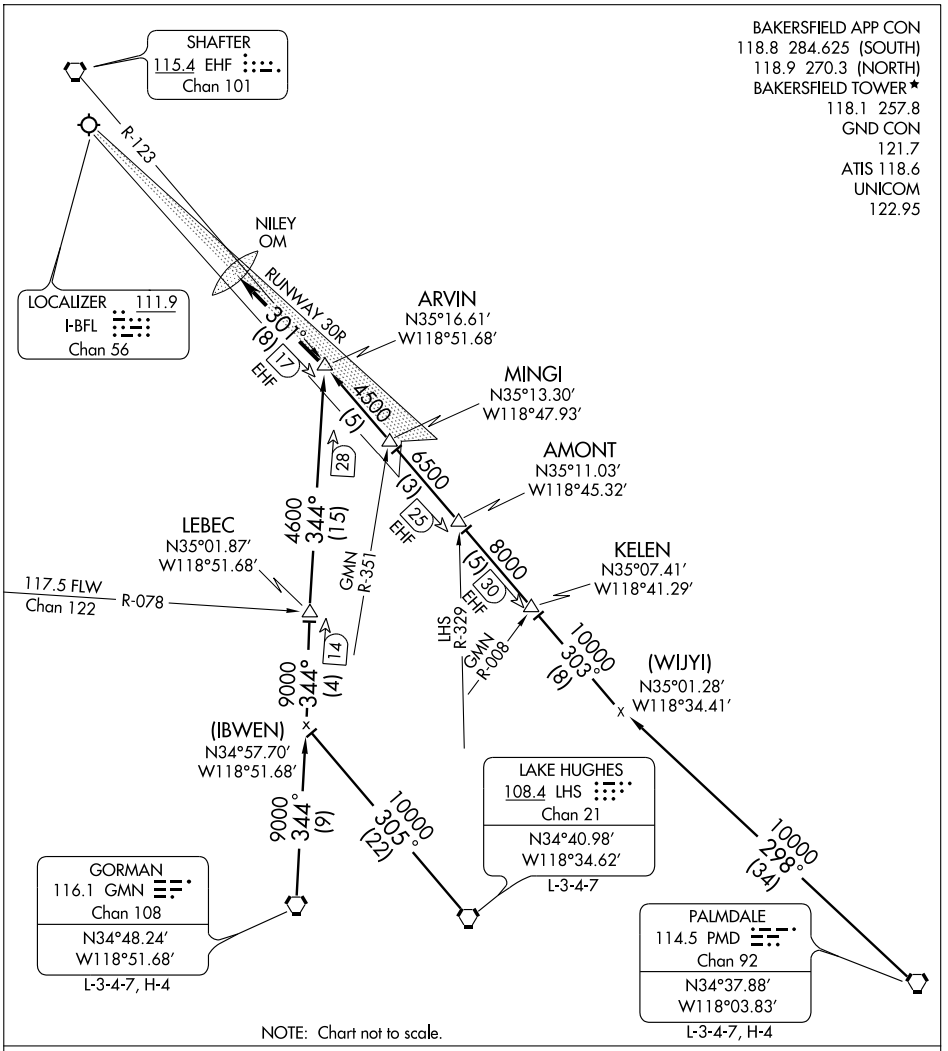
FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



10210 AIRPORT DIAGRAM BAKERSFIELD/MEADOWS FIELD (BFL) BAKERSFIELD, CALIFORNIA

AL-36 (FAA)



GORMAN TRANSITION (GMN.ARVIN1): From over GMN VORTAC via GMN R-344 to ARVIN INT. Thence....

LAKE HUGHES TRANSITION (LHS.ARVIN1): From over LHS VORTAC via LHS R-305 and GMN R-344 to ARVIN INT. Thence....

PALMDALE TRANSITION (PMD.ARVIN1): From over PMD VORTAC via PMD R-298 and EHF R-123 to ARVIN INT. Thence....

....From over ARVIN INT via the I-BFL ILS 30R localizer to NILEY OM.

LOST COMMUNICATIONS: From over ARVIN INT via I-BFL ILS 30R to NILEY OM.

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BFL	APP CRS	Rwy Idg	7429
111.9	301°	TDZE	493
Chan 56		Apt Elev	510

ILS or LOC/DME RWY 30R

BAKERSFIELD/MEADOWS FIELD (BFL)

Circling NA northeast of Rwy 12L-30R.
When local altimeter setting not received, use Porterville altimeter setting and increase all DA 92 feet, MDA 100 feet, and increase S-LOC 30R Cat C visibility to RVR 5000 and Cat D to RVR 6000.
For inoperative MALSR when using Porterville altimeter setting, increase S-ILS 30R all Cats visibility to RVR 5000.
VDP NA when using Porterville altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 via EHF VORTAC R-145 to EHF VORTAC and hold, continue climb-in-hold to 3000, or as directed by ATC.

ATIS	BAKERSFIELD APP CON ★		BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.8 284.625 (SOUTH)	118.9 270.3 (NORTH)	118.1 (CTAF) L 257.8	121.7	122.95

ALTERNATE MISSED APCH FIX
109.2 TTE R-172 Chan 29
352° 172°
IVECU TTE 15
117.1 AVE R-072 Chan 118

R-324 144° 324° R-145
3100 to JUPEX 125° (9.9)
1293 789± 1281 662 775± 681 1045± 577
SHAFTER 115.4 EHF Chan 101
LOCALIZER 111.9 I-BFL Chan 56
NILEY OM
(IAF) JUPEX I-BFL 7.4
(IF) FASTO INT I-BFL 14.7
1 min 301° 121°
R-344
4500 NoPT 301° (7.4)
2500 301° (7.4)
4500 344° (14.4)
(IAF) AMONT I-BFL 22.2
121°
LEBEC GMN 13.6
117.5 FLW Chan 122
R-078
9000 NoPT 344° (13.6)
IAF GORMAN 116.1 GMN Chan 108

1789 1831 4917 15 NM 7775 3813 2220 5804 3134 6960 5292 7800 6920

MSA EHF 25 NM
180° 8800 3700 330°

Procedure NA for arrivals at AMONT on V459 southeast bound and arrivals at GMN VORTAC on V137 southeast bound.

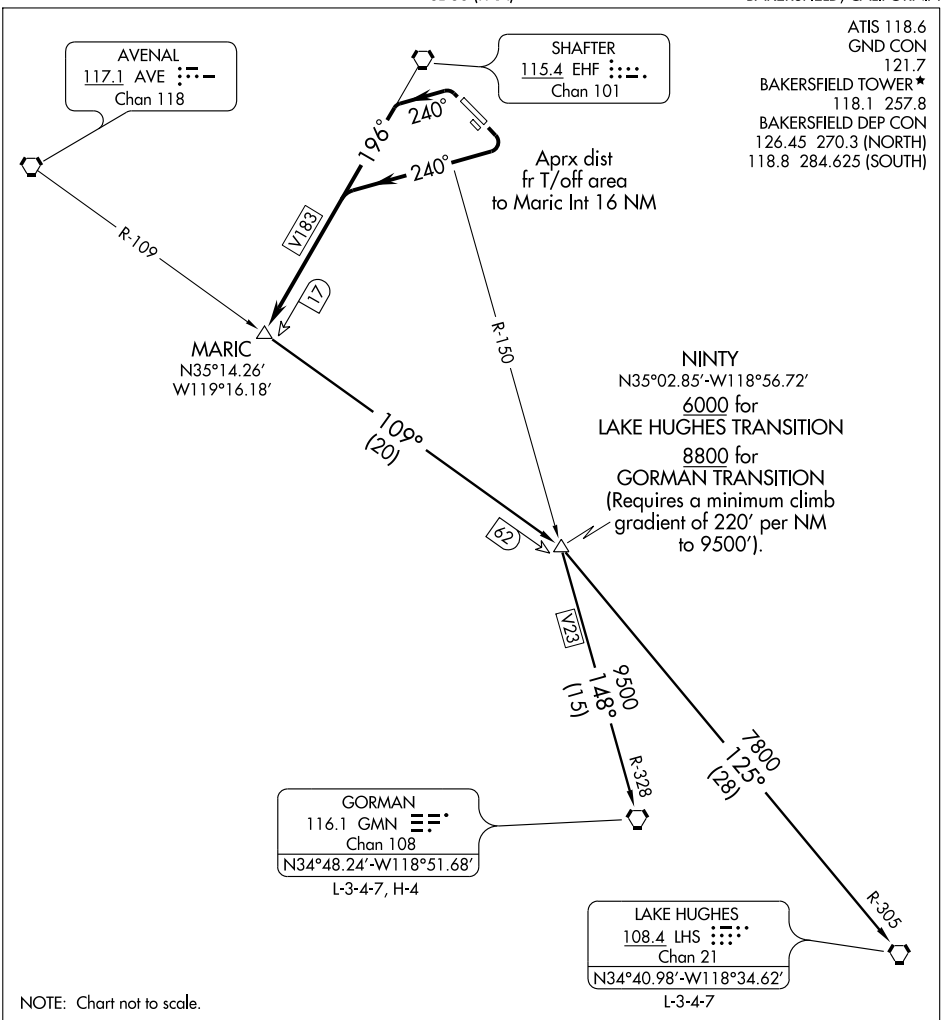
ELEV 510
12L 0.3% DOWN 10,855 X 150
12R 7703 X 100
TWR 580
513 562
TDZE 493
30R 0.3% up 0.3% up
301° 6.1 NM from FAF

3000 EHF R-145
*LOC only
Use I-BFL DME when on the localizer course.
*I-BFL 2.6 I-BFL 1.3
JUPEX I-BFL 7.4
One Minute Holding Pattern
2500 121° 301° 2500 2500
VGSI and ILS glidepath not coincident.
GS 3.00° TCH 51
1.3 NM 4.8 NM

CATEGORY	A	B	C	D
S-ILS 30R	693/18 200 (200-½)			
S-LOC 30R	960/24 467 (500-½)		960/40 467 (500-¾)	960/50 467 (500-1)
CIRCLING	960-1 450 (500-1)		960-1½ 450 (500-1½)	1060-2 550 (600-2)

TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12L/R: Turn right heading 240°. Thence....

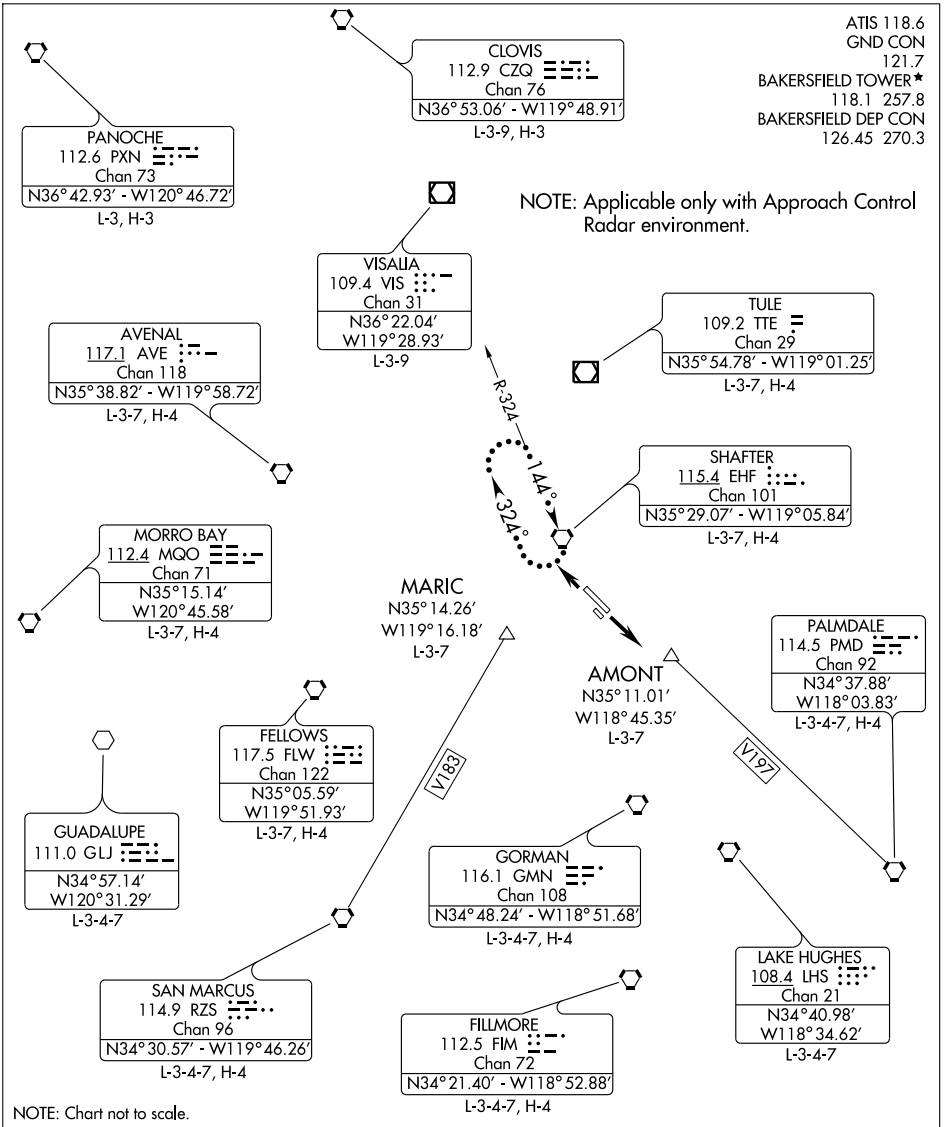
TAKE-OFF RUNWAYS 30L/R: Turn left heading 240°. Thence....

....intercept and proceed via the EHF R-196 to MARIC INT. Thence via (transition) or (assigned route).

GORMAN TRANSITION (MARIC3.GMN): From over MARIC INT via AVE R-109 and GMN R-328 to GMN VORTAC.

LAKE HUGHES TRANSITION (MARIC3.LHS): From over MARIC INT via AVE R-109 and LHS R-305 to LHS VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly runway heading for vector to assigned route/fix. Expect clearance to requested altitude five minutes after departure.

LOST COMMUNICATIONS: If no radio contact for two minutes, proceed direct EHF VORTAC and hold. Climb in holding pattern to expected altitude prior to proceeding on course.

SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10855
CH 78418	121°	TDZE	510
W12A		Apt Elev	510

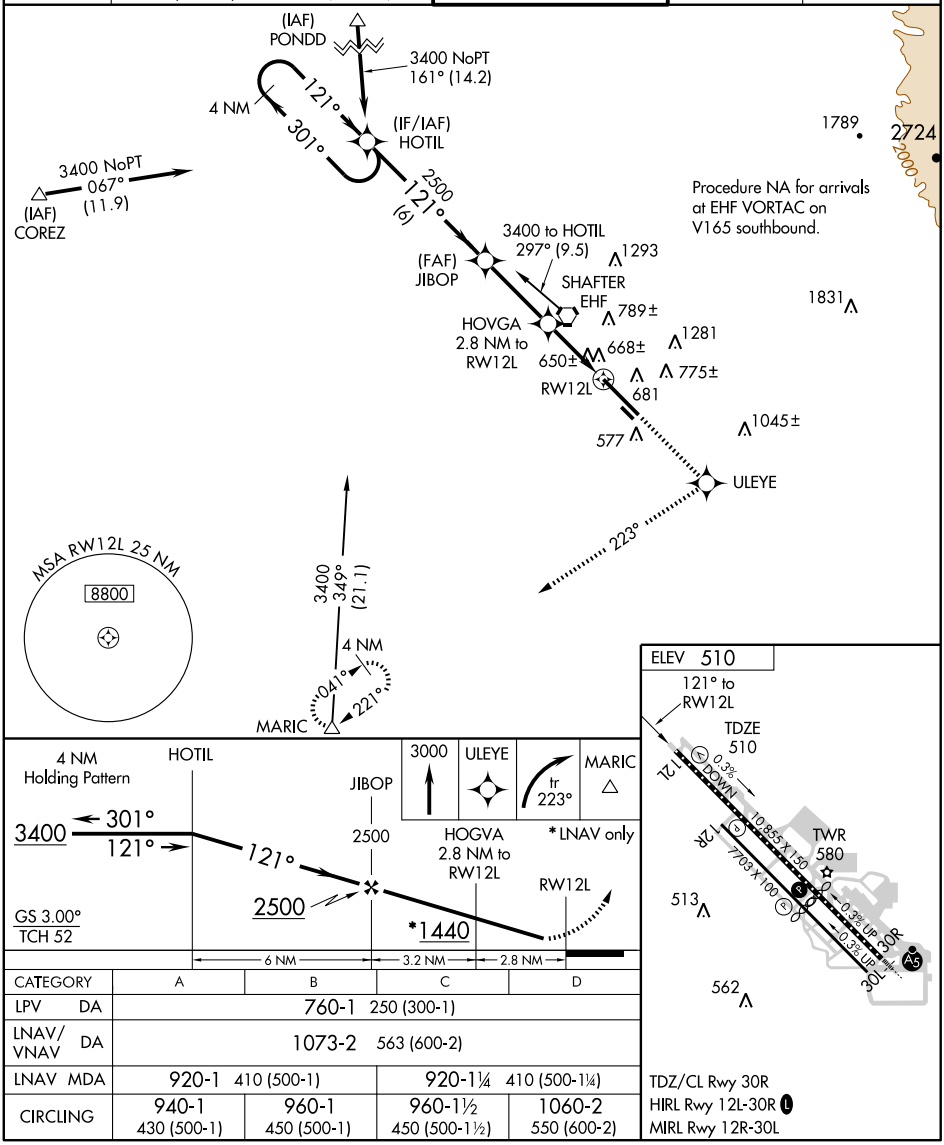
RNAV (GPS) RWY 12L

BAKERSFIELD/ MEADOWS FIELD (BFL)

Circling NA northeast of Rwy 12L/30R. Baro-VNAV NA when using Porterville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Porterville altimeter setting and increase all DA 92 feet, all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ULEYE and right turn on track 223° to MARIC and hold.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.8 284.625 (SOUTH) 118.9 270.3 (NORTH)	118.1 (CTAF) L 257.8	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	760-1 250 (300-1)			
LNAV/VNAV DA	1073-2 563 (600-2)			
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	
CIRCLING	940-1 430 (500-1)	960-1 450 (500-1)	960-1½ 450 (500-1½)	1060-2 550 (600-2)

TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7429
CH 58118	301°	TDZE	493
W30A		Apt Elev	510

RNAV (GPS) RWY 30R

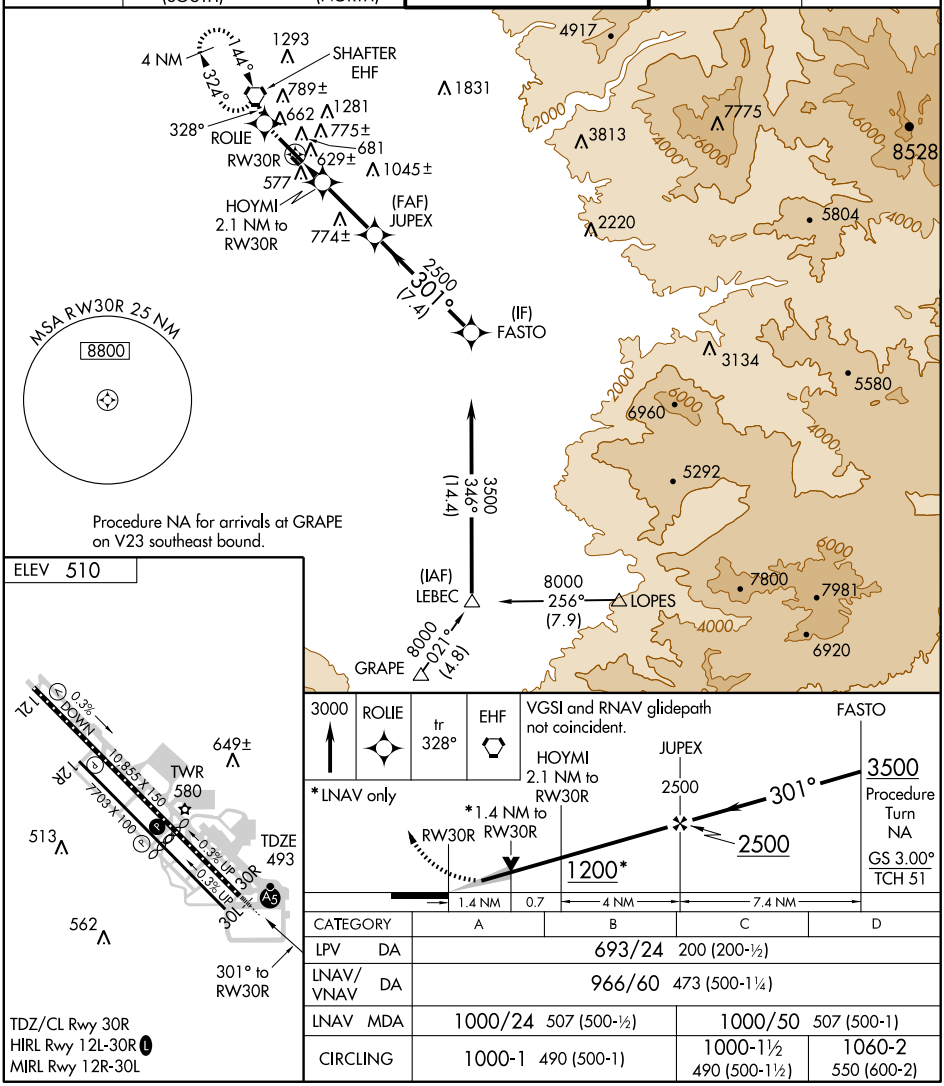
BAKERSFIELD/MEADOWS FIELD (BFL)

T A Circling NA northeast of Rwy 12L-30R. Baro-VNAV NA when using Porterville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Porterville altimeter setting and increase all DA 92 feet, all MDA 100 feet, increase LNAV/VNAV all Cats visibility to 1½ miles, LNAV Cat C visibility to RVR 6000, and LNAV Cat D visibility to 1½ miles. For inoperative MALSR when using Porterville altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP NA when using Porterville altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ROLIE and on track 328° to EHF VORTAC and hold, continue climb-in-hold to 3000.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.8 284.625 (SOUTH) 118.9 270.3 (NORTH)	118.1 (CTAF) L 257.8	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	693/24 200 (200-½)			
LNAV/VNAV DA	966/60 473 (500-1¼)			
LNAV MDA	1000/24 507 (500-½)		1000/50 507 (500-1)	
CIRCLING	1000-1 490 (500-1)		1000-1½ 490 (500-1½)	1060-2 550 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EHF	APP CRS	Rwy Idg	N/A
115.4	137°	TDZE	N/A
Chan 101		Apt Elev	507

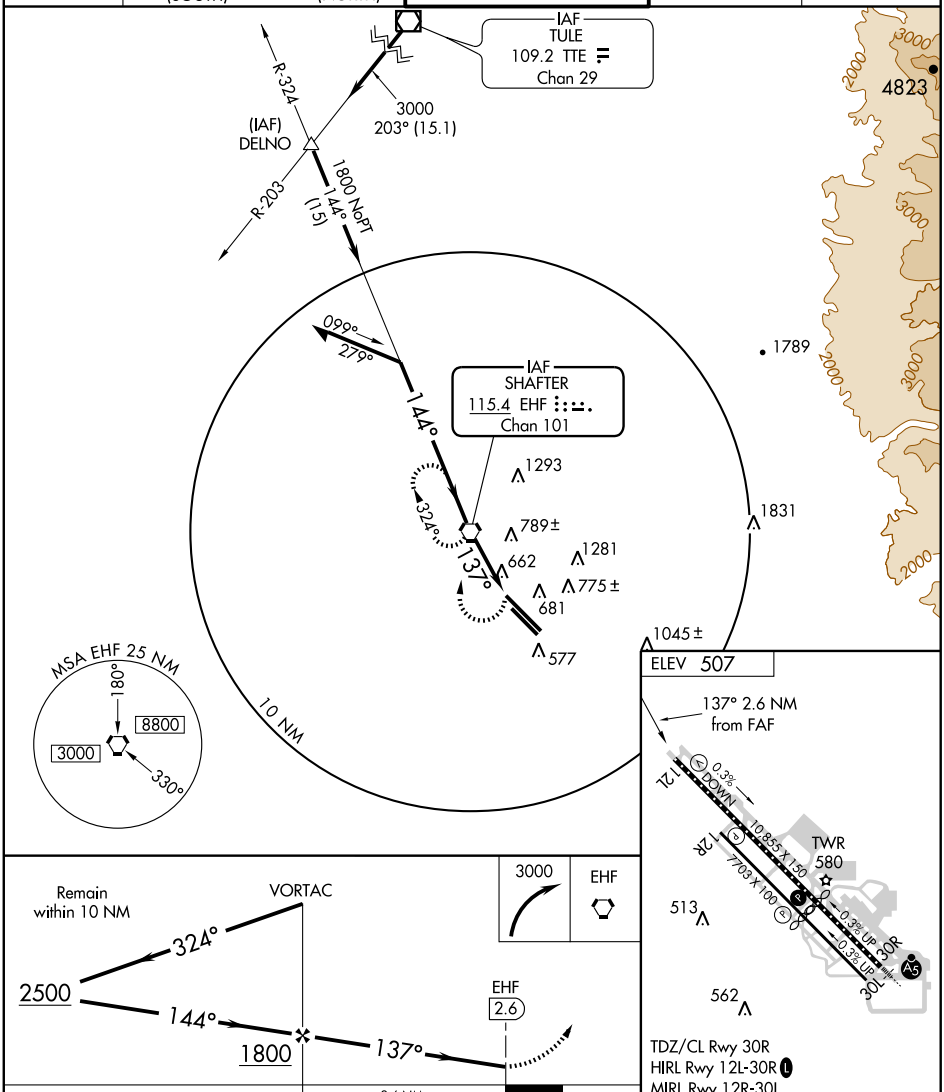
VOR-A

BAKERSFIELD/MEADOWS FIELD (BFL)

Circling not authorized northeast of Rwy 12L-30R.

MISSED APPROACH: Climbing right turn to 3000 direct EHF VORTAC and hold.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.8 284.625 (SOUTH) 118.9 270.3 (NORTH)	118.1 (CTAF) L 257.8	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	1000-1	493 (500-1)	1000-1½ 493 (500-1½)	1060-2 553 (600-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EHF	APP CRS	Rwy Idg	7429
115.4	311°	TDZE	490
Chan 101		Apt Elev	507

VOR/DME RWY 30R

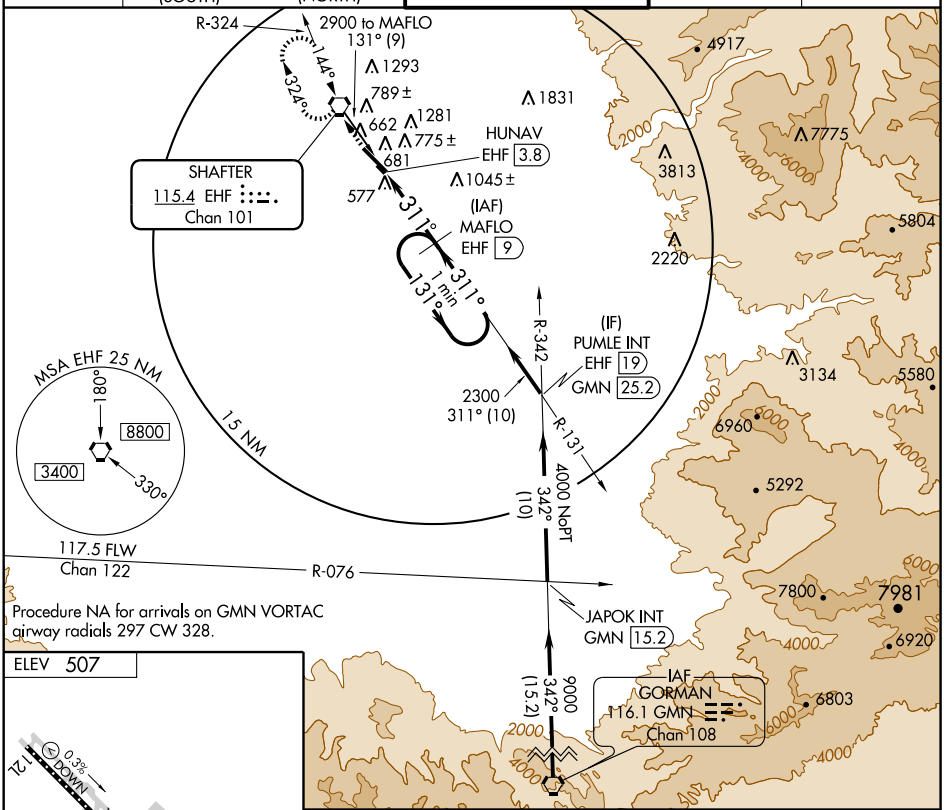
BAKERSFIELD/MEADOWS FIELD (BFL)

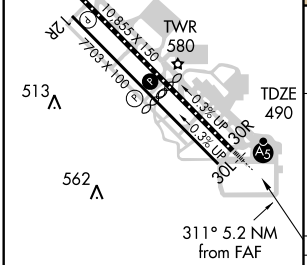
Circling NA northeast of Rwy 12L-30R.
If local altimeter setting not received, use Porterville altimeter setting and increase all MDAs 100 feet.

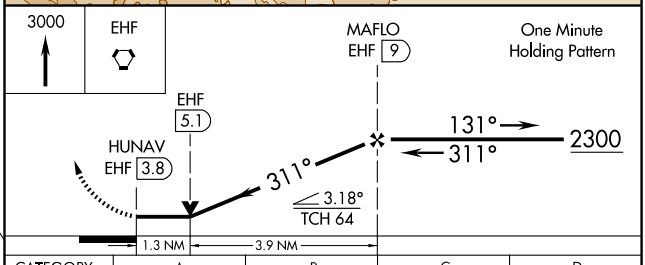
MALSR

MISSED APPROACH: Climb to 3000 direct EHF VORTAC and hold, continue climb-in-hold to 3000.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.8 284.625 118.9 270.3 (SOUTH) (NORTH)	118.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-30R	960/24	470 (500-½)	960/40 470 (500-¾)	960/50 470 (500-1)
CIRCLING	960-1	453 (500-1)	960-1½ 453 (500-1½)	1060-2 553 (600-2)

TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
341°	TDZE	376
	Apt Elev	376

GPS RWY 34
BAKERSFIELD MUNI (L45)

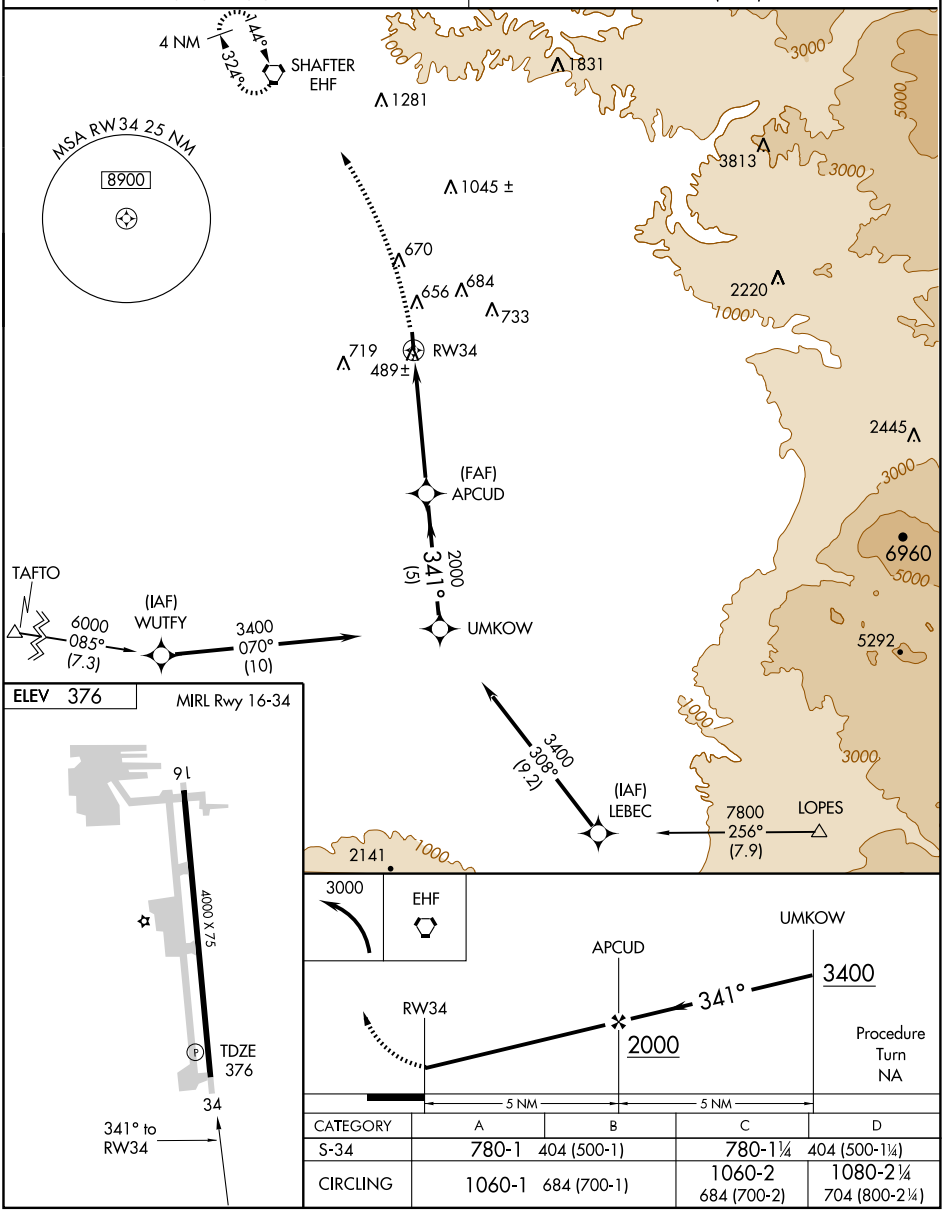
T
NA

Use Meadows Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EHF VORTAC and hold.

BAKERSFIELD APP CON ★
126.45 270.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-34	780-1	404 (500-1)	780-1¼	404 (500-1¼)
CIRCLING	1060-1	684 (700-1)	1060-2 684 (700-2)	1080-2¼ 704 (800-2¼)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EHF	APP CRS	Rwy Idg	4000
115.4	320°	TDZE	376
Chan 101		Apt Elev	376

VOR/DME RWY 34

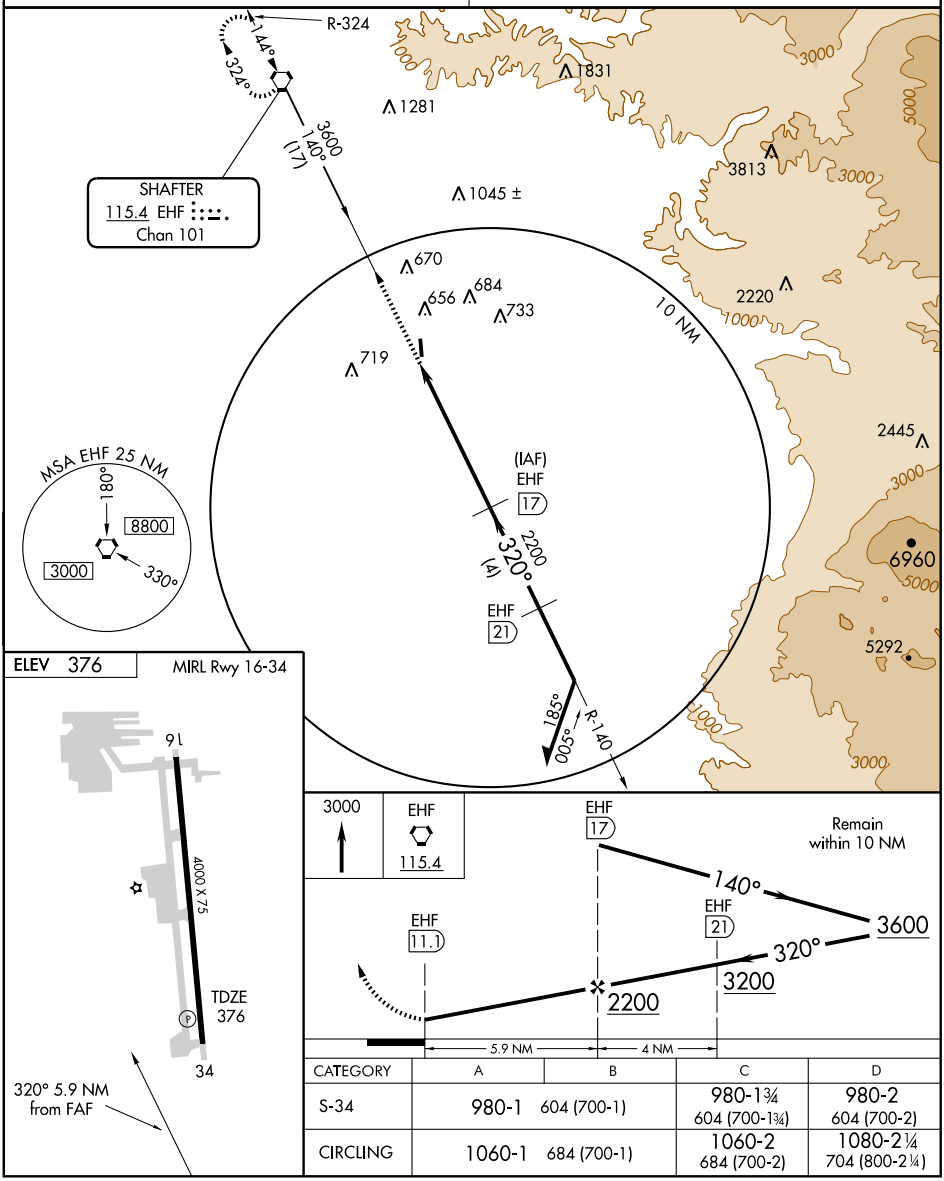
BAKERSFIELD MUNI (L45)

V
A NA — Use Meadows Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct EHF VORTAC and hold.

BAKERSFIELD APP CON ★
126.45 270.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-34	980-1	604 (700-1)	980-1¾ 604 (700-1¾)	980-2 604 (700-2)
CIRCLING	1060-1	684 (700-1)	1060-2 684 (700-2)	1080-2¼ 704 (800-2¼)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4651
266°	TDZE	4896
	Apt Elev	4900

RNAV (GPS) Y RWY 25

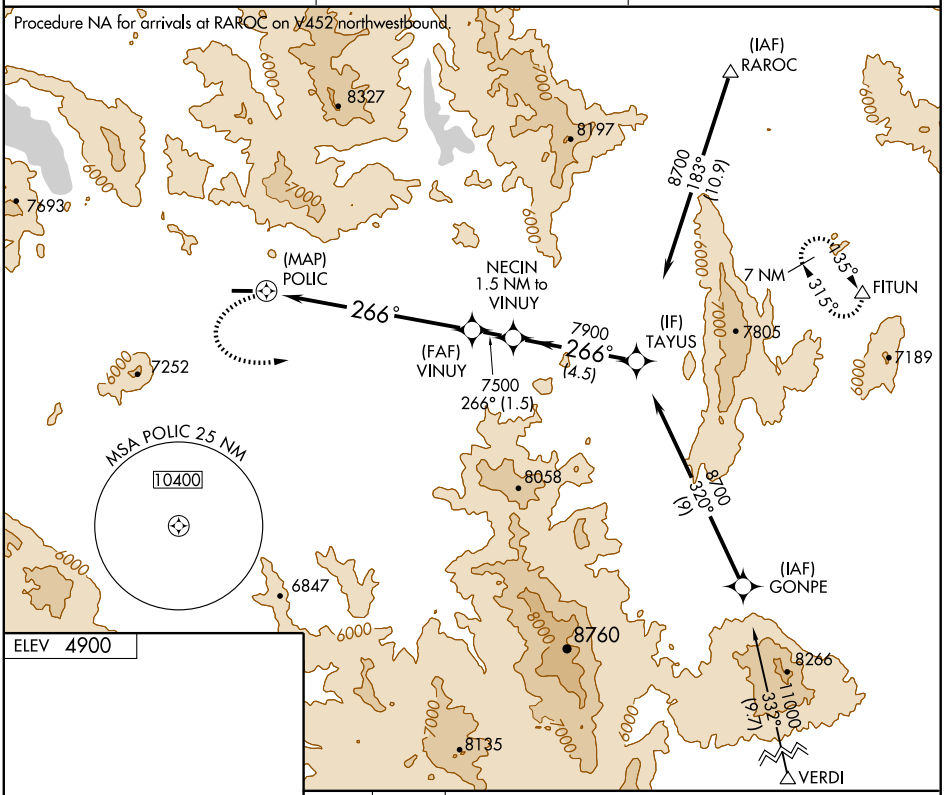
BECKWOURTH/NERVINO (O02)

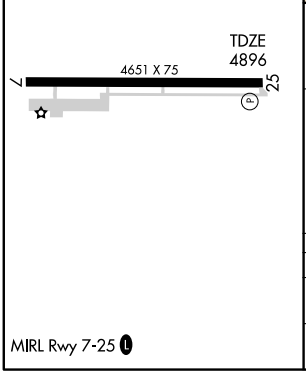
DME/DME RNP- 0.3 NA.
Use Reno/Stead altimeter setting; if not received, use Reno/Tahoe Intl altimeter setting and increase all MDAs 180 feet.
Circling NA at night

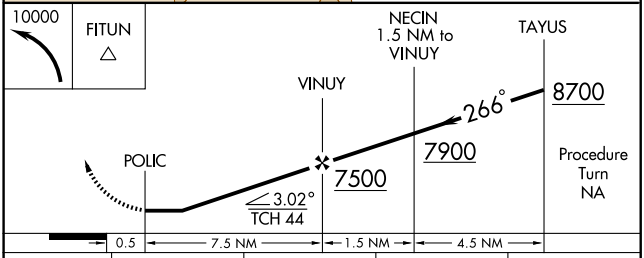
MISSED APPROACH: Climbing left turn to 10000 direct FITUN and hold.

RENO/STEAD AWOS-3	RENO APP CON	UNICOM
135.175	126.3	122.8 (CTAF) L

Procedure NA for arrivals at RAROC on V452 northwestbound.







CATEGORY	A	B	C	D
LNAV MDA	7300-1¼ 2404 (2400-1¼)	7300-1½ 2404 (2400-1½)	7300-3 2404 (2400-3)	
CIRCLING	7300-1¼ 2400 (2400-1¼)	7300-1½ 2400 (2400-1½)	7300-3 2400 (2400-3)	

MIRL Rwy 7-25 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4651
CH 49203	255°	TDZE	4896
W25A		Apt Elev	4900

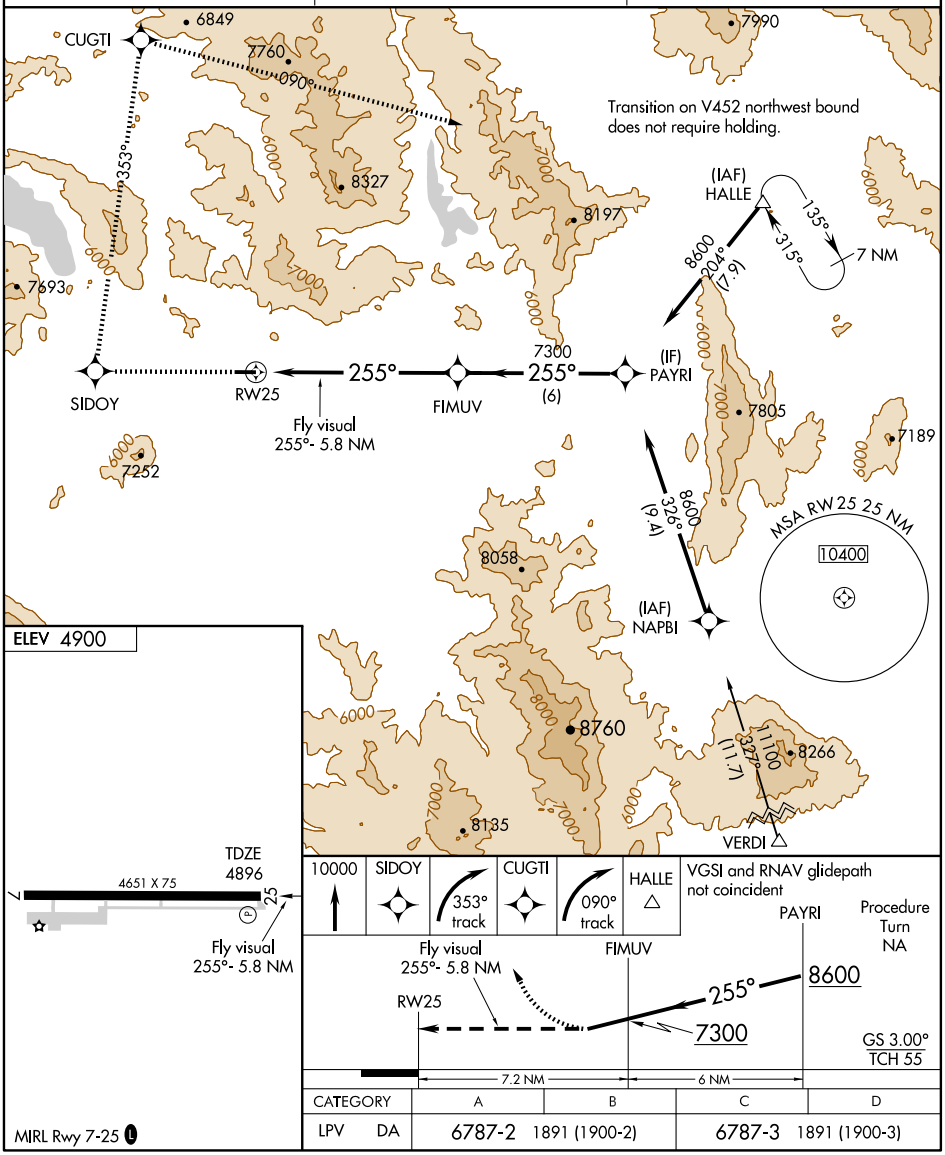
RNAV (GPS) Z RWY 25

BECKWOURTH/NERVINO (OØ2)

T Use Reno/Stead altimeter setting; if not received, use Reno/Tahoe Intl altimeter setting and increase DA 166 feet.
NA DME/DME RNP -0.3 NA.
W Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct SIDOY and right turn via 353° track to CUGTI, and right turn 090° track to HALLE and hold.

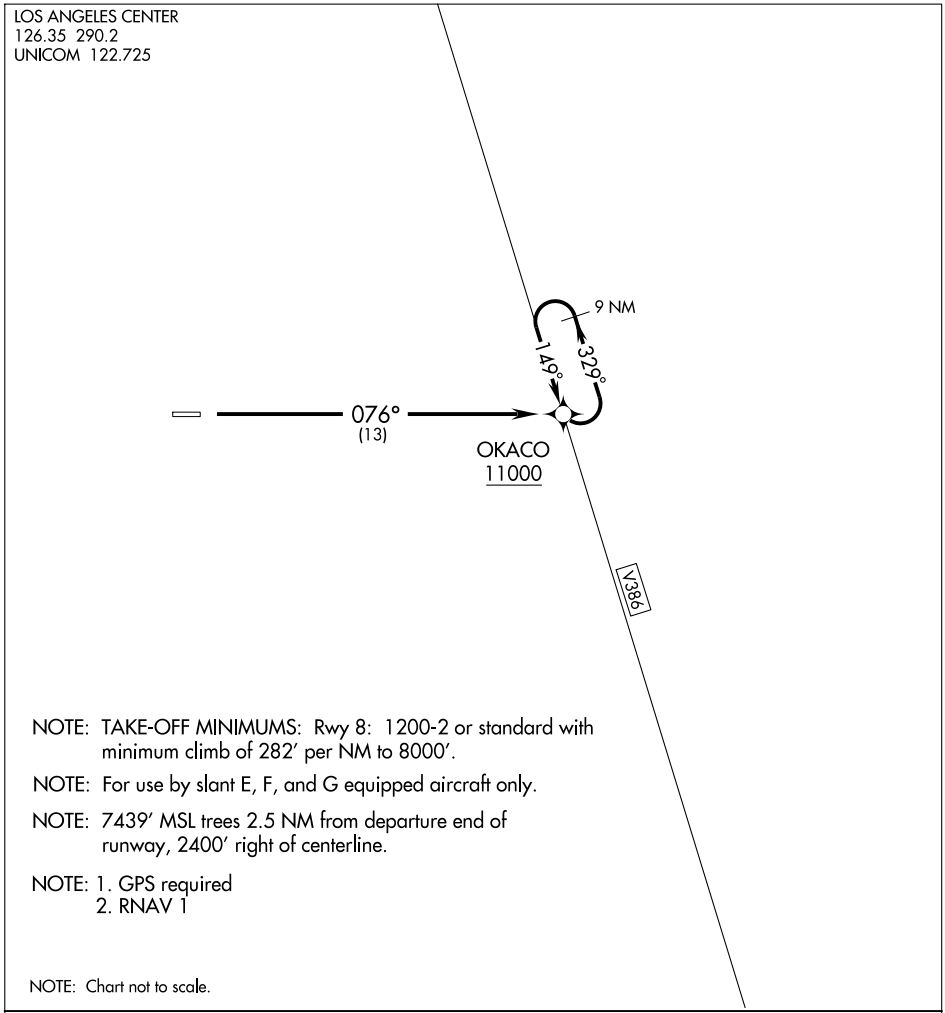
RENO/STEAD AWOS-3	RENO APP CON	UNICOM
135.175	126.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	6787-2	1891 (1900-2)	6787-3	1891 (1900-3)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: TAKE-OFF MINIMUMS: Rwy 8: 1200-2 or standard with minimum climb of 282' per NM to 8000'.

NOTE: For use by slant E, F, and G equipped aircraft only.

NOTE: 7439' MSL trees 2.5 NM from departure end of runway, 2400' right of centerline.

NOTE: 1. GPS required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via course 076° to OKACO WP; maintain 11,000' or as assigned by ATC. If not at 11,000' or at assigned cruising altitude upon reaching OKACO WP, climb in holding pattern (hold NW, LT, 149° inbound), unless otherwise advised by ATC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5250
256°	TDZE	6748
	Apt Elev	6748

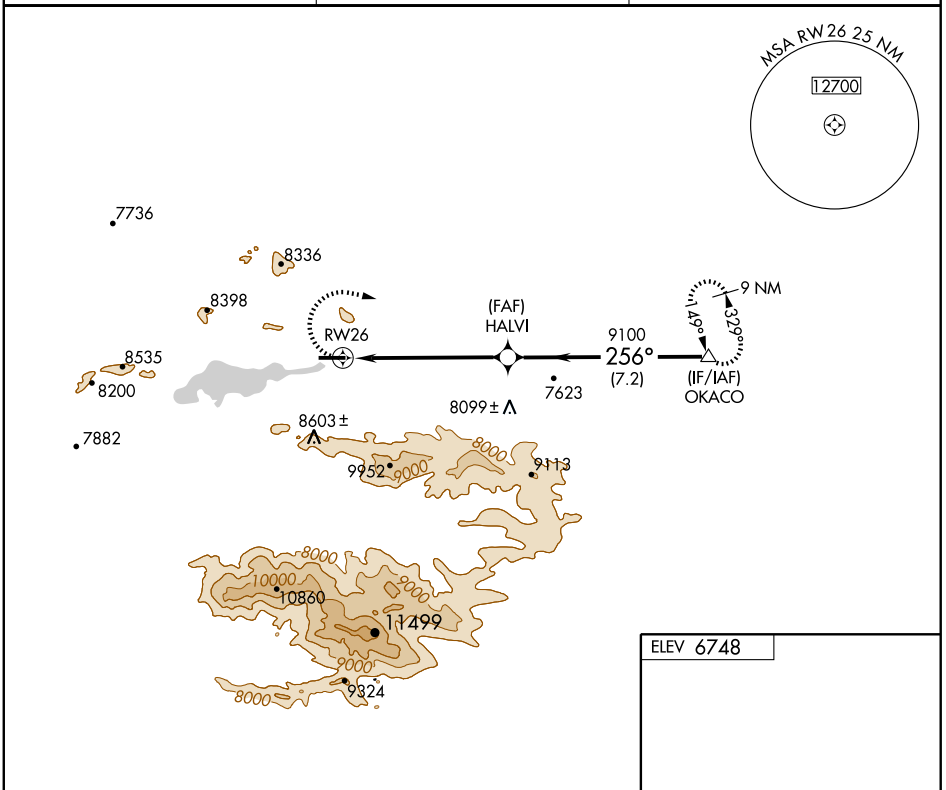
RNAV (GPS) RWY 26

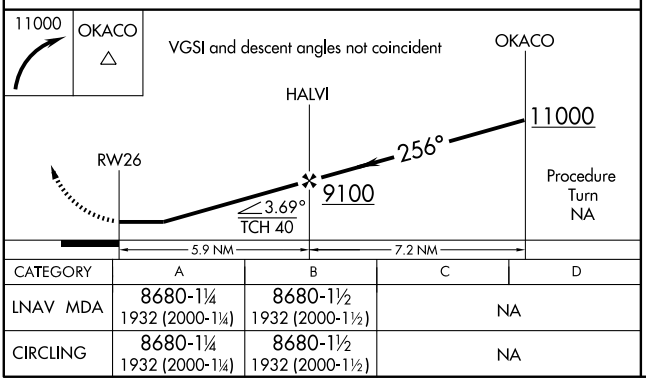
BIG BEAR CITY (L35)

If local altimeter setting not received procedure NA.
Circling NA north of Rwy 8-26.
Procedure NA at night.
DME/DME RNP- 0.3 NA.

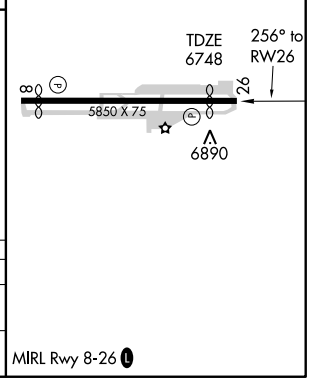
MISSED APPROACH: Climbing right turn to 11000 direct OKACO and hold.

AWOS-3	LOS ANGELES CENTER	UNICOM
135.925	126.35 290.2	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	8680-1¼ 1932 (2000-1¼)	8680-1½ 1932 (2000-1½)	NA	
CIRCLING	8680-1¼ 1932 (2000-1¼)	8680-1½ 1932 (2000-1½)	NA	



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BIH	APP CRS	Rwy Idg	5600
109.1	141°	TDZE	4113
Chan 28		Apt Elev	4124

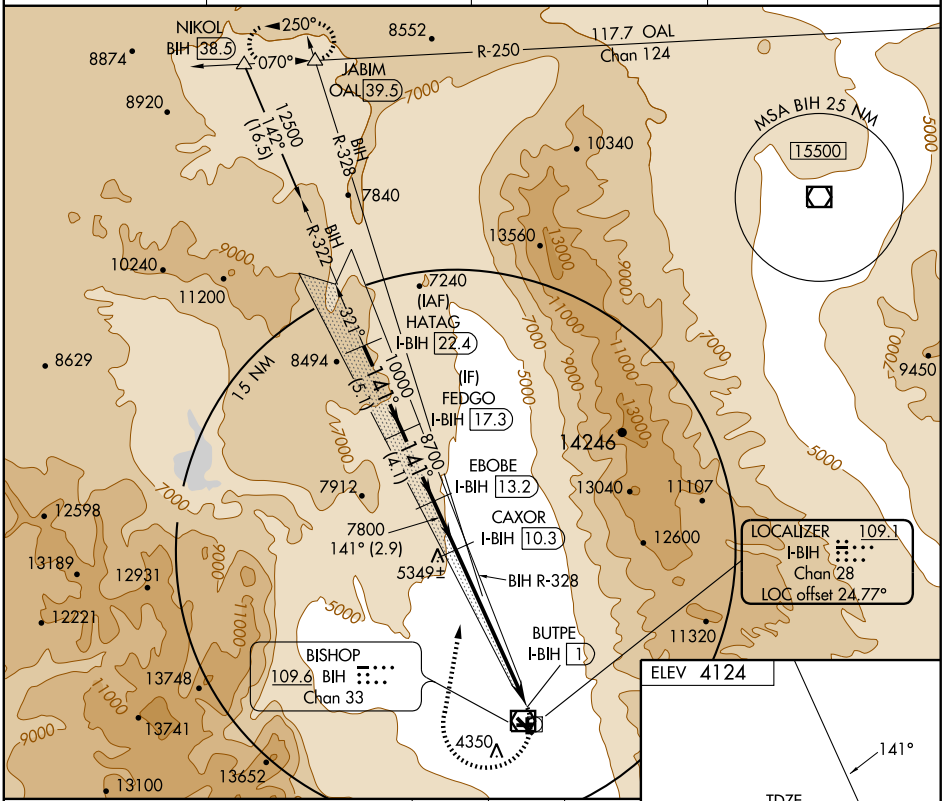
LDA/DME RWY 16

BISHOP / EASTERN SIERRA RGNL (BIH)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 12500 via heading 355° and via BIH VOR/DME R-328 to JABIM INT/OAL 39.5 DME and hold.

ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-16	6340-1¼ 2227 (2300-1¼)	6340-1½ 2227 (2300-1½)	6340-3 2227 (2300-3)	
CIRCLING	6340-1¼ 2216 (2300-1¼)	6340-1½ 2216 (2300-1½)	6340-3 2216 (2300-3)	

MIRL Rwy 7-25 L
HIRL Rwys 12-30 and 16-34 L

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7498
120°	TDZE	4123
	Apt Elev	4124

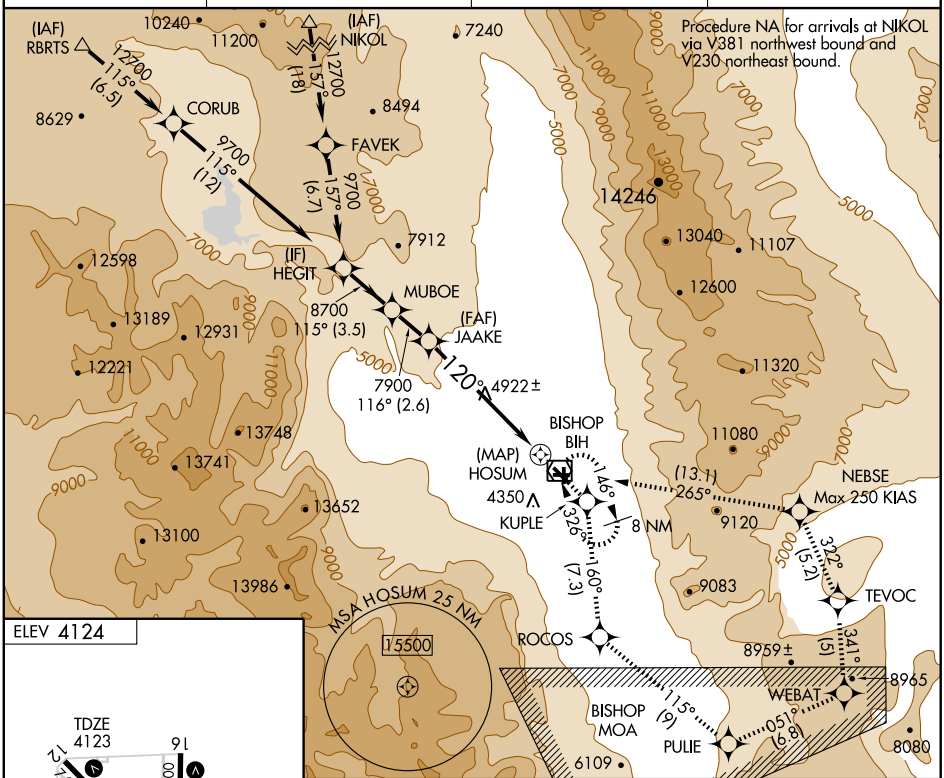
RNAV (GPS) Y RWY 12

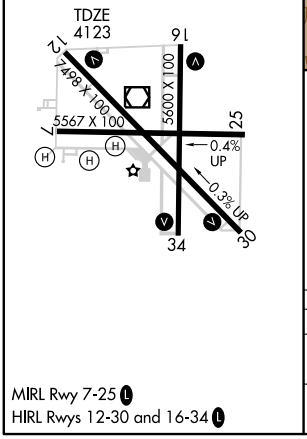
BISHOP / EASTERN SIERRA RGNL (BIH)

When local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA

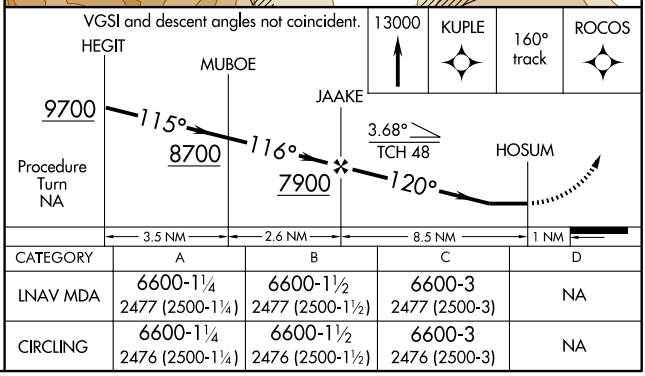
MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and 341° track to TEVOC, and 322° track to NEBSE, and 265° track to BIH VOR/DME and hold.

ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L





MIRL Rwy 7-25 L
HIRL Rwys 12-30 and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	6600-1¼ 2477 (2500-1¼)	6600-1½ 2477 (2500-1½)	6600-3 2477 (2500-3)	NA
CIRCLING	6600-1¼ 2476 (2500-1¼)	6600-1½ 2476 (2500-1½)	6600-3 2476 (2500-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7498
120°	TDZE	4123
	Apt Elev	4124

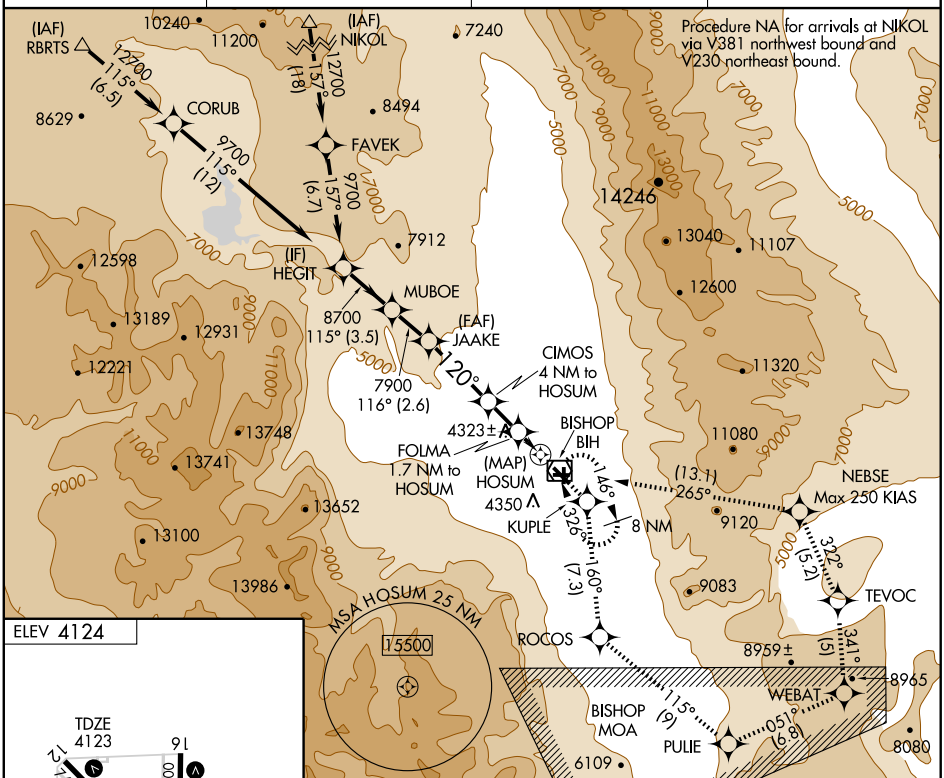
RNAV (GPS) Z RWY 12

BISHOP / EASTERN SIERRA RGNL (BIH)

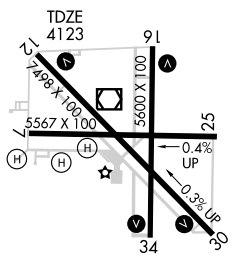
When local altimeter setting not received, procedure NA.
*Missed approach requires minimum climb of 325 feet per NM to 11000; if unable, see RNAV (GPS) Y RWY 12.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA

MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE)
Climb to 13000 direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and 341° track to TEVOC, and 322° track to NEBSE, and 265° track to BIH VOR/DME and hold.

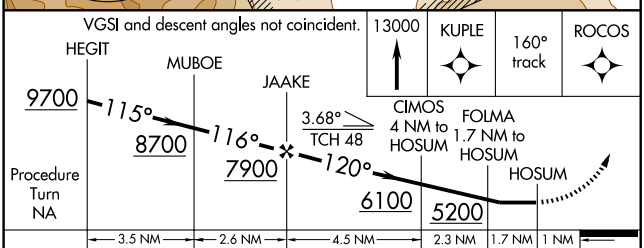
ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L



ELEV 4124



MIRL Rwy 7-25 L
HIRL Rwys 12-30 and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA*	4580-1¼ 457 (500-1¼)			NA
CIRCLING	6420-1¼ 2296 (2300-1¼)	6420-1½ 2296 (2300-1½)	6420-3 2296 (2300-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7498
301°	TDZE	4111
	Apt Elev	4124

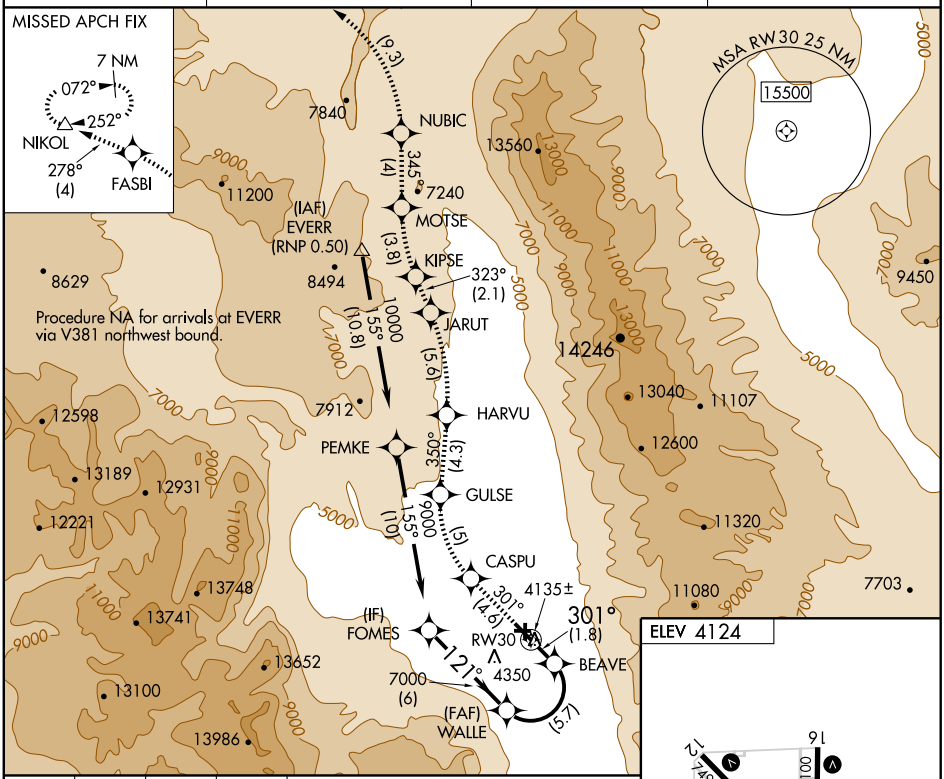
RNAV (RNP) RWY 30

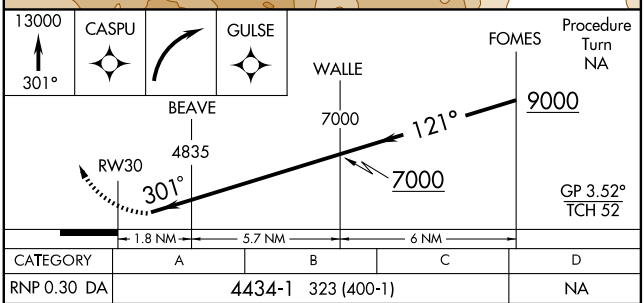
BISHOP / EASTERN SIERRA RGNL (BIH)

RF and GPS required.
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 38°C (100°F).
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 13000 via 301° track to CASPU, right turn to GULSE, 350° track to HARVU, left turn to JARUT, 323° track to KIPSE, right turn to MOTSE, 345° track to NUBIC, left turn to FASBI, 278° track to NIKOL and hold.

ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
RNP 0.30 DA	4434-1	323 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 7-25 L
HIRL Rwys 12-30 and 16-34 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

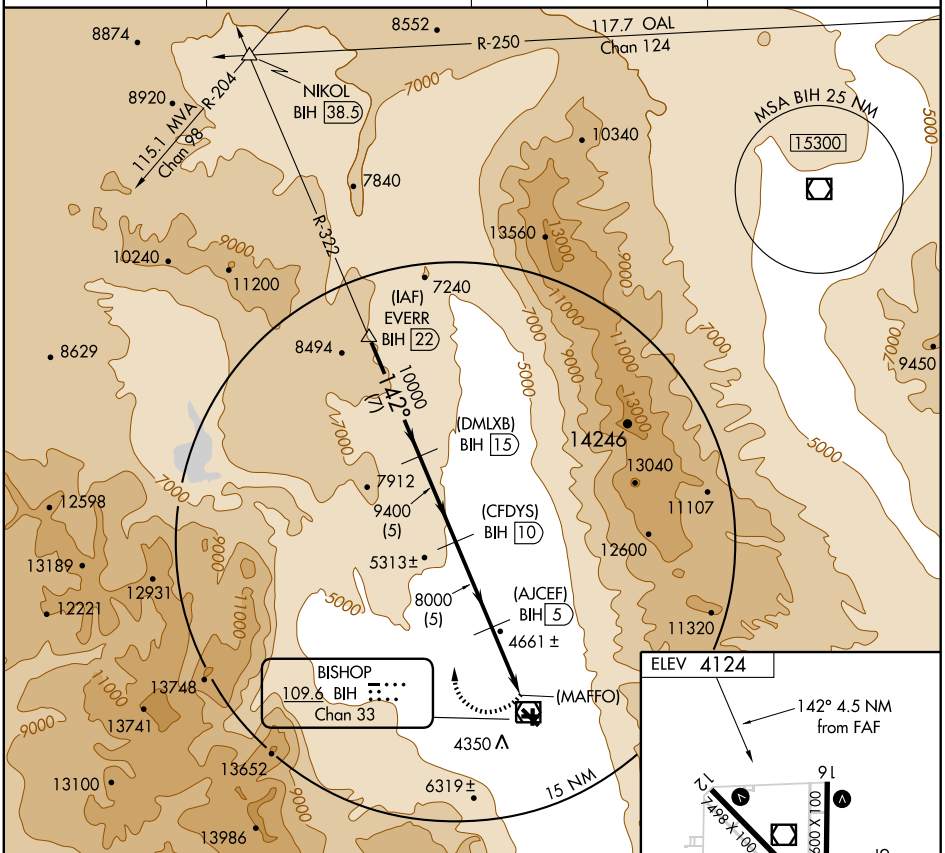
VOR/DME BIH 109.6 Chan 33	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 4124

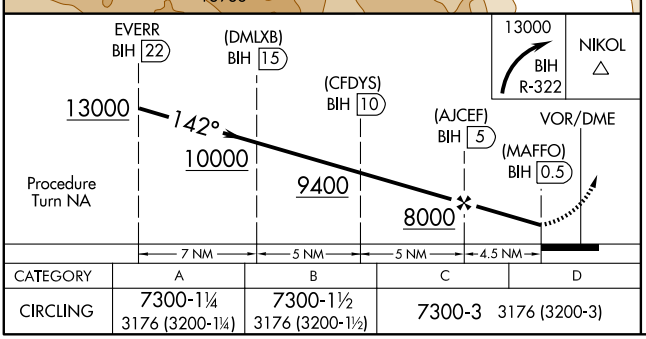
VOR/DME or GPS-B

BISHOP / EASTERN SIERRA RGNL (BIH)

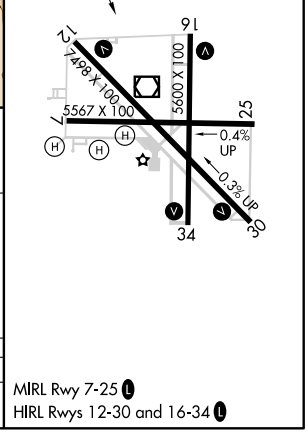
MISSED APPROACH: Climbing right turn to 13000 via BIH R-322 to NIKOL INT/BIH 38.5 DME.

ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	7300-1¼ 3176 (3200-1¼)	7300-1½ 3176 (3200-1½)	7300-3 3176 (3200-3)	



SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BIH 109.6 Chan 33	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 4120

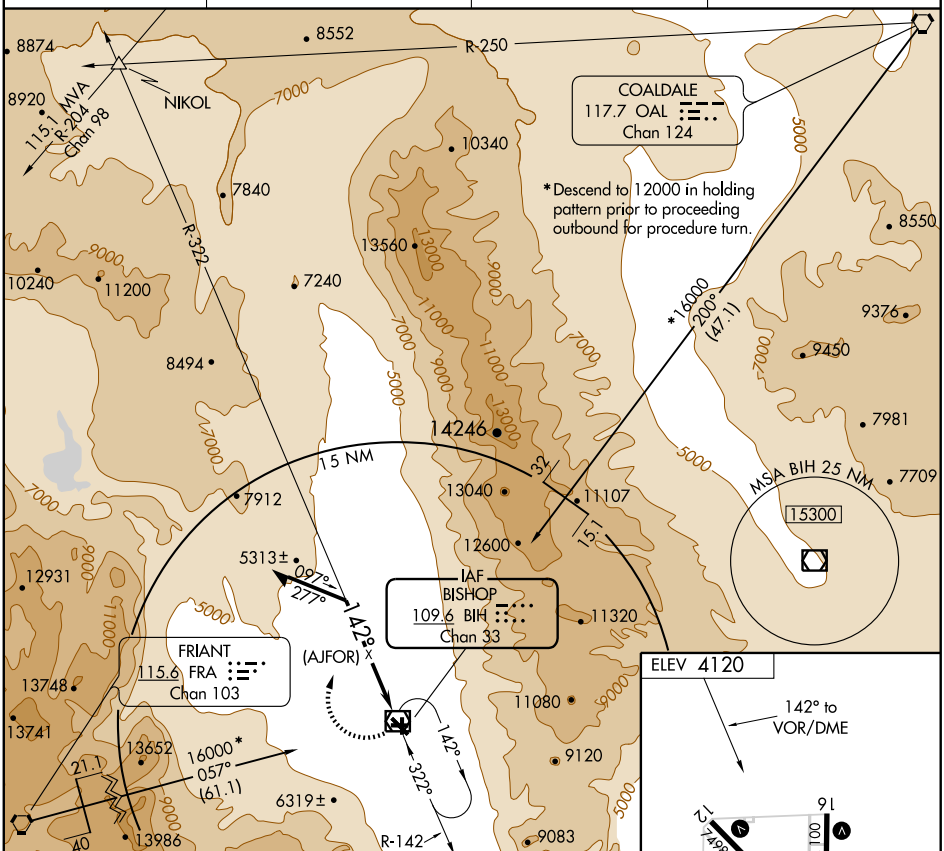
VOR or GPS-A

BISHOP / EASTERN SIERRA RGNL (BIH)

If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 13000 via BIH R-322 to NIKOL Int.

ASOS	OAKLAND CENTER	RIVERSIDE RADIO	UNICOM
119.025	125.75 284.65	122.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7400-1¼ 3280 (3300-1¼)	7400-1½ 3280 (3300-1½)	7400-3 3280 (3300-3)	

MIRL Rwy 7-25 L
HIRL Rwys 12-30 and 16-34 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6543
246°	TDZE	394
	Apt Elev	397

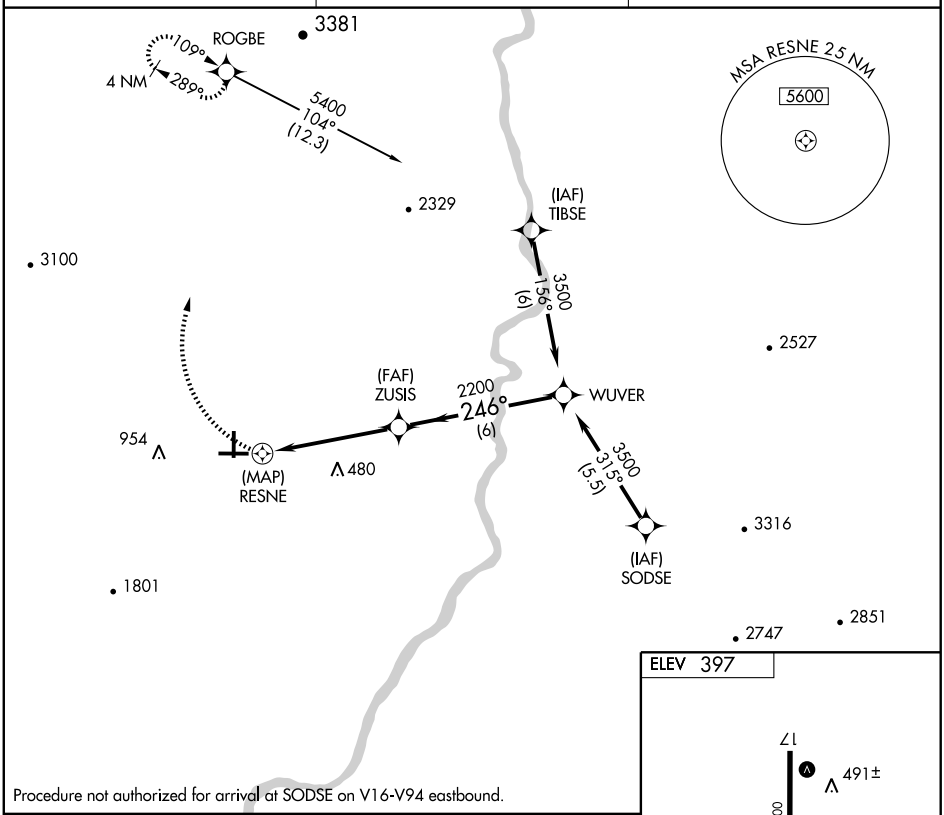
RNAV (GPS) RWY 26

BLYTHE (BLH)

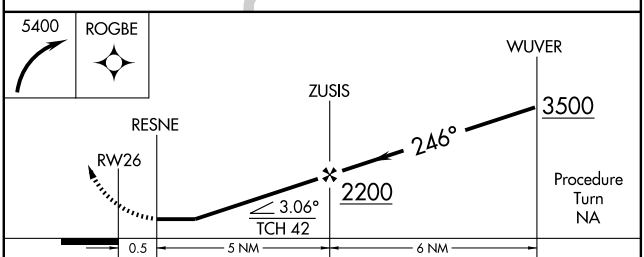
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 5400 direct ROGBE WP and hold.

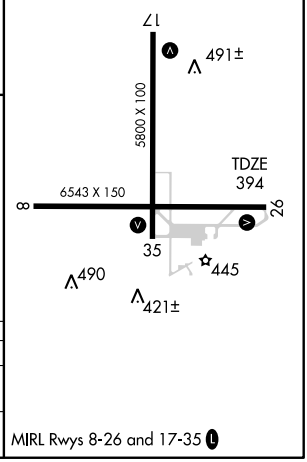
ASOS	LOS ANGELES CENTER	UNICOM
120.175	128.15 285.6	122.8 (CTAF) L



Procedure not authorized for arrival at SODSE on V16-V94 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	760-1 366 (400-1)			760-1¼ 366 (400-1¼)
CIRCLING	840-1 443 (500-1)	860-1 463 (500-1)	960-1½ 563 (600-1½)	1260-2¾ 863 (900-2¾)



MIRL Rwys 8-26 and 17-35 L

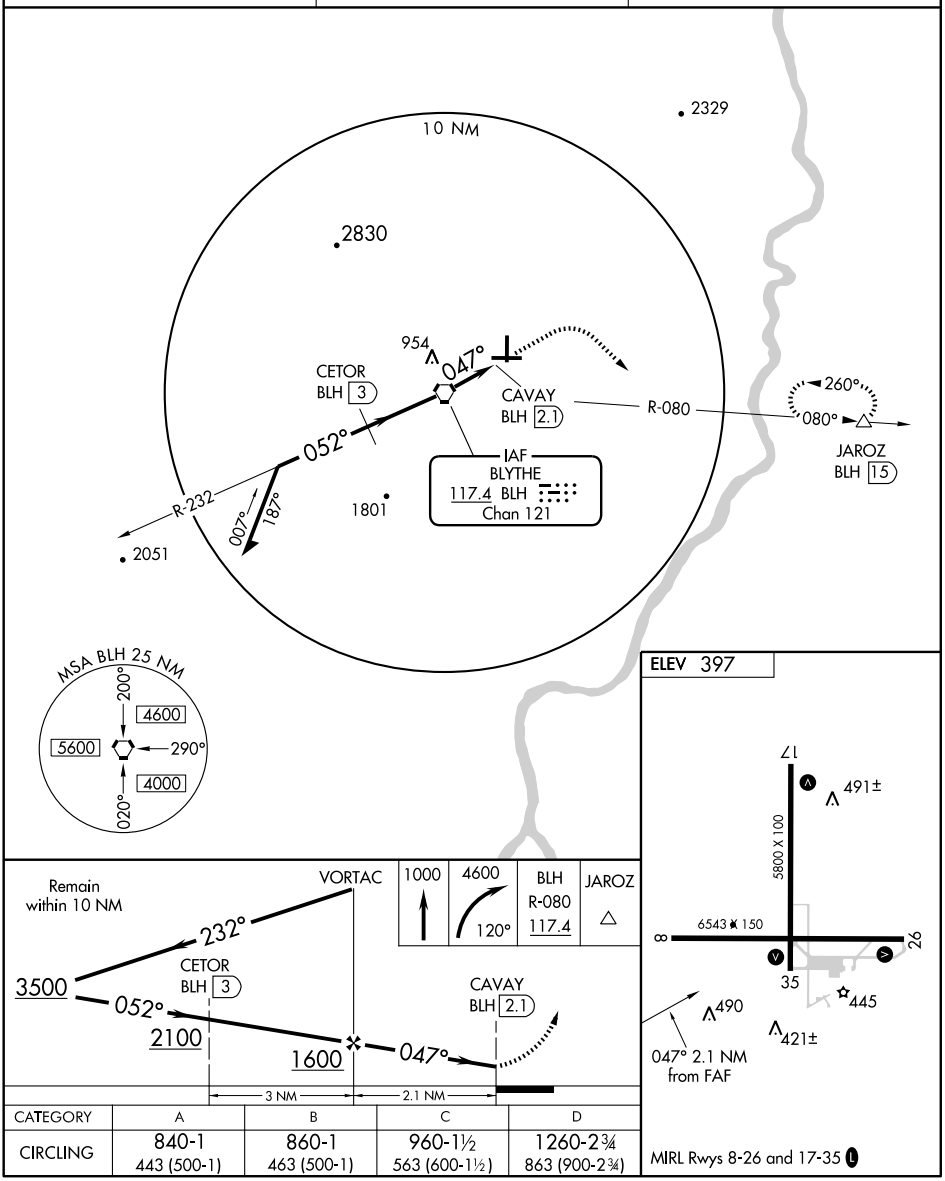
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BLH 117.4 Chan 121	APP CRS 047°	Rwy Idg N/A TDZE N/A Apt Elev 397

VOR/DME-A
BLYTHE (BLH)

MISSED APPROACH: Climb to 1000, then climbing right turn to 4600 via heading 120° and BLH R-080 outbound to JAROZ/15 DME and hold.

ASOS	LOS ANGELES CENTER	UNICOM
120.175	128.15 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	840-1 443 (500-1)	860-1 463 (500-1)	960-1½ 563 (600-1½)	1260-2¾ 863 (900-2¾)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

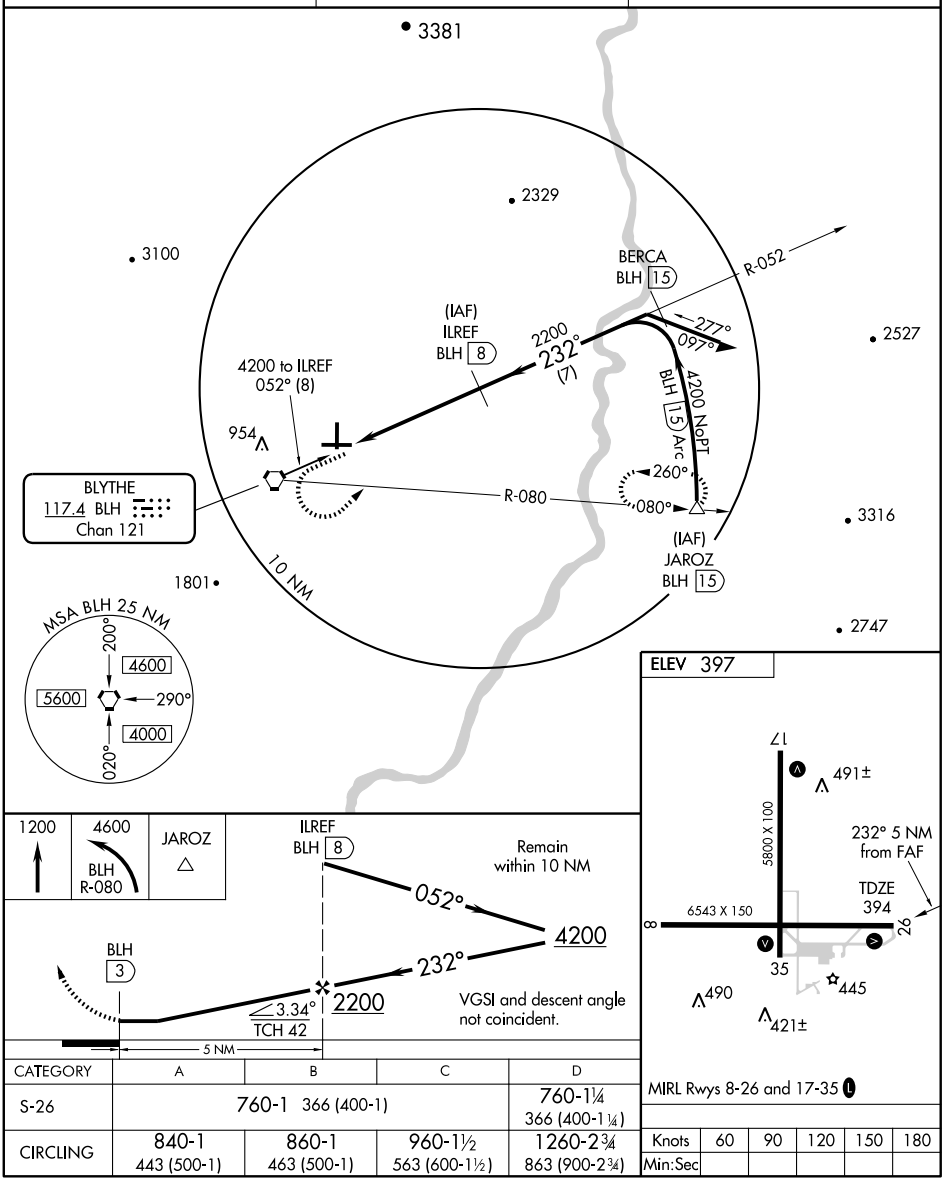
VORTAC BLH 117.4 Chan 121	APP CRS 232°	Rwy Idg 6543 TDZE 394 Apt Elev 397

VOR/DME RWY 26

BLYTHE (BLH)

MISSED APPROACH: Climb to 1200 then climbing left turn to 4600 via BLH VORTAC R-080 to JAROZ/15 DME and hold.

ASOS 120.175	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-26	760-1 366 (400-1)			760-1¼ 366 (400-1¼)
CIRCLING	840-1 443 (500-1)	860-1 463 (500-1)	960-1½ 563 (600-1½)	1260-2¾ 863 (900-2¾)

MIRL Rwys 8-26 and 17-35 L

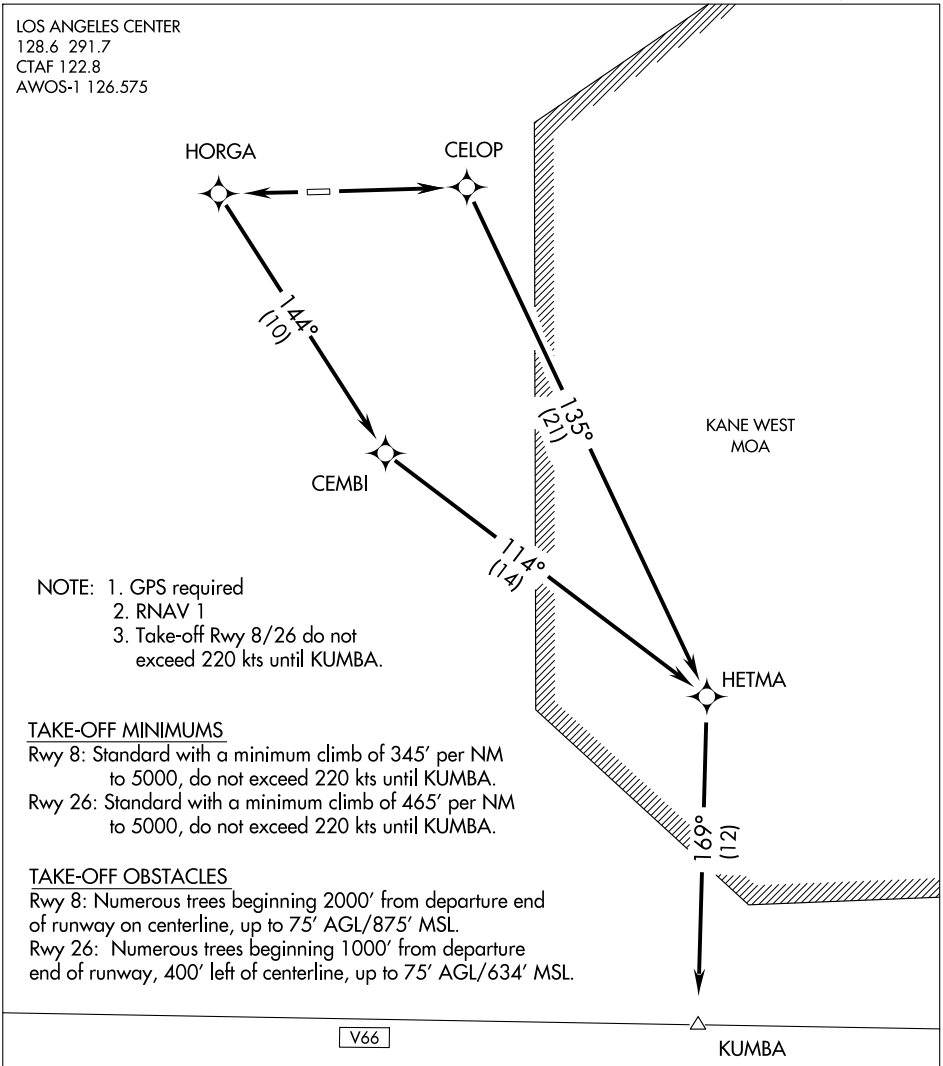
Knots	60	90	120	150	180
Min:Sec					

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

KUMBA ONE DEPARTURE (RNAV)

BORREGO VALLEY (L08)
BORREGO SPRINGS, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010



NOTE: 1. GPS required
2. RNAV 1
3. Take-off Rwy 8/26 do not exceed 220 kts until KUMBA.

TAKE-OFF MINIMUMS

Rwy 8: Standard with a minimum climb of 345′ per NM to 5000, do not exceed 220 kts until KUMBA.
Rwy 26: Standard with a minimum climb of 465′ per NM to 5000, do not exceed 220 kts until KUMBA.

TAKE-OFF OBSTACLES

Rwy 8: Numerous trees beginning 2000′ from departure end of runway on centerline, up to 75′ AGL/875′ MSL.
Rwy 26: Numerous trees beginning 1000′ from departure end of runway, 400′ left of centerline, up to 75′ AGL/634′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb direct CELOP then via depicted route to KUMBA.

TAKE-OFF RUNWAY 26: Climb direct HORGA, and left turn 144° track to CEMBI, then via depicted route to KUMBA.

APP CRS	Rwy Idg	5011
250°	TDZE	520
	Apt Elev	520

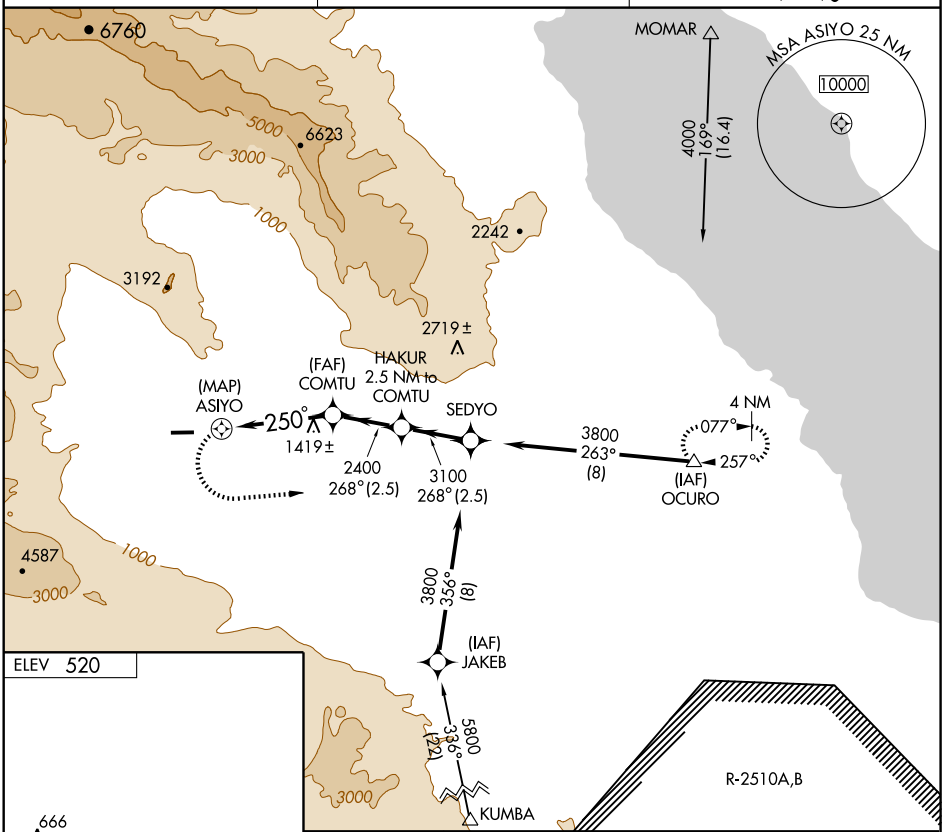
RNAV (GPS) RWY 26

BORREGO VALLEY (L08)

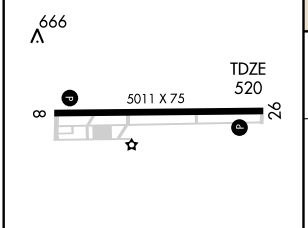
T
NA If local altimeter setting not received, use Imperial County altimeter setting and increase all MDAs 580 feet.
Circling not authorized south of Rwy 8-26.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OCURO WP and hold.

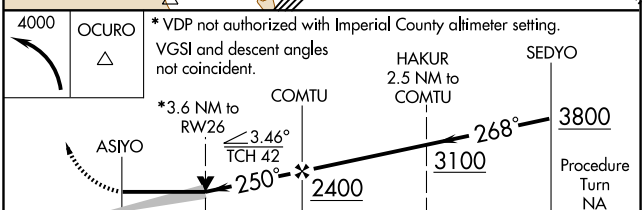
AWOS-1	LOS ANGELES CENTER	UNICOM
126.575	128.6 291.7	122.8 (CTAF) L



ELEV 520



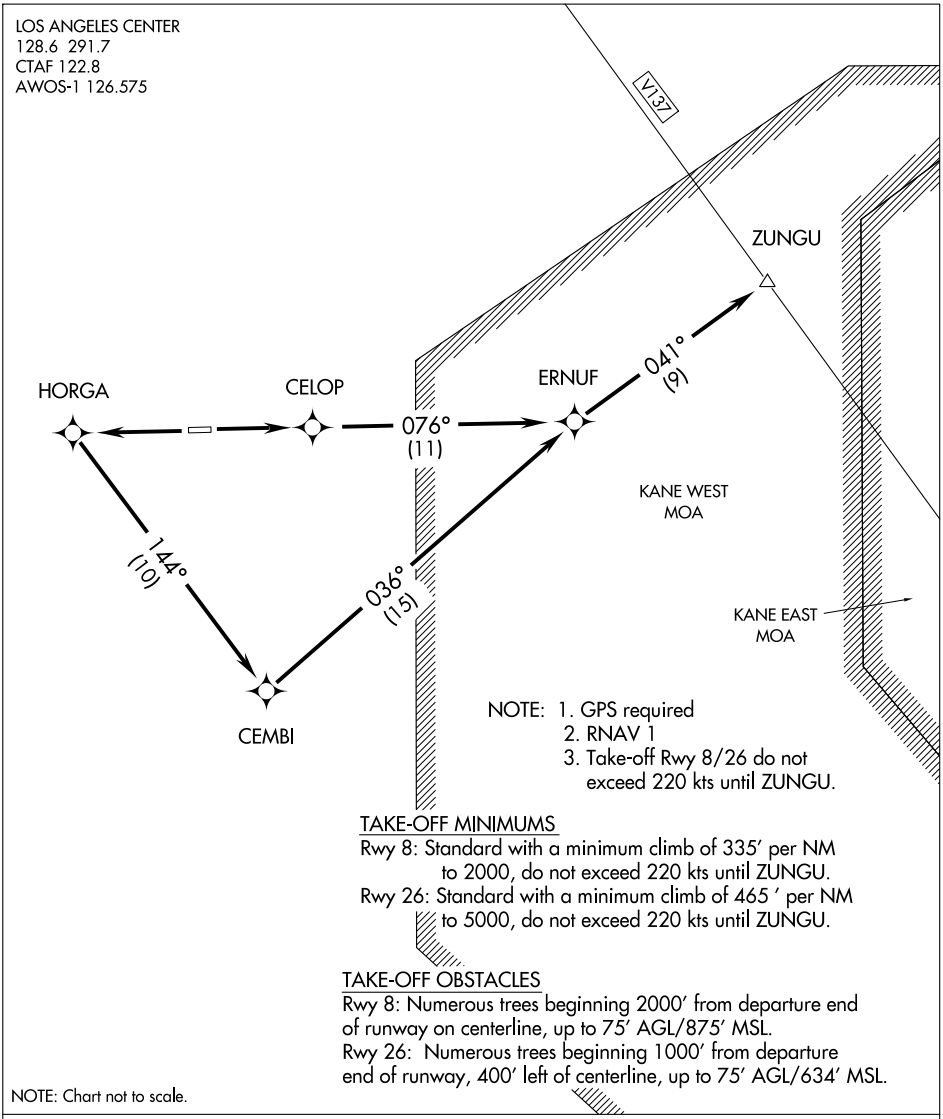
MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	1720-1¼ 1200 (1200-1¼)	1720-1½ 1200 (1200-1½)	1720-3 1200 (1200-3)	
CIRCLING	1720-1¼ 1200 (1200-1¼)	1720-1½ 1200 (1200-1½)	1720-3 1200 (1200-3)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZUNGU ONE DEPARTURE (RNAV) (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb direct CELOP then via depicted route to ZUNGU.

TAKE-OFF RUNWAY 26: Climb direct HORGA, and left turn 144° track to CEMBI, then via depicted route to ZUNGU.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4007
272°	TDZE	-135
	Apt Elev	-129

RNAV (GPS) RWY 26

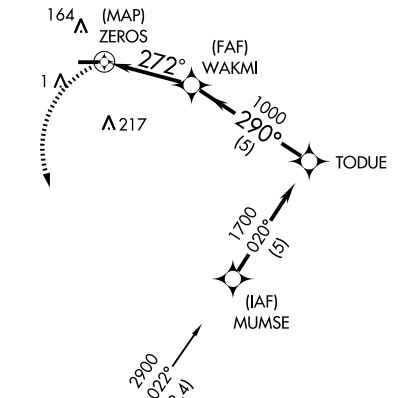
BRAWLEY MUNI (BWC)

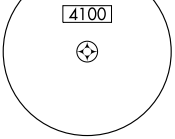
T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Use Imperial County altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct IPL VORTAC and hold.

LOS ANGELES CENTER
128.6 291.7

CTAF
122.9 L

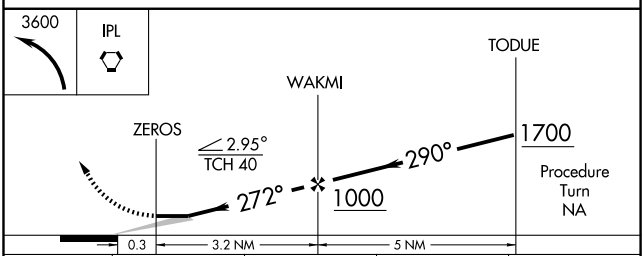




ELEV -129

217

571



CATEGORY	A	B	C	D
LNAV MDA	360-1 495 (500-1)		360-1¼ 495 (500-1¼)	NA
CIRCLING	560-1 689 (700-1)		560-2 689 (700-2)	NA

MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC IPL 115.9 Chan 106	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev -129

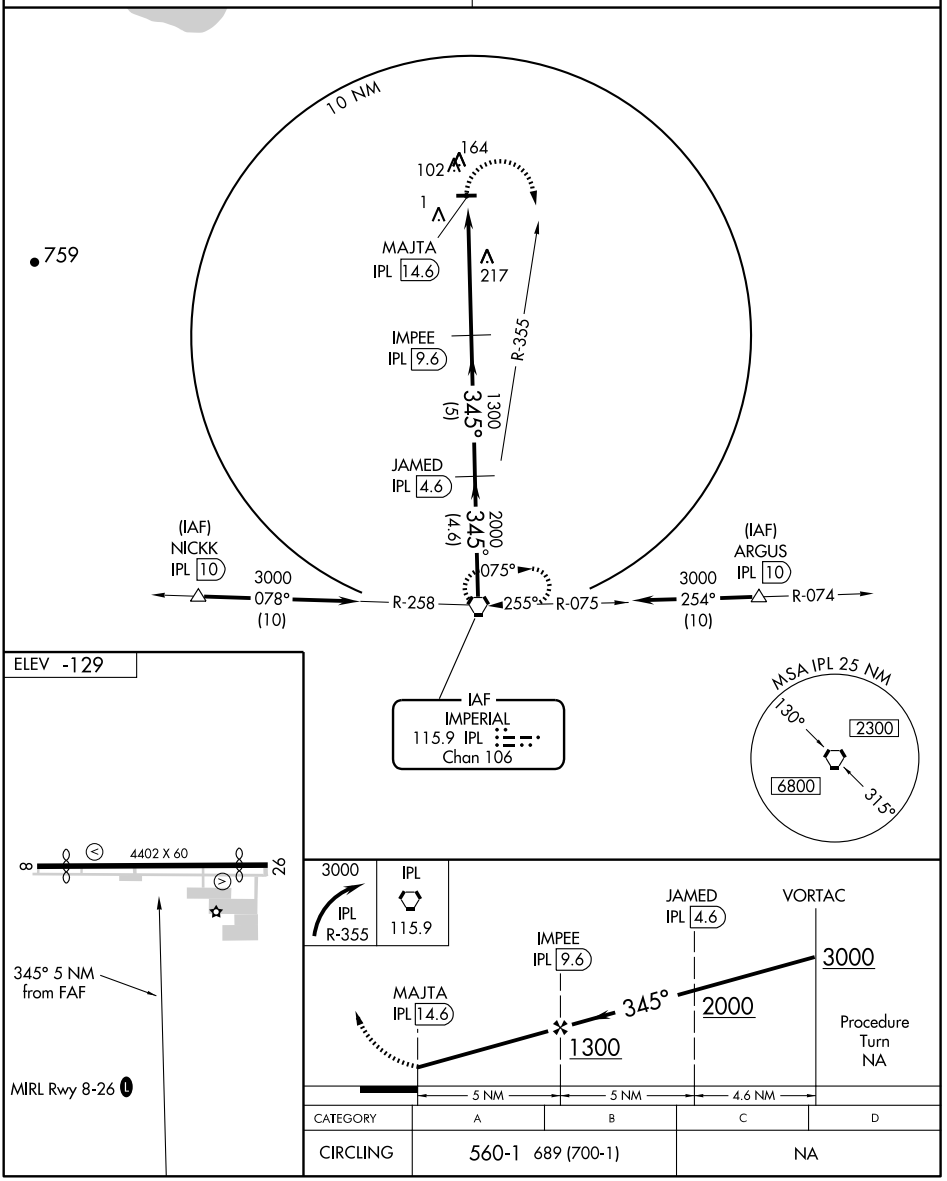
VOR/DME-A

BRAWLEY MUNI (BWC)

T
NA Use Imperial County altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via IPL R-355 to IPL VORTAC and hold.

LOS ANGELES CENTER	CTAF
128.6 291.7	122.9



CATEGORY	A	B	C	D
CIRCLING	560-1 689 (700-1)		NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC IPL 115.9 Chan 106	APP CRS 165°	Rwy Idg N/A TDZE N/A Apt Elev -129

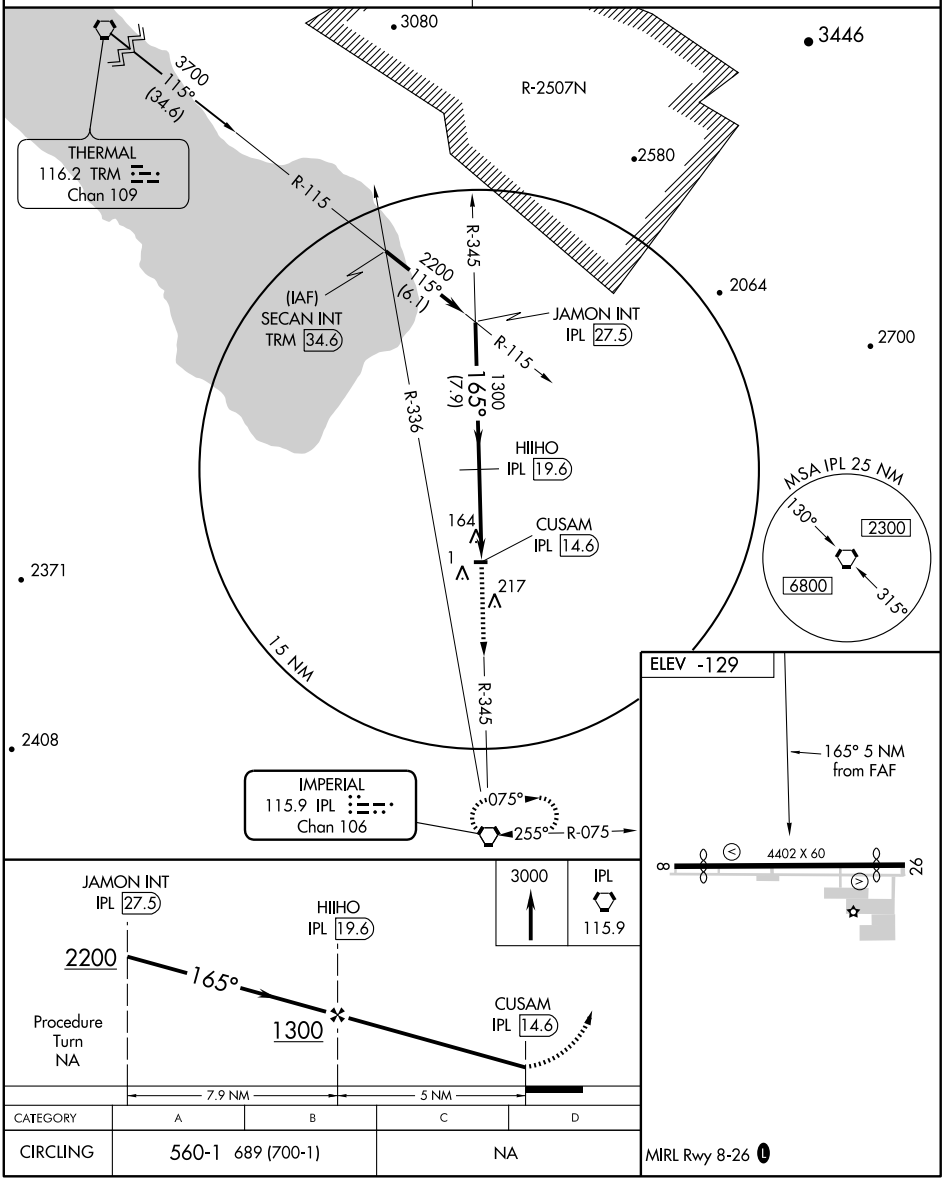
VOR/DME-B
BRAWLEY MUNI (BWC)

T
NA Use Imperial County altimeter setting.

MISSED APPROACH: Climb to 3000 direct IPL VORTAC and hold.

LOS ANGELES CENTER
128.6 291.7

CTAF
122.9 L



CATEGORY	A	B	C	D
CIRCLING	560-1 689 (700-1)		NA	

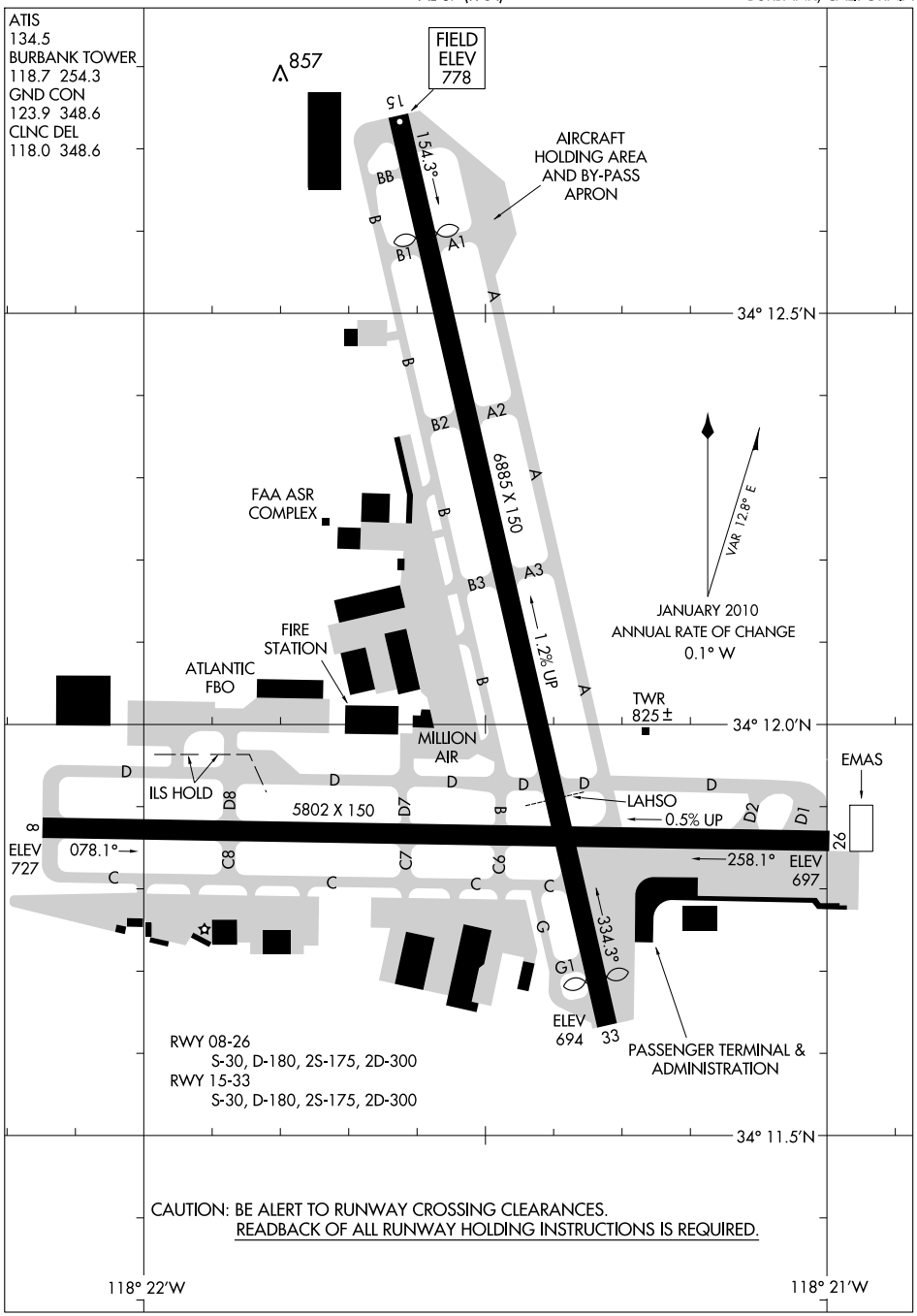
MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BURBANK/ BOB HOPE (BUR)
BURBANK, CALIFORNIA

AL-67 (FAA)



SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BURBANK, CALIFORNIA
BURBANK/ BOB HOPE (BUR)

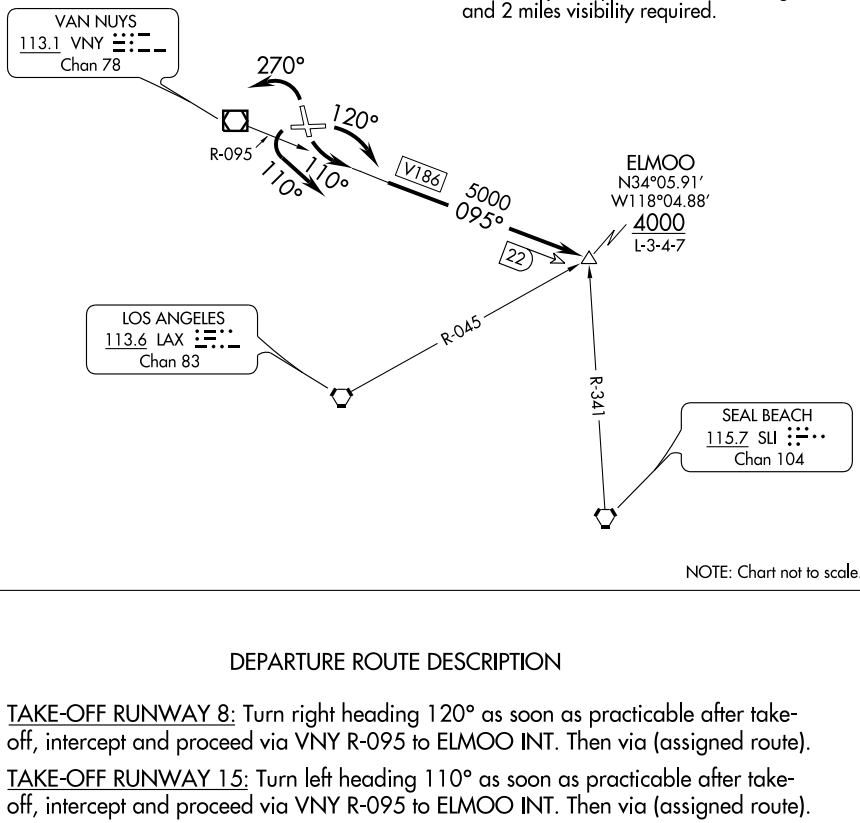
10210

ATIS 134.5
CLNC DEL
118.0 348.6
GND CON
123.9 348.6
SOCAL DEP CON
135.05 317.5

NOTE: This SID requires a minimum climb rate to MEA as follows:

Take-offs Rwy 8, Cats A and B, 480′ per NM.
Cats C and D, 650′ per NM.
Take-offs Rwy 15, 340′ per NM.
Take-offs Rwy 26, 250′ per NM.
Take-offs Rwy 33, 390′ per NM.

NOTE: For Runway 8 departures, 2100 ceiling and 2 miles visibility required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right heading 120° as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 15: Turn left heading 110° as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 26: Turn left heading 110° as soon as practicable after take-off for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).

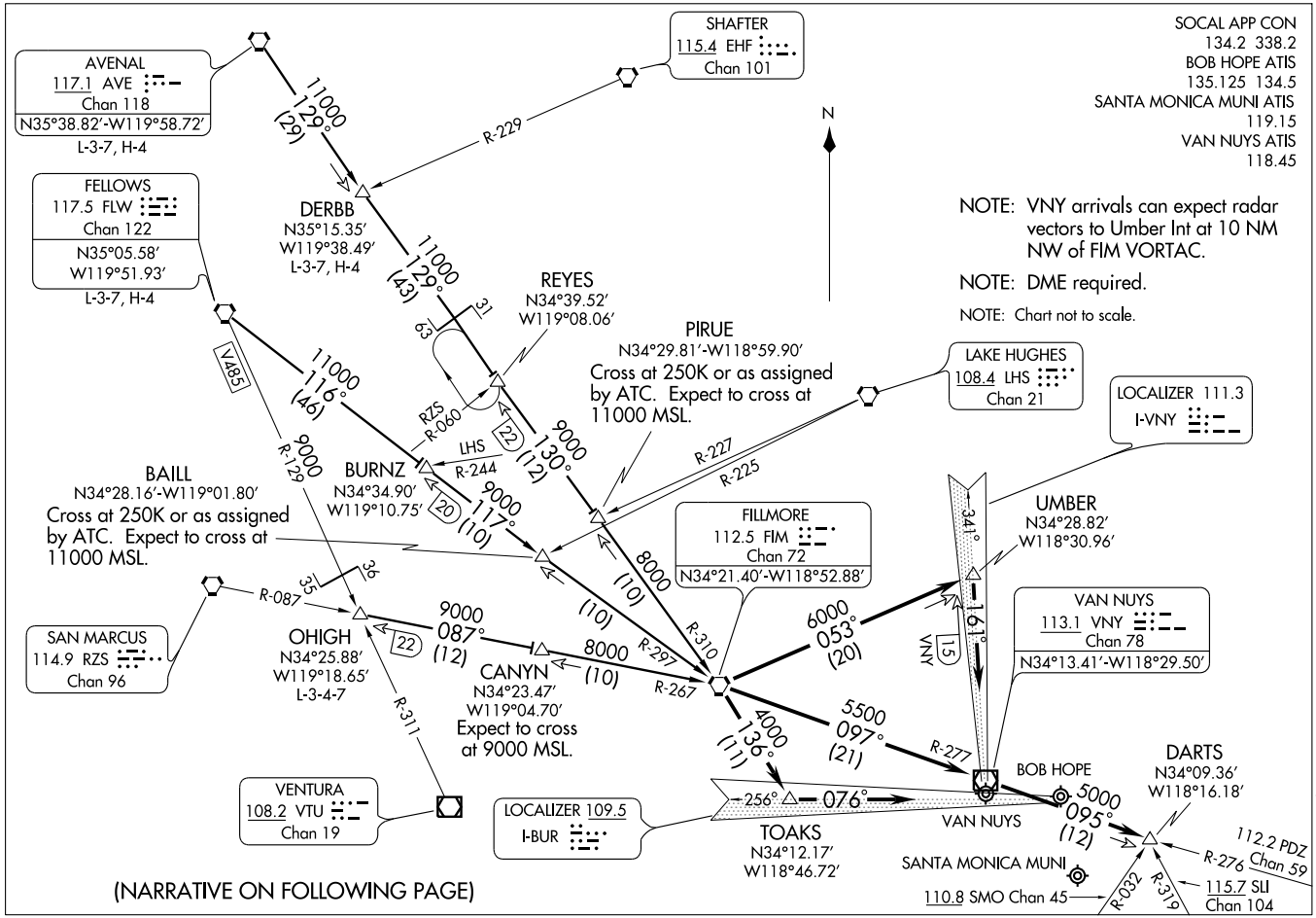
TAKE-OFF RUNWAY 33: Turn left heading 270° as soon as practicable after take-off for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

FERNANDO FIVE ARRIVAL

(FIM.FERN5) 08269

BURBANK, CALIFORNIA



ST-67 (FAA)

ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

....From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

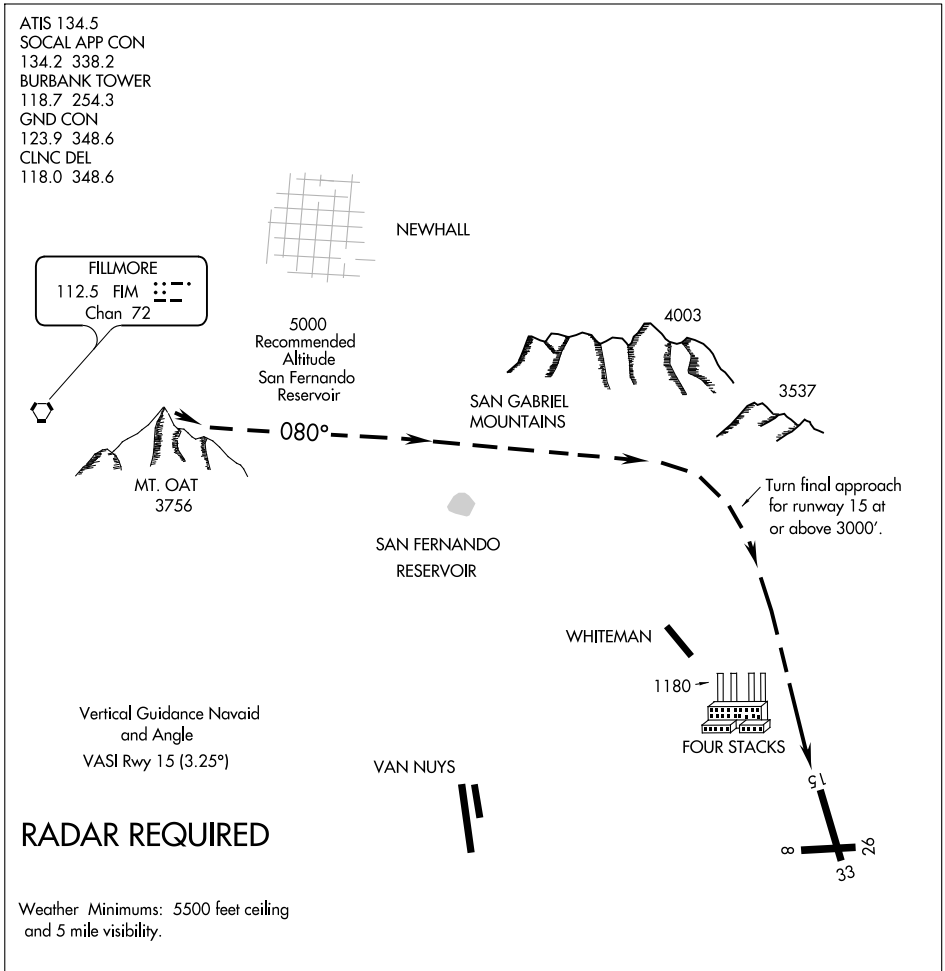
LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach.

LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.

SW-3, 21 OCT 2010 to 18 NOV 2010

FOUR STACKS VISUAL RWY 15



FOUR STACKS VISUAL APPROACH RWY 15

When Visual Approaches to Runway 15 are in progress, clearances will be given to aircraft from the Northwest thru Northeast utilizing the following phraseology:

"(IDENT) CLEARED FOR FOUR STACKS VISUAL APPROACH TO RUNWAY 15."

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
121°	TDZE	N/A
	Apt Elev	775

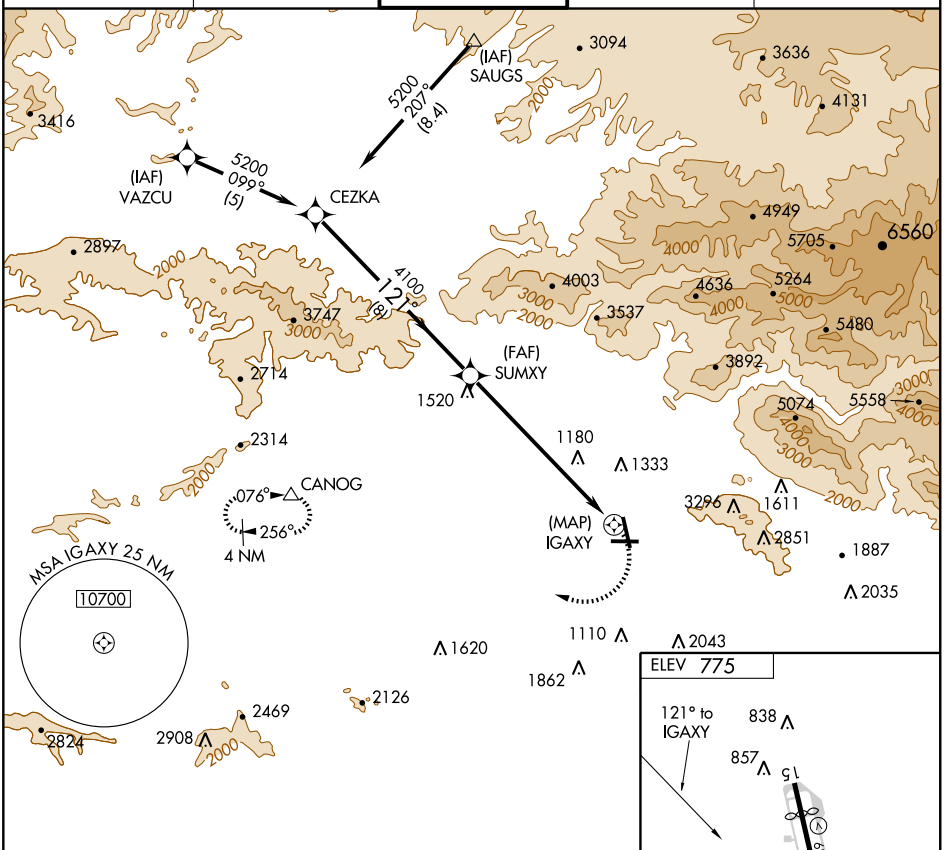
GPS-A

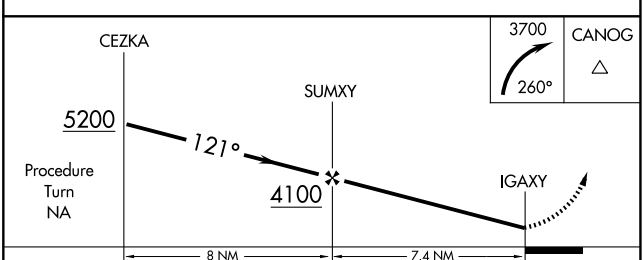
BURBANK/BOB HOPE (BUR)

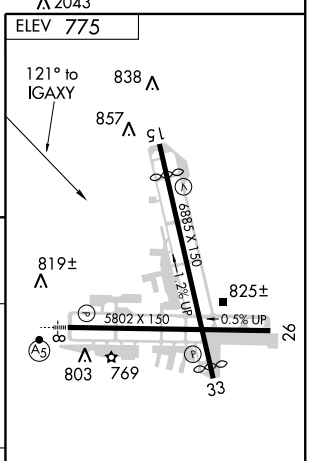
NA Circling not authorized NE of Rwys 15 and 26.

MISSED APPROACH: Climbing right turn to 3700 via course 260° to CANOG WP and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6







CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 885 (900-1¼)		1660-2¾ 885 (900-2¾)	1660-3 885 (900-3)

MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BUR	APP CRS	Rwy Idg	5802
109.5	076°	TDZE	727
		Apt Elev	778

ILS or LOC Z RWY 8

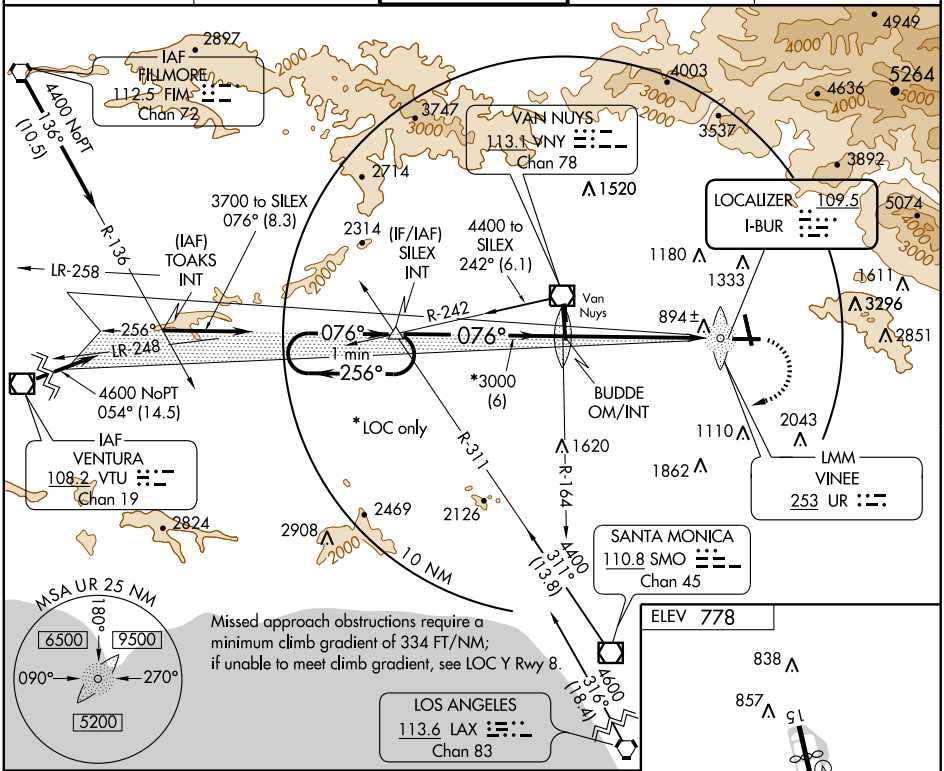
BURBANK/BOB HOPE (BUR)

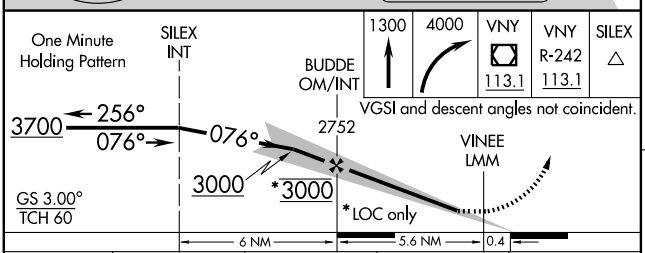
Visibility reduction by helicopters NA. Circling NA northeast Rwys 15 and 26.
For inoperative MALSR, increase S-LOC 8 Cats C,D visibility to RVR 6000. Inoperative table does not apply to S-ILS 8 all Cats. Inoperative table does not apply to S-LOC 8 Cats A,B. ILS unusable from VINEE LMM inbound. Autopilot coupled approach not authorized below 977 MSL.

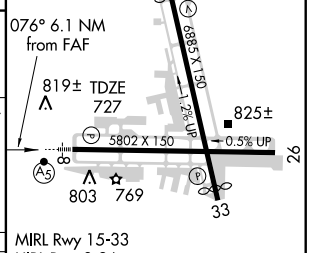
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct VNY VOR/DME then via VNY VOR/DME R-242 to SILEX Int and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6







MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

CATEGORY	A	B	C	D
S-ILS 8	977/50	250 (200-1)		
S-LOC 8	1140/50	413 (400-1)		
CIRCLING	1240-1	462 (500-1)	1280-1½ 502 (600-1½)	1440-2 662 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BURBANK, CA			
BOB HOPE (BUR)	15	08-26	4,250 feet
LONG BEACH, CA			
LONG BEACH (DAUGHERTY FIELD) (LGB)	12	16L-34R	4,100 feet
	25R	12-30	3,400 feet
	30	07L-25R	5,850 feet

21 OCT 2010 to 18 NOV 2010

LOC I-BUR	APP CRS	Rwy Idg	5802
109.5	076°	TDZE	727
		Apt Elev	778

LOC Y RWY 8

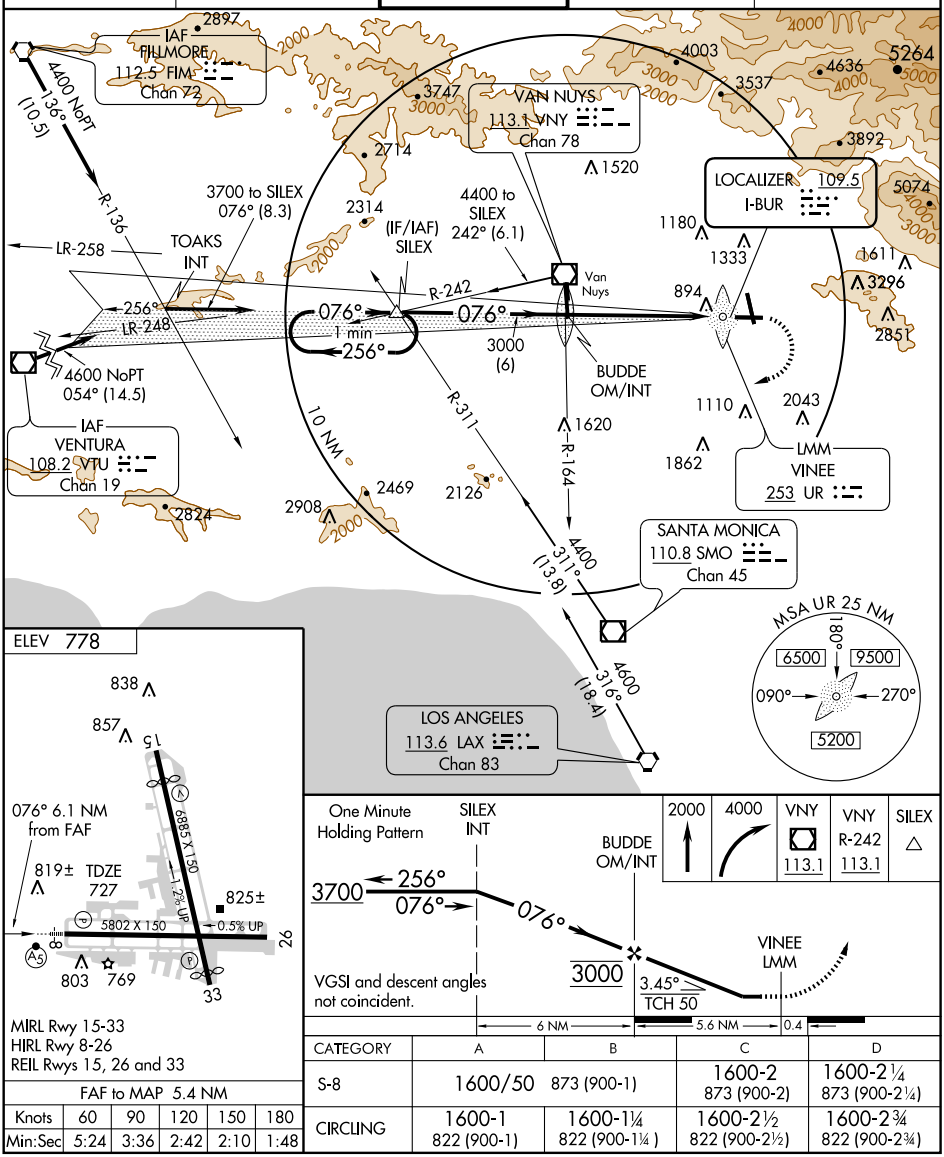
BURBANK/BOB HOPE (BUR)

Visibility reduction by helicopters not authorized.
Circling not authorized northeast of Rwys 15 and 26.
Inoperative table does not apply to S-8 Cat A.
For inoperative MALSR, increase S-8 Cat B visibility to RVR 6000. LOC unusable from VINEE LMM inbound.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct VNY VOR/DME, then via VNY VOR/DME R-242 to SILEX Int and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6



MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

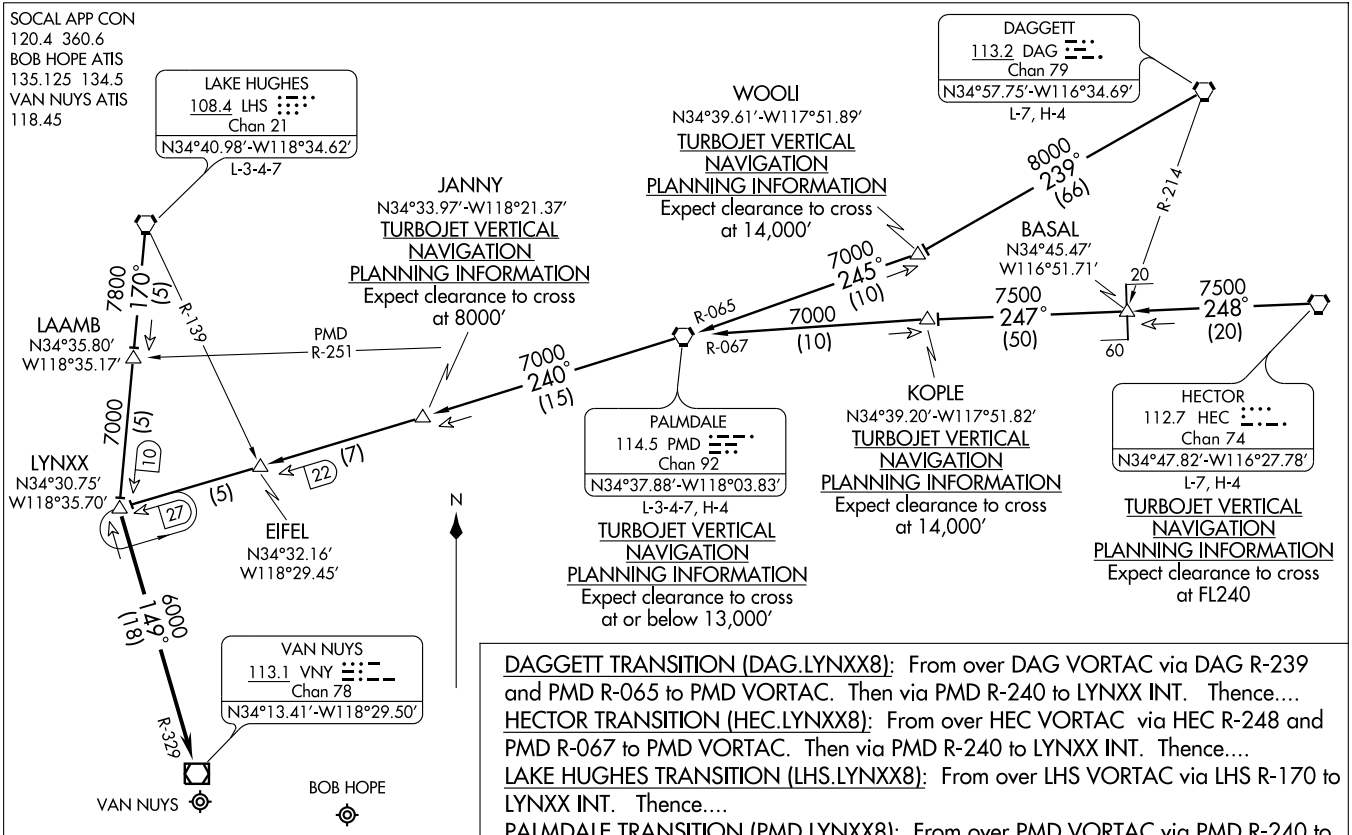
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-8	1600/50	873 (900-1)	1600-2 873 (900-2)	1600-2¼ 873 (900-2¼)
CIRCLING	1600-1 822 (900-1)	1600-1¼ 822 (900-1¼)	1600-2½ 822 (900-2½)	1600-2¾ 822 (900-2¾)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LYNXX EIGHT ARRIVAL

(LYNXX.LYNXX8) 07298



NOTE: DME required for DAGGETT, HECTOR, and PALMDALE TRANSITIONS.

NOTE: Chart not to scale.

DAGGETT TRANSITION (DAG.LYNXX8): From over DAG VORTAC via DAG R-239 and PMD R-065 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence....

HECTOR TRANSITION (HEC.LYNXX8): From over HEC VORTAC via HEC R-248 and PMD R-067 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence....

LAKE HUGHES TRANSITION (LHS.LYNXX8): From over LHS VORTAC via LHS R-170 to LYNXX INT. Thence....

PALMDALE TRANSITION (PMD.LYNXX8): From over PMD VORTAC via PMD R-240 to LYNXX INT. Thence....

....From over LYNXX INT via VNY R-329 to VNY VOR/DME. Expect radar vectors to final approach course after VNY VOR/DME.

ST-67 (FAA)

BURBANK, CALIFORNIA

LYNXX EIGHT ARRIVAL

(LYNXX.LYNXX8) 07298

BURBANK, CALIFORNIA

APP CRS	Rwy Idg	5802
076°	TDZE	727
	Apt Elev	778

RNAV (GPS) Y RWY 8

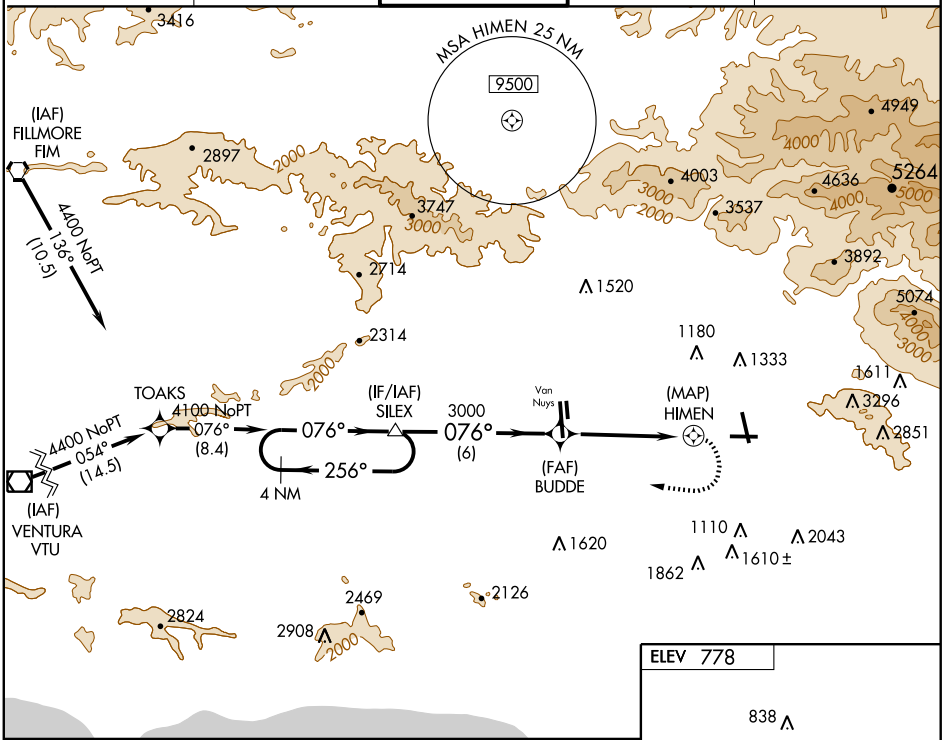
BURBANK/BOB HOPE (BUR)

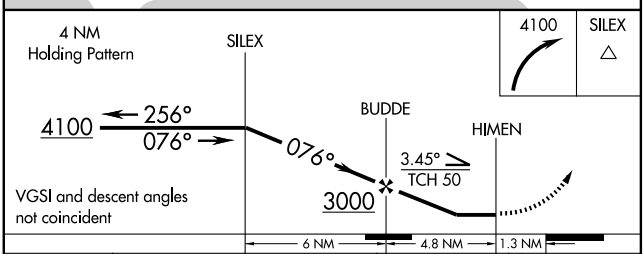
Circling not authorized northeast of Rwys 15 and 26.
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MALSR

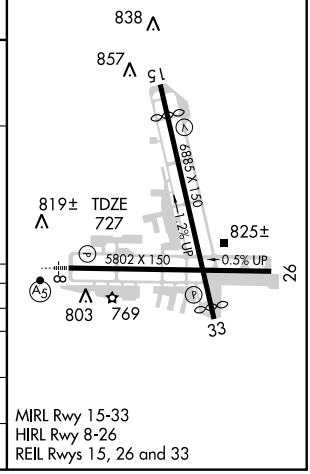
MISSED APPROACH: Climbing right turn to 4100 direct SILEX WP and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1600/50 873 (900-1)		1600-2 873 (900-2)	1600-2¼ 873 (900-2¼)
CIRCLING	1600-1½ 822 (900-1½)		1600-2½ 822 (900-2½)	1600-2¾ 822 (900-2¾)



MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5802
076°	TDZE	727
	Apt Elev	778

RNAV (RNP) Z RWY 8

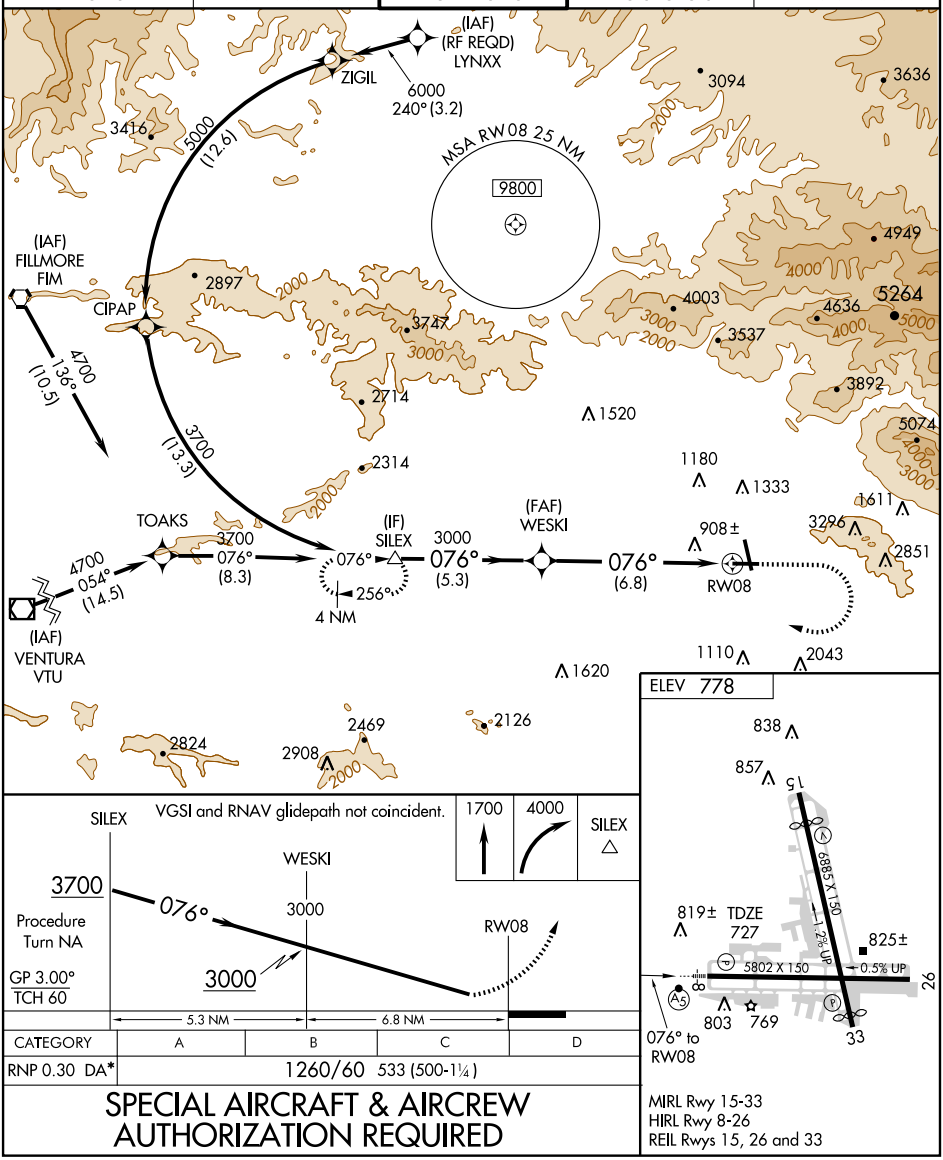
BURBANK/BOB HOPE (BUR)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 1°C (33°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1¾ mile. *Missed approach requires minimum climb of 391 feet per NM to 2700 if unable see RNAV (GPS) Y Rwy 8.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct SILEX and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

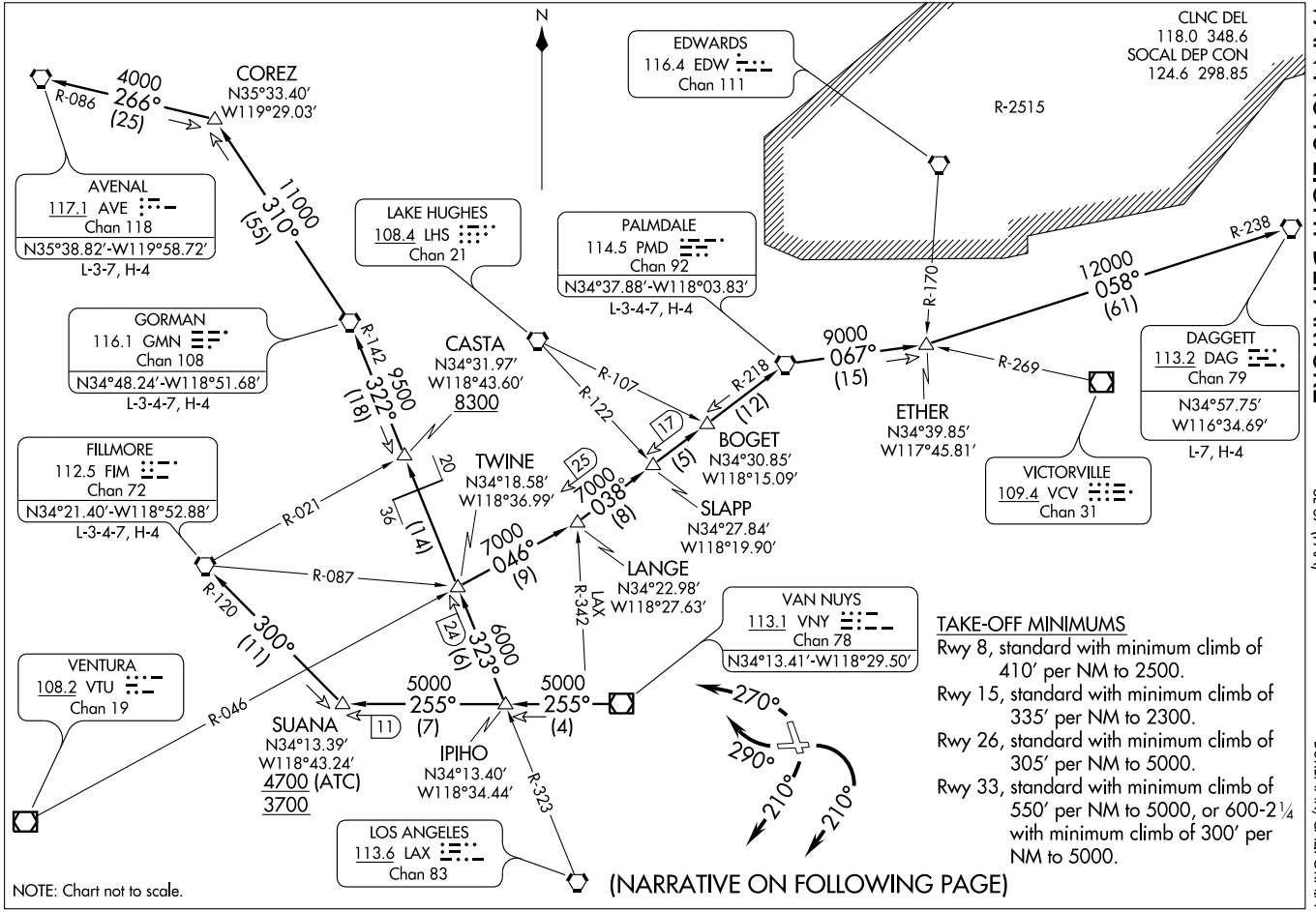
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VAN NUYS EIGHT DEPARTURE

(VNY8.VNY) 10266

BURBANK/BOB HOPE (BUR)

BURBANK, CALIFORNIA



TAKE-OFF MINIMUMS

Rwy 8, standard with minimum climb of 410′ per NM to 2500.

Rwy 15, standard with minimum climb of 335′ per NM to 2300.

Rwy 26, standard with minimum climb of 305′ per NM to 5000.

Rwy 33, standard with minimum climb of 550′ per NM to 5000, or 600-2¼ with minimum climb of 300′ per NM to 5000.

VAN NUYS EIGHT DEPARTURE

(VNY8.VNY) 10266

BURBANK/BOB HOPE (BUR)

BURBANK, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climbing right turn to 5000 heading 210° . . .
TAKE-OFF RUNWAY 15: Climbing right turn to 5000 heading 210° . . .
TAKE-OFF RUNWAY 26: Climbing right turn to 5000 heading 290° . . .
TAKE-OFF RUNWAY 33: Climbing left turn to 5000 heading 270° . . .
. . . expect radar vector to VNY VOR/DME. Thence via (transition) or (assigned route).

AVENAL TRANSITION (VNY8.AVE): From over VNY VOR/DME via VNY R-255 to IPIHO INT then via LAX R-323 to TWINE INT and via LAX R-323 and GMN R-142 to CASTA INT and via GMN R-142 to GMN VORTAC and via GMN R-310 to COREZ INT and via AVE R-086 to AVE VORTAC.

DAGGETT TRANSITION (VNY8.DAG): From over VNY VOR/DME via VNY R-255 to IPIHO INT then via LAX R-323 to TWINE INT and via VTU R-046 to LANGE INT and via PMD R-218 to SLAPP INT and via PMD R-218 to BOGET INT and via PMD R-218 to PMD VORTAC and via PMD R-067 to ETHER INT and via DAG R-238 to DAG VORTAC.

FILLMORE TRANSITION (VNY8.FIM): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via VNY R-255 to SUANA INT and via FIM R-120 to FIM VORTAC.

GORMAN TRANSITION (VNY8.GMN): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to TWINE INT and via LAX R-323 and GMN R-142 to CASTA INT and via GMN R-142 to GMN VORTAC.

PALMDALE TRANSITION (VNY8.PMD): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to TWINE INT and via VTU R-046 to LANGE INT and via PMD R-218 to SLAPP INT and via PMD R-218 to BOGET INT and via PMD R-218 to PMD VORTAC.

TWINE TRANSITION (VNY8.TWINE): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to TWINE INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8: Buildings beginning 124′ from DER, 51′ right of centerline, up to 30′ AGL/728′ MSL. Trees beginning 236′ from DER, 445′ right of centerline, up to 44′ AGL/ 724′ MSL. Poles beginning 271′ from DER, 42′ right of centerline, up to 65′ AGL/ 745′ MSL. Blast fence 272′ from DER, on centerline, 14′ AGL/711′ MSL. Buildings beginning 278′ from DER, 73′ left of centerline, up to 40′ AGL / 729′ MSL. Poles beginning 292′ from DER, 281′ left of centerline, up to 40′ AGL/ 736′ MSL. Flagpole on building 382′ from DER, 553′ right of centerline, 44′ AGL/ 724′ MSL. OL on sign 384′ from DER, 249′ right of centerline, 34′ AGL/ 724′ MSL. Trees beginning 444′ from DER, 165′ left of centerline, up to 45′ AGL/746′ MSL.

Rwy 15: Blast fences beginning 50′ from DER, 2′ right of centerline, up to 10′ AGL/708′ MSL. OL's on poles beginning 148′ from DER, 341′ right of centerline, up to 40′ AGL/ 734′ MSL. Buildings beginning 185′ from DER, 155′ left of centerline, up to 67′ AGL/ 747′ MSL. Railroad 201′ from DER, 116′ right of centerline, 23′ AGL/ 720′ MSL. LT pole 230′ from DER, 226′ left of centerline, 30′ AGL/ 723′ MSL. OL's on poles beginning 226′ from DER, 229′ left of centerline, up to 45′ AGL/ 734′ MSL. Buildings beginning 330′ from DER, 355′ right of centerline, up to 32′ AGL/ 717′ MSL. Pole 409′ from DER, 430′ left of centerline, 32′ AGL/ 730′ MSL. Poles beginning 604′ from DER, 280′ right of centerline, up to 40′ AGL/ 725′ MSL. Trees beginning 657′ from DER, 74′ right of centerline, up to 77′ AGL/ 762′ MSL. Trees beginning 882′ from DER, 53′ left of centerline, up to 85′ AGL/ 777′ MSL. OL on dome 1397′ from DER, 157′ left of centerline, up to 69′ AGL/ 749′ MSL.

Rwy 26: Rising terrain beginning 26′ from DER, 460′ right of centerline, up to 731′ MSL. Poles beginning 302′ from DER, 462′ left of centerline, up to 44′ AGL/ 771′ MSL. Vehicle on road 331′ from DER, 4′ right of centerline, 15′ AGL/ 741′ MSL. Building 405′ from DER, 550′ left of centerline, 31′ AGL/ 756′ MSL. Trees beginning 413′ from DER, 276′ right of centerline, up to 76′ AGL/ 801′ MSL. Buildings beginning 428′ from DER, 292′ right of centerline, up to 73′ AGL/ 798′ MSL. Railroad 628′ from DER, 565′ left of centerline 23′ AGL/ 752′ MSL. OL on pole, 710′ from DER, 577" right of centerline, 64′ AGL/ 794′ MSL. Poles beginning 712′ from DER, 422′ right of centerline, up to 75′ AGL/ 803′ MSL. Tree 1657′ from DER, 437′ left of centerline, 50′ AGL/ 774′ MSL. Transmission towers beginning 4217′ from DER, 1285′ left of centerline, up to 115′ AGL/ 839′ MSL. Transmission tower 6233′ from DER, 1462′ right of centerline, 169′ AGL/ 894′ MSL.

Rwy 33: Buildings beginning 33′ from DER, 52′ right of centerline,up to 40′ AGL/ 819′ MSL. Trees beginning 79′ from DER, 74′ right of centerline, up to 74′ AGL/ 869′ MSL. OL on blast fences beginning 97′ from DER, 128′ left of centerline, up to 23′ AGL / 793′ MSL. Blast fence, 104′ from DER, 115′ right of centerline, 20′ AGL/ 790′ MSL. Buildings beginning 182′ from DER, 75′ left of centerline, up to 45′ AGL/ 837′ MSL. Vehicle on road 193′ from DER, 156′ right of centerline, 15′ AGL/ 792′ MSL. OL on building 207′ from DER, 386′ left of centerline, 40′ AGL/ 815′ MSL. Poles beginnning 480′ from DER, 30′ right of centerline, up to 61′ AGL/ 848′ MSL. Railroad 559′ from DER, 11′ left of centerline, 23′ AGL/ 808′ MSL. Antenna on building 611′ from DER, 289′ left of centerline, 25′ AGL/ 812′ MSL. Pole 757′ from DER, on centerline, 44′ AGL/ 824′ MSL. Poles beginning 807′ from DER, 16′ left of centerline, up to 62′ AGL/ 852′ MSL. Trees beginning 982′ from DER, 16′ left of centerline, up to 92′ AGL/ 885′ MSL.

SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VNY	APP CRS	Rwy Idg	5802
113.1	089°	TDZE	727
Chan 78		Apt Elev	778

VOR RWY 8

BURBANK/BOB HOPE (BUR)

Circling not authorized northeast of Rwys 15 and 26.
Inoperative table does not apply.
Visibility reduction by helicopters not authorized.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct VNY VOR/DME, then via VNY VOR/DME R-255 to CANOG INT/VNY 5.1 DME and hold.

ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6

Procedure NA for arrivals at FIM VORTAC via V518 westbound.

IAF FILLMORE 112.5 FIM Chan 72

4400 NoPT 120° (11.3)

2897

4003 4636 5264 3747 3537 3892 5074

4400 NoPT 075° (5.5)

(IAF) GINNA VNY 16.9

R-120

R-255

3700 to CANOG 075° (6.3)

2714

(IF/IAF) CANOG VNY 5.1

1520

4600 to CANOG 255° (5.1)

VAN NUYS 113.1 VNY Chan 78

2314

1180 1333 1029 1611 3296 2851

3200

075° (5.1)

089°

Van Nuys

075° 1 min 255°

4600 NoPT 053° (17.6)

SUANA VNY 11.4

R-317

IAF VENTURA 108.2 VTU Chan 19

1620 1110 2043 1862

10 NM

2824 2469 2908 2126

4400 317° (14.5)

SANTA MONICA 110.8 SMO Chan 45

4400 320° (19.2)

LOS ANGELES 113.6 LAX Chan 83

MSA VNY 25 NM

185° 7300 9300 095° 275° 6200 4400 005°

ELEV 778

838 857

15

089° 6.3 NM from FAF

819± TDZE 727

6885 X 150 1.2% UP

5802 X 150 0.5% UP

825±

26 8 33

803 769

MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

One Minute Holding Pattern

CANOG INT VNY 5.1

3700 VNY 113.1 VNY R-255 113.1 CANOG

VOR/DME

3700 255° 075° 075° 3200 089°

3.59° TCH 75

VNY 5.5

VGSI and descent angles not coincident

5.1 NM 5.5 NM 0.8

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-8	1340/50	613 (600-1)	1340-1¾ 613 (600-1¾)	1660-3 933 (900-3)
CIRCLING	1340-1	562 (600-1)	1340-1¾ 562 (600-1¾)	1660-3 882 (900-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 65902	300°	TDZE	55
W30A		Apt Elev	79

RNAV (GPS) RWY 30

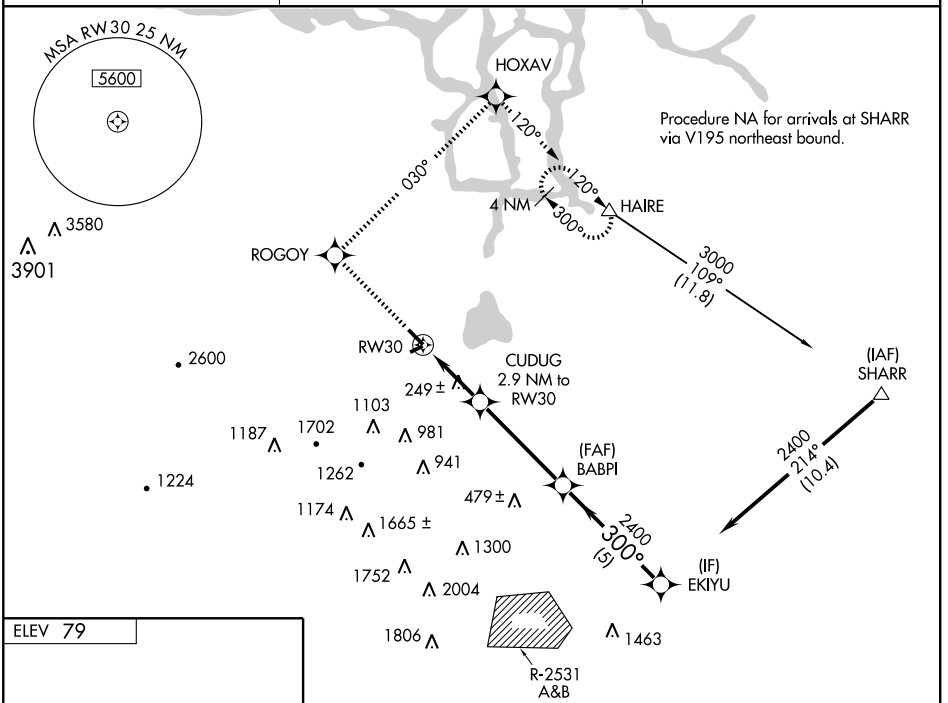
BYRON (C83)

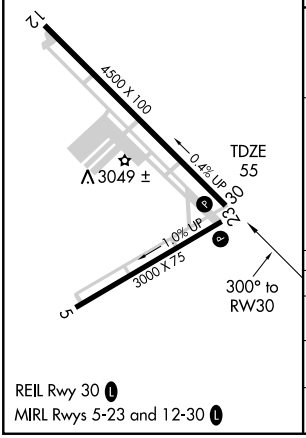
T NA W

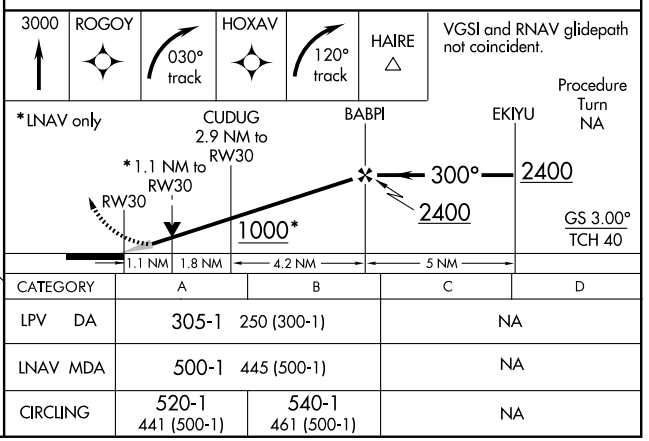
Circling to Rwy 5, 12 NA at night. Circling NA SW of Rwy 12-30.
If local altimeter setting not received, use Stockton Metropolitan altimeter setting and increase all DA/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Stockton Metropolitan altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROGOY and right turn via 030° track to HOXAV and right turn via 120° track to HAIRE and hold, continue climb-in-hold to 3000.

AWOS-3	NORCAL APP CON	UNICOM
123.775	123.85 278.3	123.05 (CTAF) L



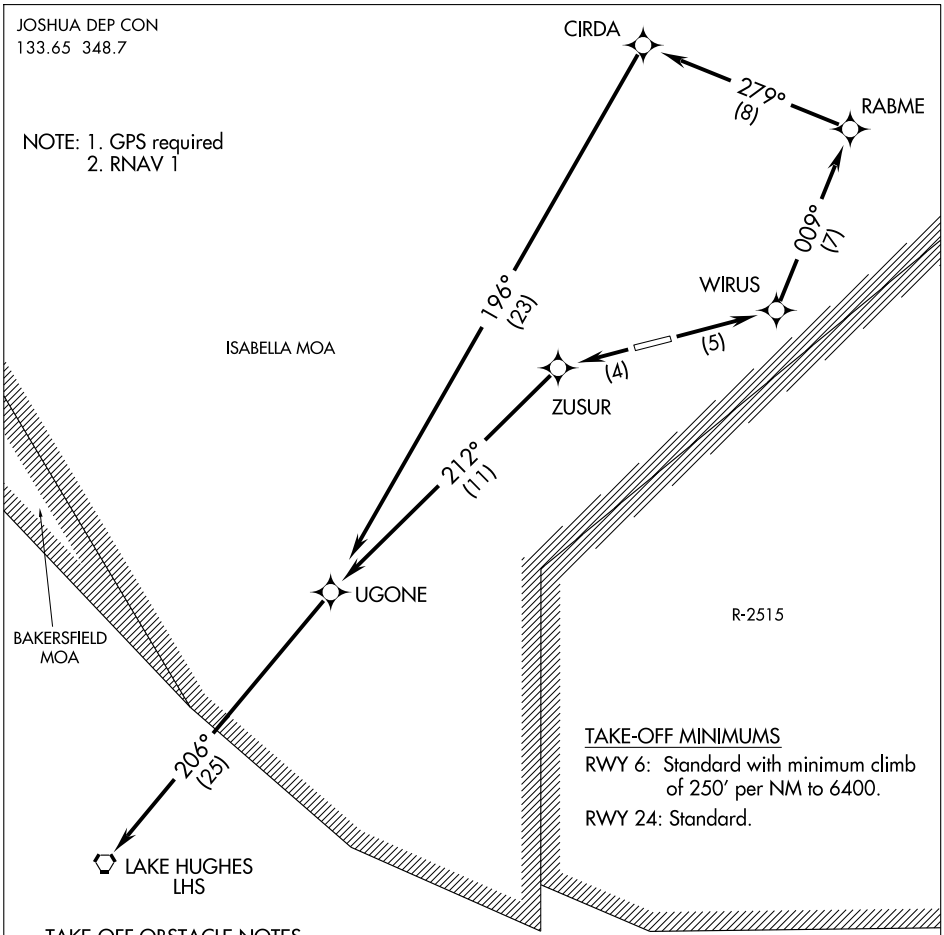




CATEGORY	A	B	C	D
LPV DA	305-1 250 (300-1)		NA	
LNAV MDA	500-1 445 (500-1)		NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

CALIFORNIA CITY ONE DEPARTURE (RNAV) (OBSTACLE) CALIFORNIA CITY, CALIFORNIA



TAKE-OFF OBSTACLE NOTES

Rwy 6: Ground 37' from departure end of runway, 408' right of centerline, 0' AGL/2406' MSL.

Rwy 24: Windsock 8' from departure end of runway, 159' right of centerline, 25' AGL/2476' MSL.
Bush 220' from departure end of runway 456' left of centerline, 9' AGL/2467' MSL.
Bush 550' from departure end of runway, 447' left of centerline, 16' AGL/2474' MSL.
Bush 365' from departure end of runway, 299' left of centerline, 8' AGL/2469' MSL.
Bush 245' from departure end of runway, 449' left of centerline, 8' AGL/2466' MSL.
Bush 422' from departure end of runway, 454' left of centerline, 12' AGL/2470' MSL.
Bush 355' from departure end of runway, 106' left of centerline, 6' AGL/2467' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct WIRUS, then via depicted route to LHS VORTAC. Maintain 9000.

TAKE-OFF RUNWAY 24: Climb direct ZUSUR, then via depicted route to LHS VORTAC. Maintain 9000.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

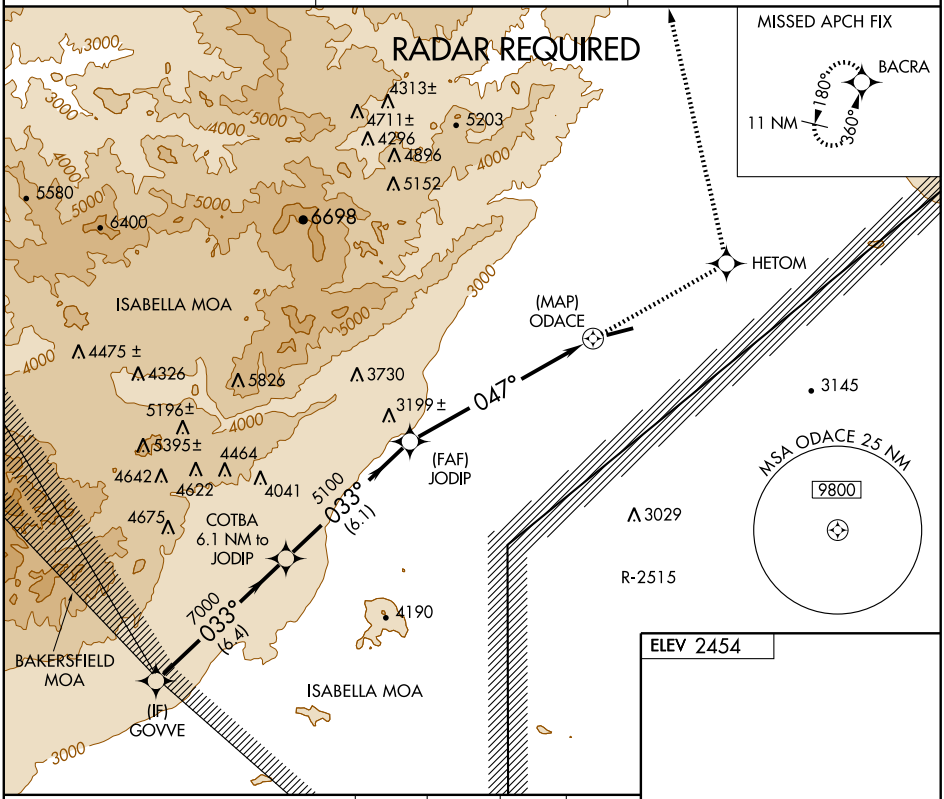
APP CRS	Rwy Idg	6027
047°	TDZE	2454
	Apt Elev	2454

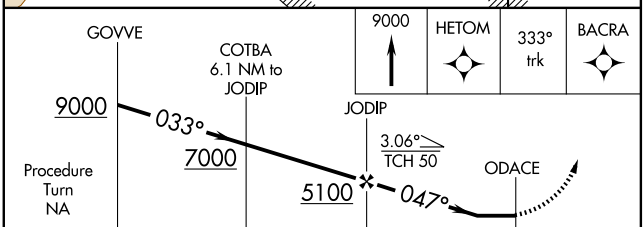
RNAV (GPS) RWY 6
CALIFORNIA CITY MUNI (L71)

DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized. Procedure not authorized at night.

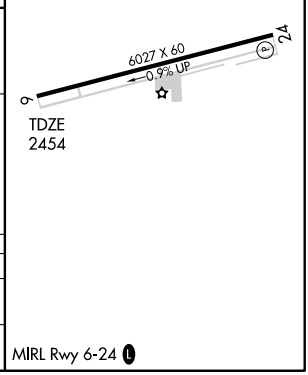
MISSED APPROACH: Climb to 9000 direct HETOM and via 333° track to BACRA and hold, continue climb-in-hold to 9000.

AWOS-1	JOSHUA APP CON	UNICOM
120.875	133.65 348.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA
CIRCLING	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

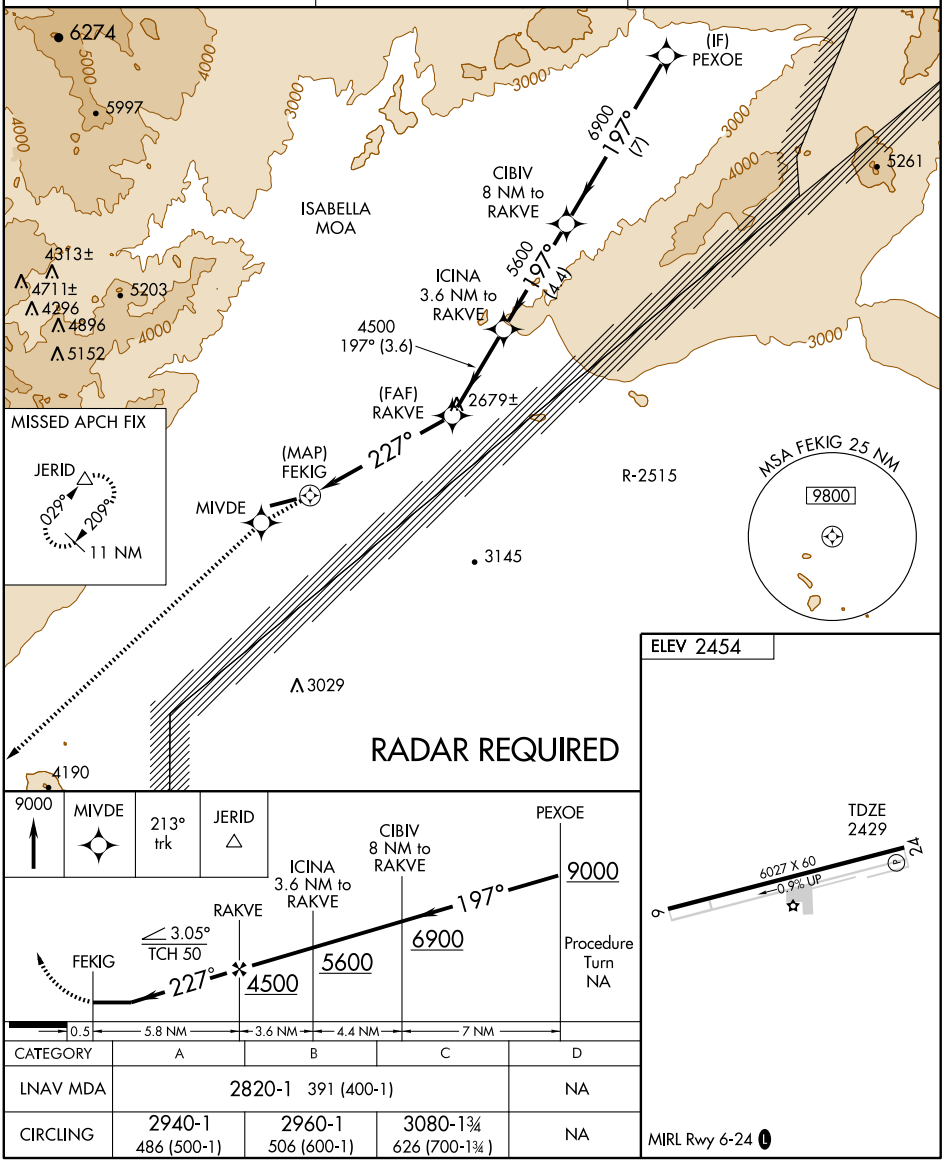
APP CRS	Rwy Idg	6027
227°	TDZE	2429
	Apt Elev	2454

RNAV (GPS) RWY 24
CALIFORNIA CITY MUNI (L71)

DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized. Procedure not authorized at night.

MISSED APPROACH: Climb to 9000 direct MIVDE and via 213° track to JERID and hold, continue climb-in-hold to 9000.

AWOS-1	JOSHUA APP CON	UNICOM
120.875	133.65 348.7	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2820-1 391 (400-1)			NA
CIRCLING	2940-1 486 (500-1)	2960-1 506 (600-1)	3080-1¾ 626 (700-1¾)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3303
078°	TDZE	-182
	Apt Elev	-182

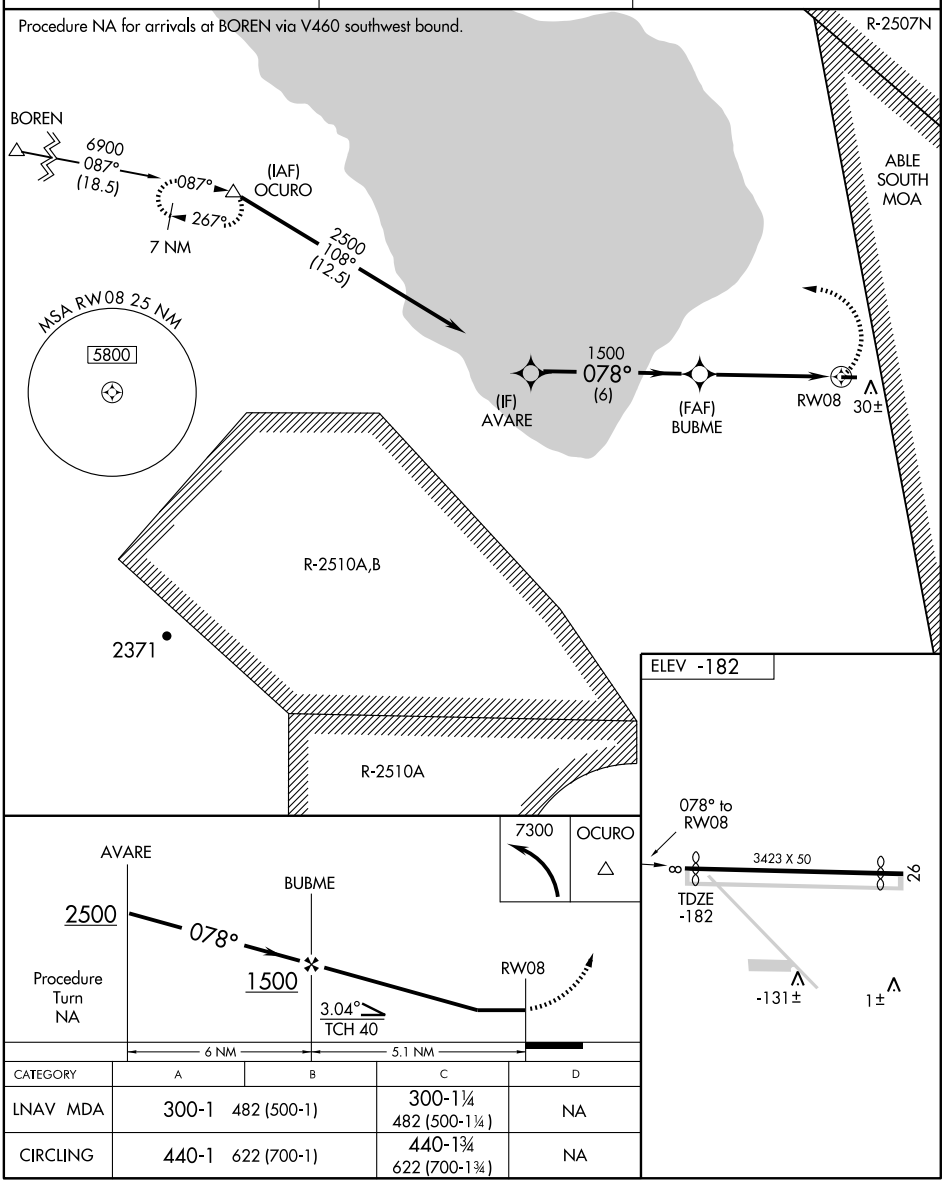
RNAV (GPS) RWY 8

CALIPATRIA/CLIFF HATFIELD MEMORIAL (CLR)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Imperial altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7300 direct OCURO and hold, continue climb-in-hold to 7300.

IMPERIAL ASOS	LOS ANGELES CENTER	CTAF
132.175	128.6 291.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	300-1	482 (500-1)	300-1¼ 482 (500-1¼)	NA
CIRCLING	440-1	622 (700-1)	440-1¾ 622 (700-1¾)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM

ATIS 126.025
CAMARILLO TOWER ★
128.2 269.4
GND CON
121.8
CLNC DEL
121.8
POINT MUGU CLNC DEL
120.75 279.55

RWY 08-26
S-50, D-80, 2S-102, 2D-125

VAR 12.9° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

34°13'N

ELEV
63

FIELD
ELEV
77

077.7°
6013 X 150
257.7°
8
26

E
D
C
B
A
F
G3
G
F
G2
G1

Ultra-Light
Operating Area

HANGAR
CONTROL
TOWER
HANGAR

34°12.5'N

CAUTION: READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

119°06'W
119°05.5'W
119°05'W
119°04.5'W

AL-680 (FAA)

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

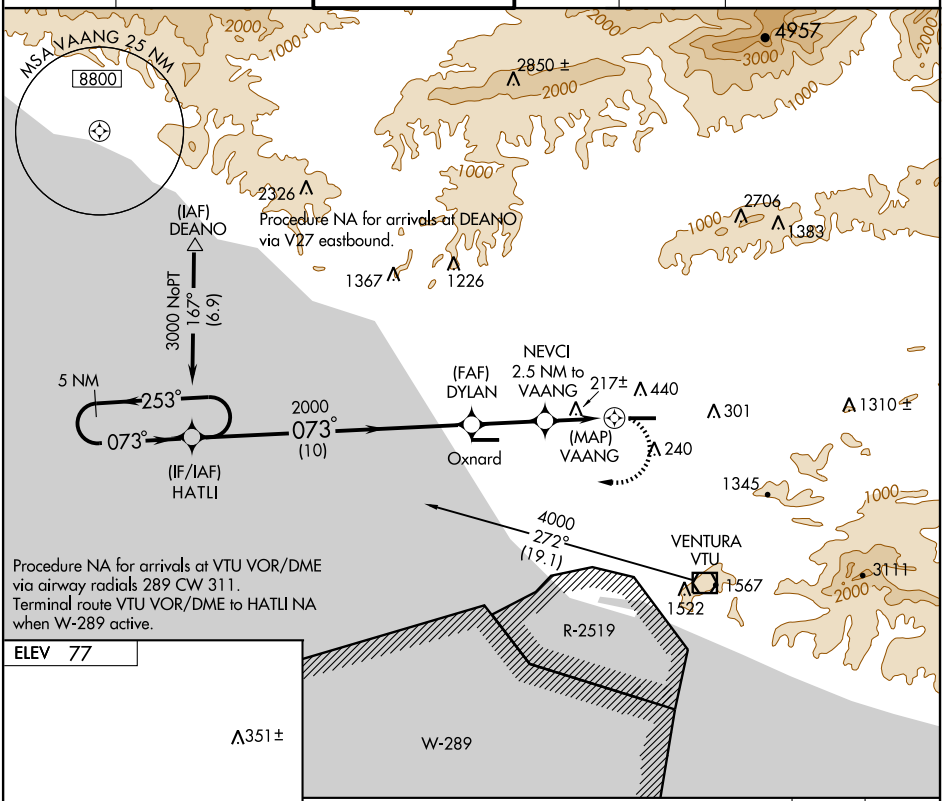
APP CRS	Rwy Idg	6013
073°	TDZE	68
	Apt Elev	77

RNAV (GPS) RWY 8
CAMARILLO (CMA)

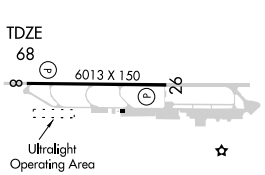
T A Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.

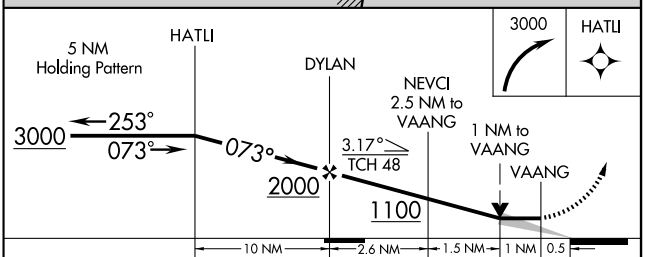
MISSED APPROACH: Climbing right turn to 3000 direct HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	CLNC DEL	POINT MUGU CLNC DEL
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	121.8	120.75 279.55



ELEV 77





CATEGORY	A	B	C	D
LNAV MDA	600-1 532 (600-1)		600-1½ 532 (600-1½)	600-1¾ 532 (600-1¾)
CIRCLING	600-1 523 (600-1)		600-1½ 523 (600-1½)	640-2 563 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6013
252°	TDZE	77
	Apt Elev	77

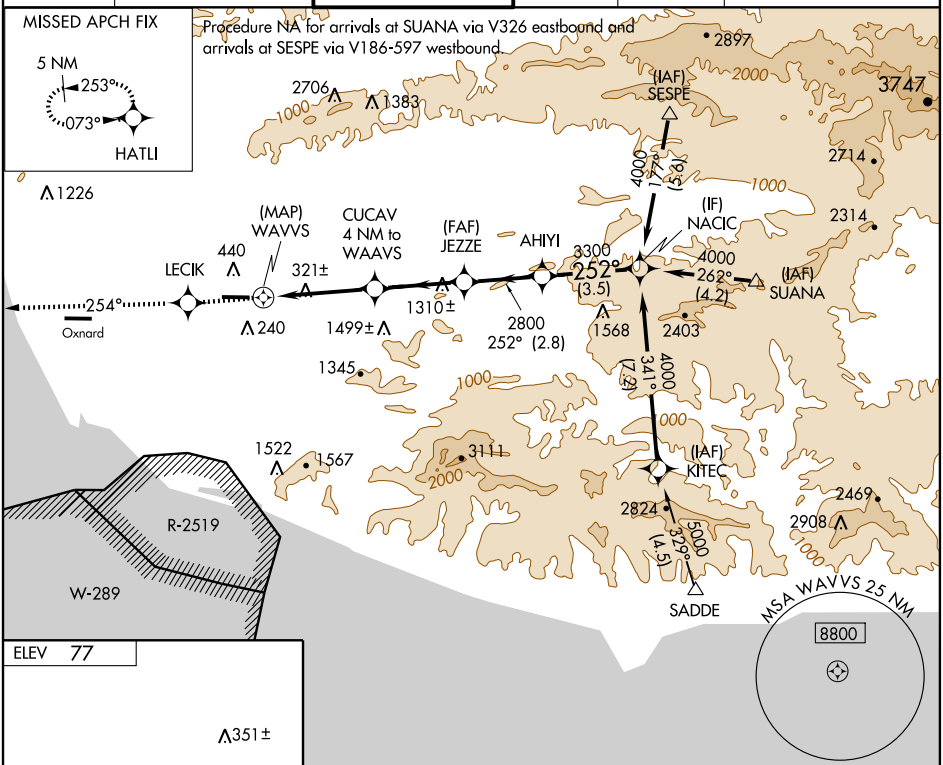
RNAV (GPS) Y RWY 26

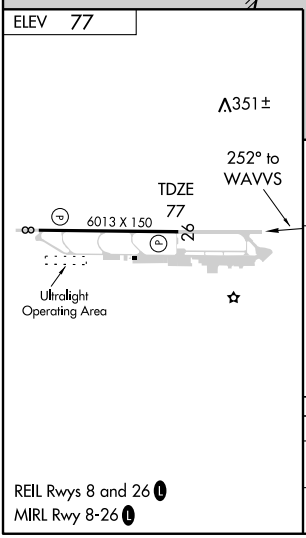
CAMARILLO (CMA)

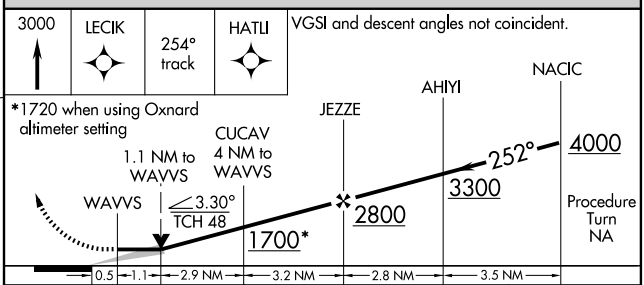
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.

MISSED APPROACH: Climb to 3000 direct LECIK and via 254° track to HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	CLNC DEL	POINT MUGU CLNC DEL
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	121.8	120.75 279.55







CATEGORY	A	B	C	D
LNAV MDA	620-1	543 (600-1)	620-1½ 543 (600-1½)	620-1¾ 543 (600-1¾)
CIRCLING	620-1	543 (600-1)	620-1½ 543 (600-1½)	640-2 563 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6013
CH 58202	257°	TDZE	77
W26A		Apt Elev	77

RNAV (GPS) Z RWY 26

CAMARILLO (CMA)

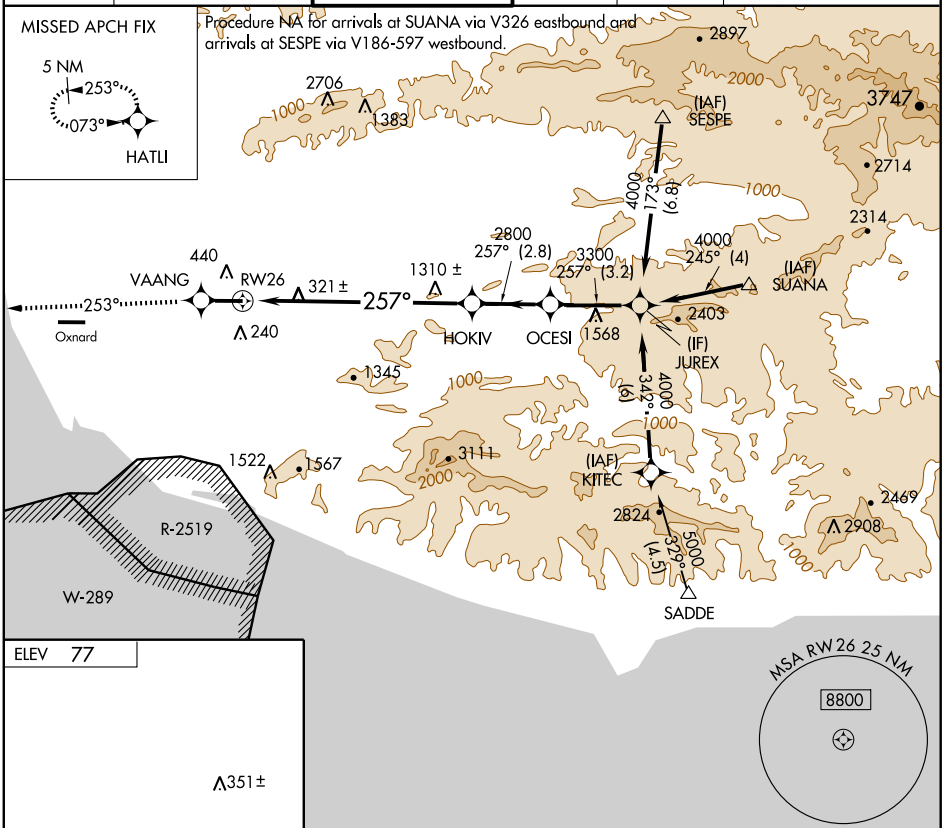
T A W DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Oxnard altimeter setting and increase DA 18 feet.

MISSED APPROACH: Climb to 3000 direct VAANG and via 253° track to HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	CLNC DEL	POINT MUGU CLNC DEL
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	121.8	120.75 279.55

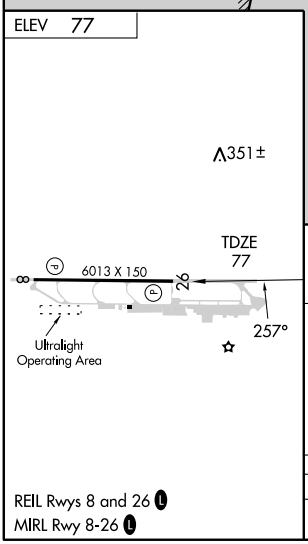
MISSED APCH FIX
5 NM
253°
073°
HATLI

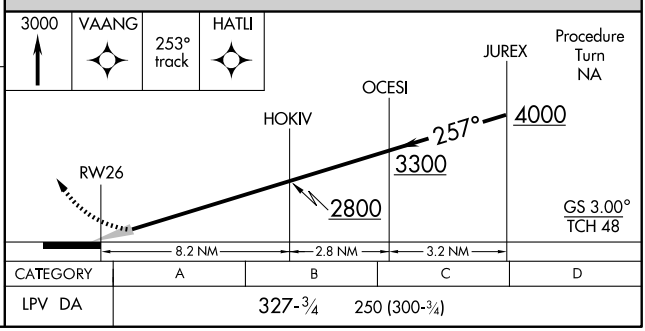
Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	327-¾	250 (300-¾)		

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

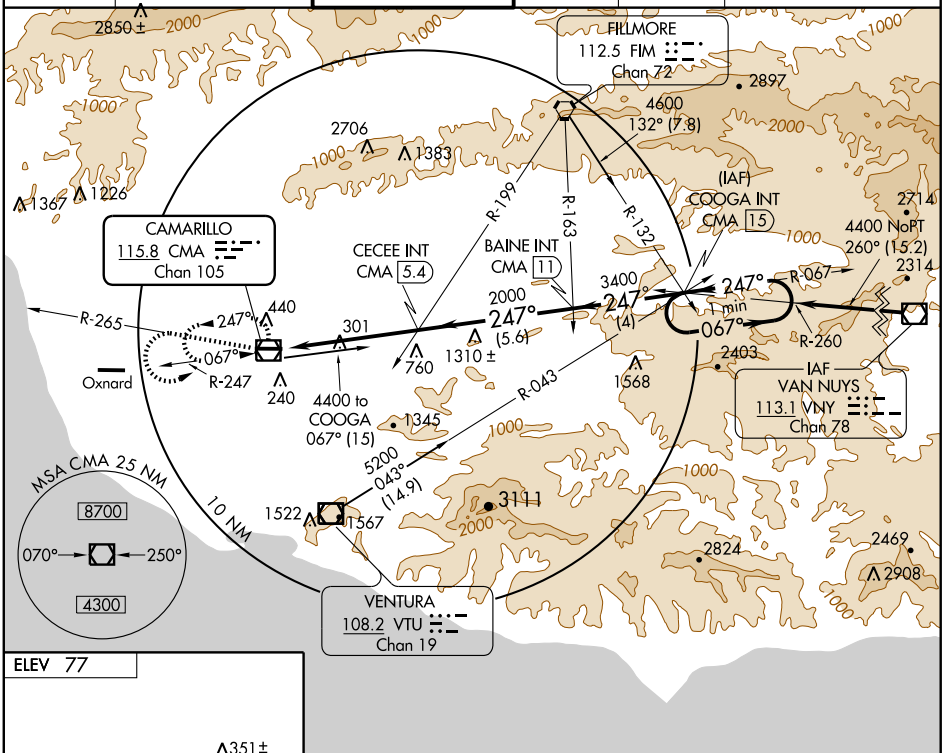
VOR/DME CMA 115.8 Chan 105	APP CRS 247°	Rwy Idg 6013 TDZE 77 Apt Elev 77

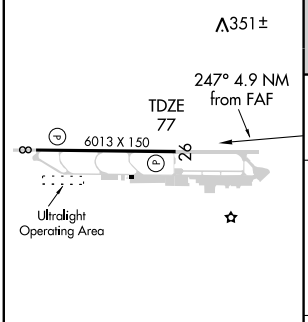
VOR RWY 26
CAMARILLO (CMA)

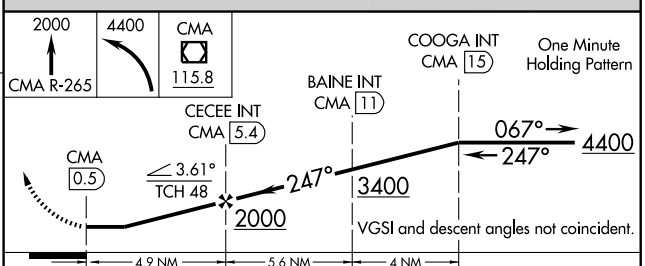
Circling not authorized north of Rwy 8/26.

MISSED APPROACH: Climb to 2000 via CMA R-265 then climbing left turn to 4400 direct CMA VOR/DME and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	CLNC DEL	POINT MUGU CLNC DEL
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	121.8	120.75 279.55







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-26	1100-1¼ 1023 (1100-1¼)	1100-1½ 1023 (1100-1½)	1100-3 1023 (1100-3)	NA
CIRCLING	1100-1¼ 1023 (1100-1¼)	1100-1½ 1023 (1100-1½)	1100-3 1023 (1100-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM CARLSBAD/MC CLELLAN-PALOMAR (CRQ) CARLSBAD, CALIFORNIA

ATIS
120.15
PALOMAR TOWER★
118.6 276.4
GND CON
121.8
CLNC DEL
134.85

D

RWY 06-24
S-60, D-80, 2S-102, 2D-110

VAR 12.4° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

33°08.0′N

33°07.5′N

117°17.0′W

117°16.5′W

246.7°

066.7°

4897 X 150

FIELD ELEV 331

ELEV 330

ELEV 326

TWR

U.S. CUSTOMS

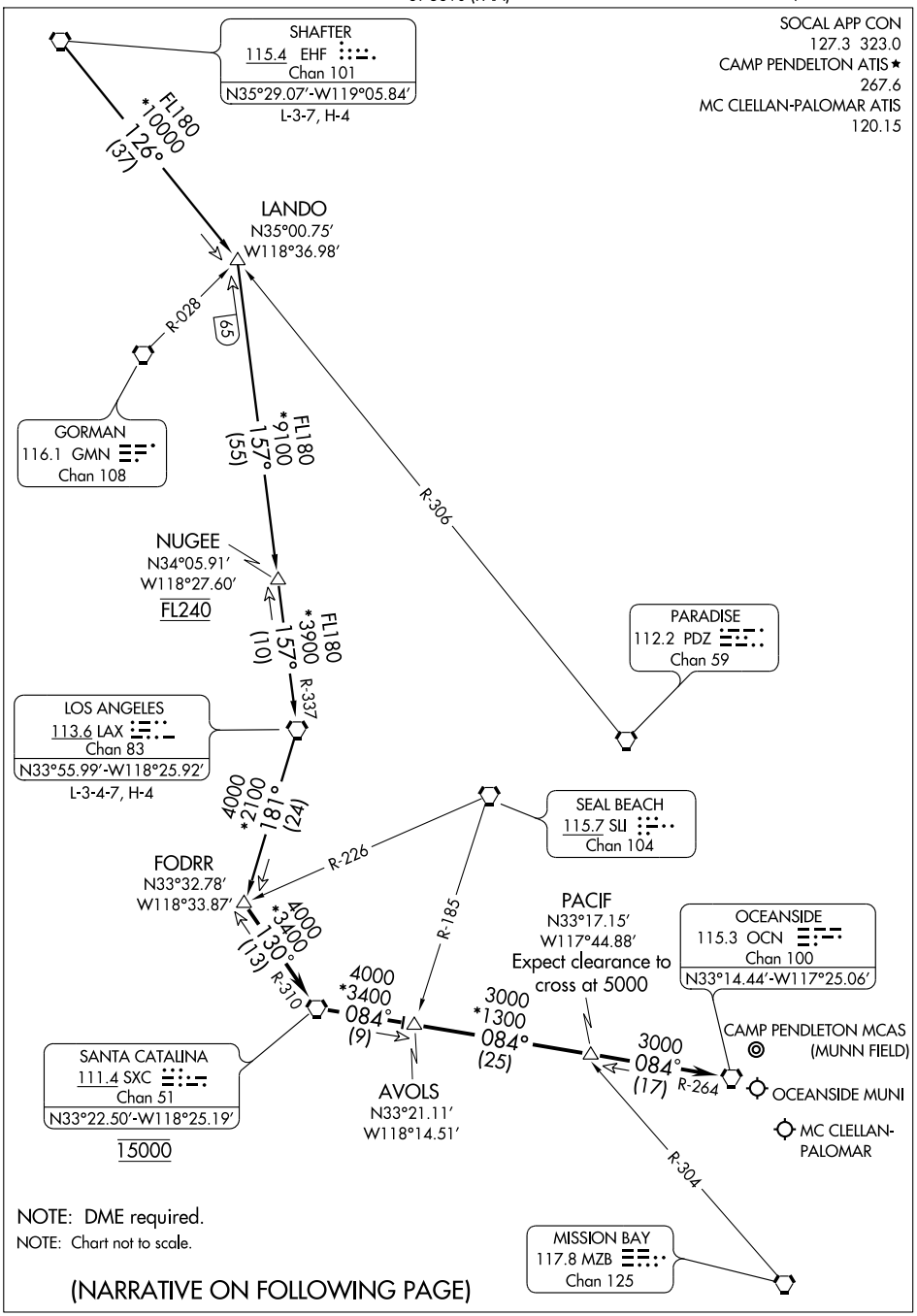
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FODRR ONE ARRIVAL

ST-5310 (FAA)

CARLSBAD, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010



FODRR ONE ARRIVAL

CARLSBAD, CALIFORNIA

(FODRR.FODRR1) 07298

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....
SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach.
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach.
....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CRQ	APP CRS	Rwy Idg	4897
108.7	245°	TDZE	326
		Apt Elev	331

ILS or LOC RWY 24

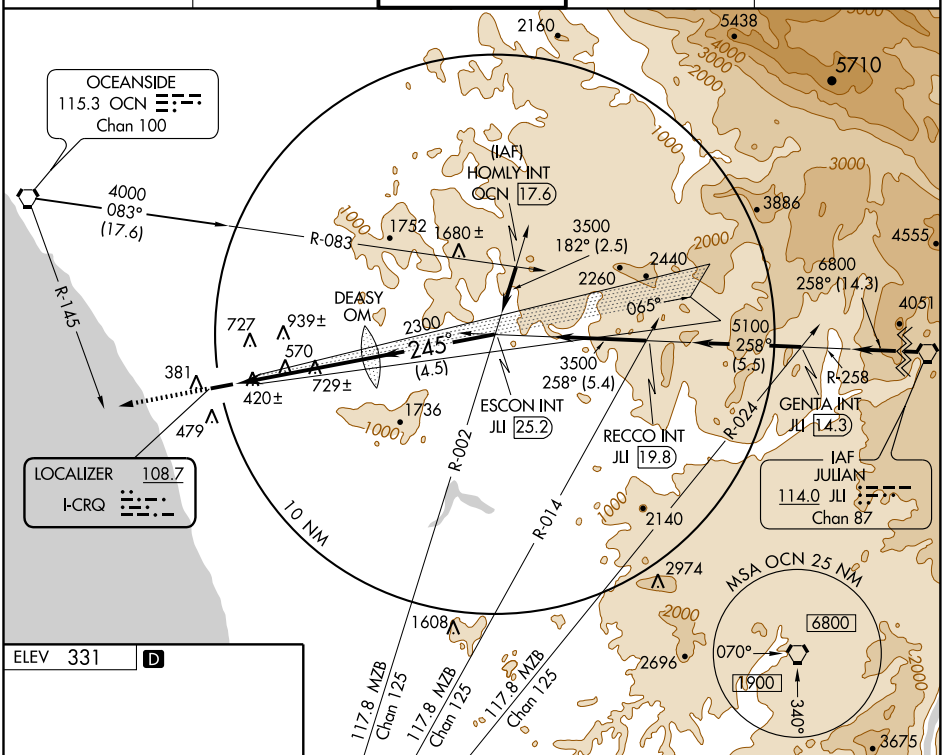
CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

Inoperative table does not apply to S-ILS 24.
For inoperative MALSR increase S-ILS 24 Cat C visibility to RVR 5000. Increase S-LOC 24 Cat A/B visibility to RVR 5000. Autopilot coupled approach NA below 960.

MALSR

MISSED APPROACH: Climb to 3000 via heading 245° and OCN R-145 to OCN VORTAC.

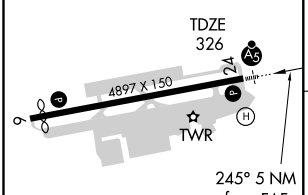
ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8	134.85

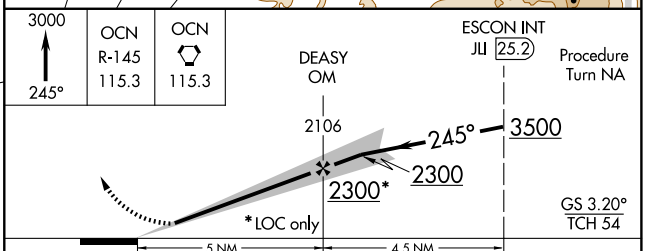


SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

ELEV 331 D





CATEGORY	A	B	C	D
S-ILS 24	526/40 200 (200-¾)		576/40 250 (300-¾)	NA
S-LOC 24	1000/40 674 (700-¾)		1000-1½ 674 (700-1½)	NA
CIRCLING	1000-1 669 (700-1)		1080-2¼ 749 (800-2¼)	NA

REIL Rwy 24 L
HIRL Rwy 6-24 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WAAS	APP CRS	Rwy Idg	4897
CH 65603	245°	TDZE	326
W24A		Apt Elev	331

RNAV (GPS) RWY 24

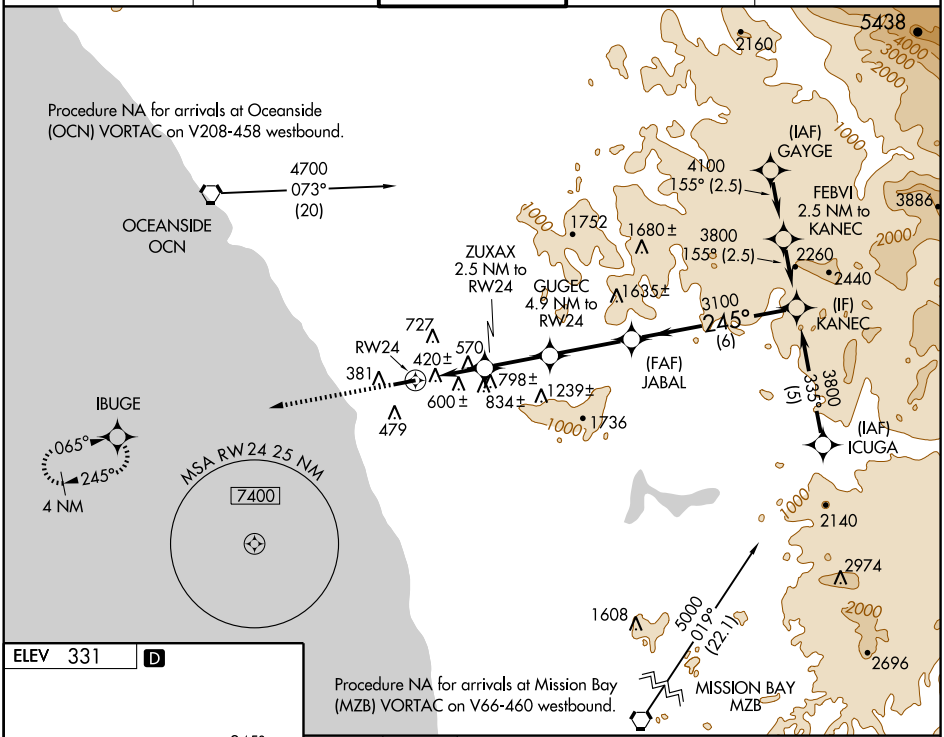
CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

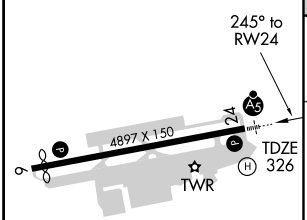
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

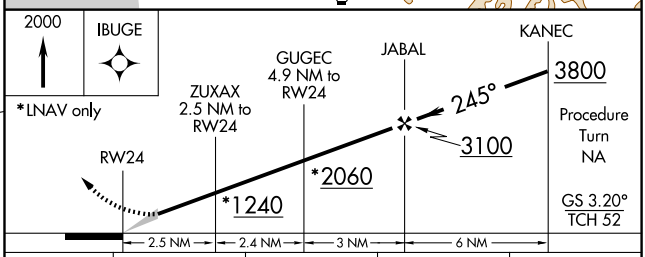
MALSR

MISSED APPROACH: Climb to 2000 direct IBUGE WP and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8	134.85







CATEGORY	A	B	C	D
LPV DA	737/40 411 (500-¾)			NA
LNAV/VNAV DA	1387-2 1061 (1100-2)		1387-3 1061 (1100-3)	NA
LNAV MDA	1100/40 774 (800-¾)		1100-1¾ 774 (800-1¾)	NA
CIRCLING	1100-1 769 (800-1)	1100-1¼ 769 (800-1¼)	1100-2¼ 769 (800-2¼)	NA

REIL Rwy 24 L
HIRL Rwy 6-24 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

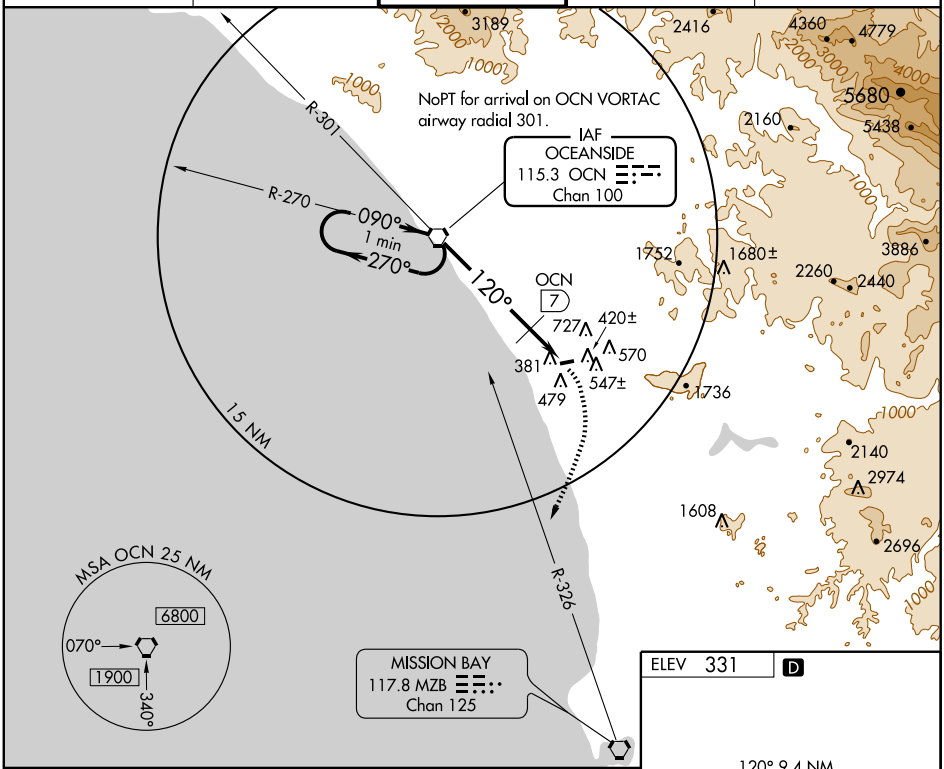
VORTAC OCN 115.3 Chan 100	APP CRS 120°	Rwy Idg N/A TDZE N/A Apt Elev 331

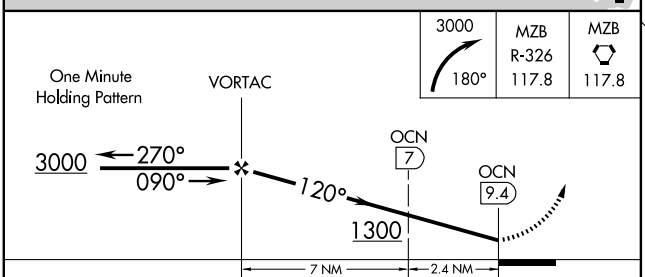
VOR-A

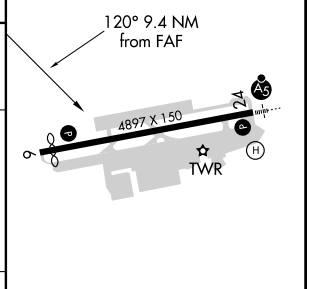
CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

MISSED APPROACH: Climbing right turn to 3000 via heading 180° and MZB R-326 to MZB VORTAC.

ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8	134.85







CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 969 (1000-1¼)	1300-1½ 969 (1000-1½)	1300-3 969 (1000-3)	NA
DME MINIMUMS				
CIRCLING	860-1 529 (600-1)	1000-1 669 (700-1)	1080-2¼ 749 (800-2¼)	NA

REIL Rwy 24 L
HIRL Rwy 6-24 L

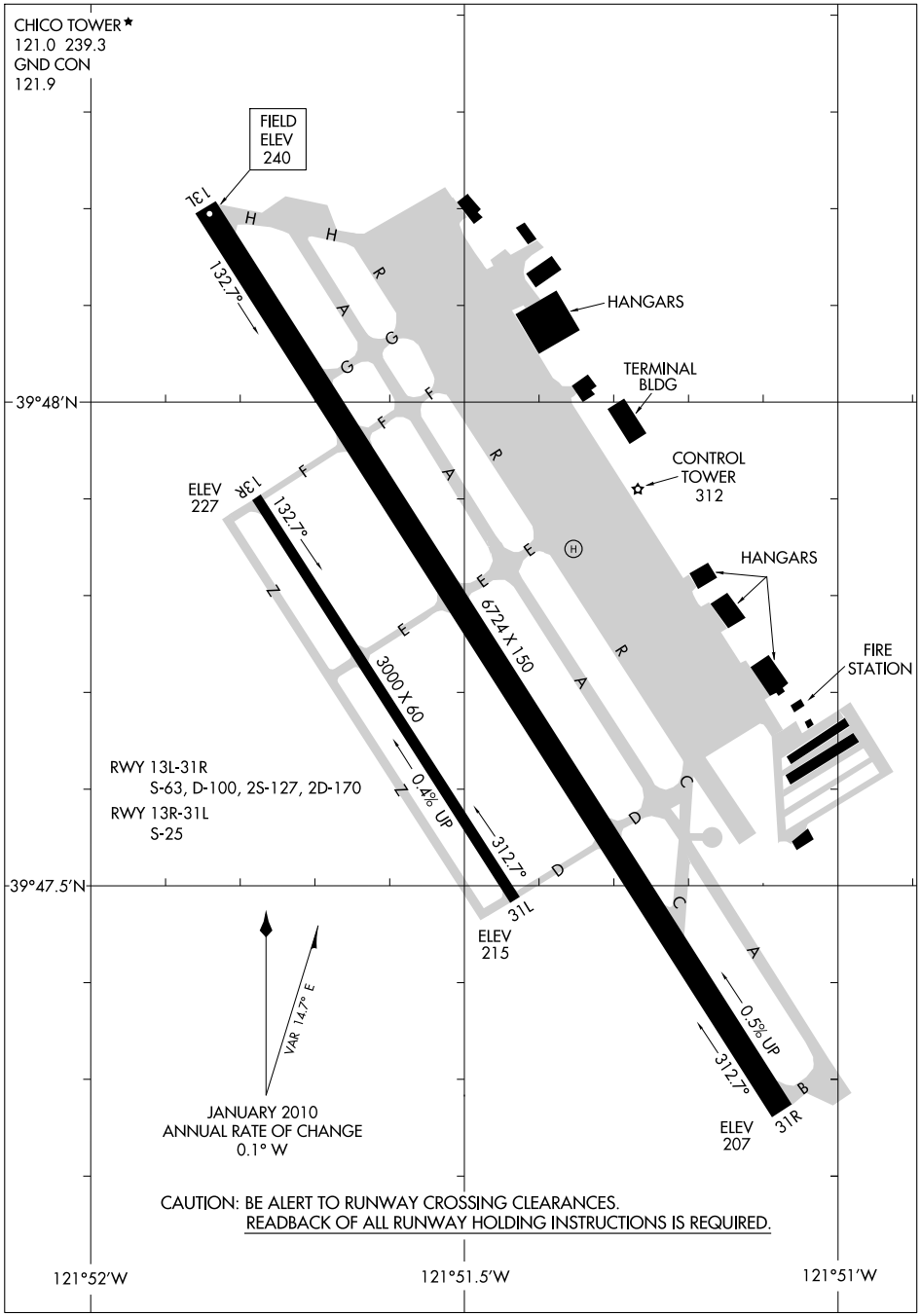
FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-557 (FAA)

CHICO MUNI (CIC)
CHICO, CALIFORNIA

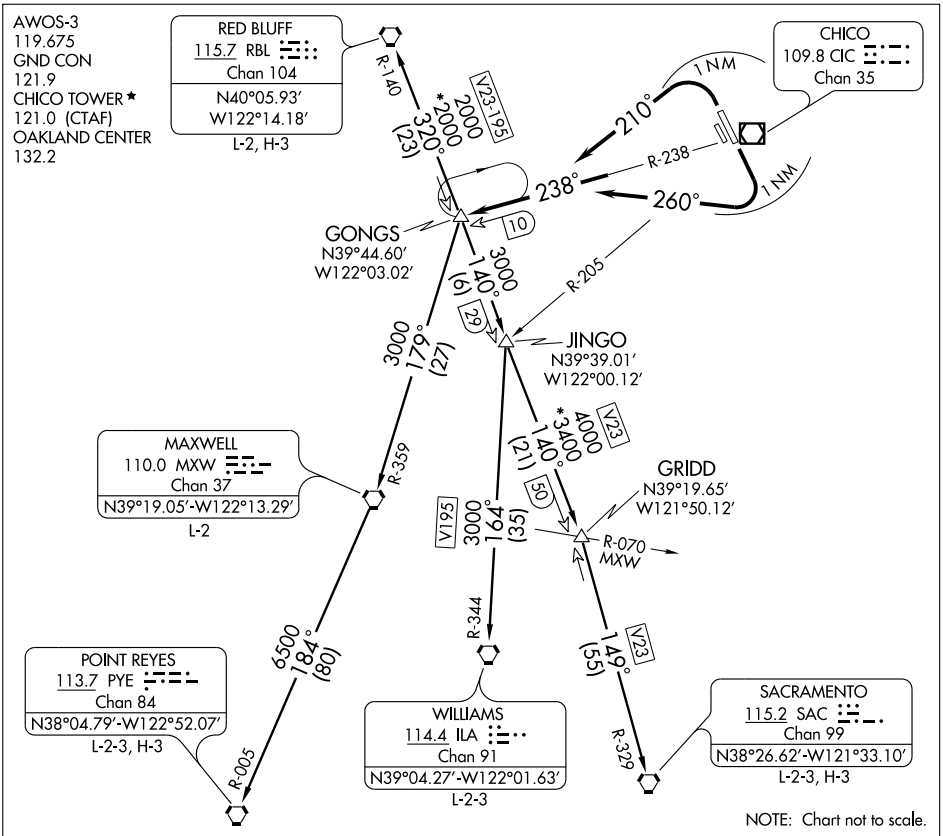


SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHICO, CALIFORNIA
CHICO MUNI (CIC)

GONGS ONE DEPARTURE SL-557 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Turn right heading 260° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence....

TAKE-OFF RUNWAYS 31L/R: Turn left heading 210° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence....

....via (transition) or (assigned route).

MAXWELL TRANSITION (GONGS1.MXW): From over GONGS INT via MXW R-359 to MXW VORTAC.

POINT REYES TRANSITION (GONGS1.PYE): From over GONGS INT via MXW R-359 to MXW VORTAC; then via MXW R-184 and PYE R-005 to PYE VORTAC.

RED BLUFF TRANSITION (GONGS1.RBL): From over GONGS INT via RBL R-140 to RBL VORTAC.

SACRAMENTO TRANSITION (GONGS1.SAC): From over GONGS INT via V23 and SAC R-329 to SAC VORTAC.

WILLIAMS TRANSITION (GONGS1.ILA): From over GONGS INT via RBL R-140 and V195 to ILA VORTAC.

GONGS ONE DEPARTURE
(GONGS1.GONGS) 09127

CHICO, CALIFORNIA
CHICO MUNI (CIC)

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CIC	APP CRS	Rwy Idg	6724
111.3	131°	TDZE	240
		Apt Elev	240

ILS or LOC/DME RWY 13L

CHICO MUNI (CIC)

T
A NA

Circling NA east of Rwy 13L/31R. DME from CIC VOR/DME. Simultaneous reception of I-CIC and CIC DME required. When local altimeter setting not received, use Red Bluff Muni altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase S-LOC 13L Cat. C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC Cat. D visibility ¼ mile. For inoperative MALSR when using Red Bluff Muni altimeter setting, increase S-ILS 13L all Cats. visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3600 via CIC VOR/DME R-133 to UNJED/ CIC 11.4 DME and hold, continue climb-in-hold to 3600.

AWOS-3	OAKLAND CENTER	CHICO TOWER★	GND CON	UNICOM
119.675	132.2 350.3	121.0 (CTAF) L 239.3	121.9	122.95

Procedure NA for arrivals on Red Bluff VORTAC airway radials 122 CW 161.

IAF
RED BLUFF
115.7 RBL
Chan 104

3000 NoPT
105° (11.8)

311°

(IF)
ZOTWY
CIC 14.6
RBL 11.8

R-105
086°
266°
2700
131° (6.1)

131°

(IAF)
NORDE
CIC 8.5

CUBUN
CIC 3.6

3600 to NORDE
310° (8.5)

324±

CHICO
109.8 CIC
Chan 35

LOCALIZER 111.3
I-CIC

15 NM

MSA CIC 25 NM
130°
8300
310°
2600

R-133

3600
313°
(11.4)

UNJED
CIC 11.4

313°
133°
R-133

7087
6040
5080
5778
3995
2150
2961
4340±
1815
1688
1353
3005

DME REQUIRED

ELEV 240

286±
131° 7.4 NM
from FAF
TDZE
240

TWR
312

13L
13R
6724 X 150
3000 X 60
0.4% UP
0.5% UP
31L
31R

REIL Rwy 31R
HIRL Rwy 13L-31R L

Remain within 10 NM

NORDE
CIC 8.5
3600

311°
131°

3100
2700
2700

CUBUN
CIC 3.6

CIC
1.1

*1080

GS 3.00°
TCH 52

4.9 NM
2.5 NM

3600
CIC R-133

UNJED
CIC 11.4

*LOC only

CATEGORY	A	B	C	D
S-ILS 13L	440-½ 200 (200-½)			
S-LOC 13L	580-½ 340 (400-½)			580-¾ 340 (400-¾)
CIRCLING	640-1 400 (400-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	800-2 560 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6724
CH 65912	131°	TDZE	240
W13A		Apt Elev	240

RNAV (GPS) RWY 13L

CHICO MUNI (CIC)

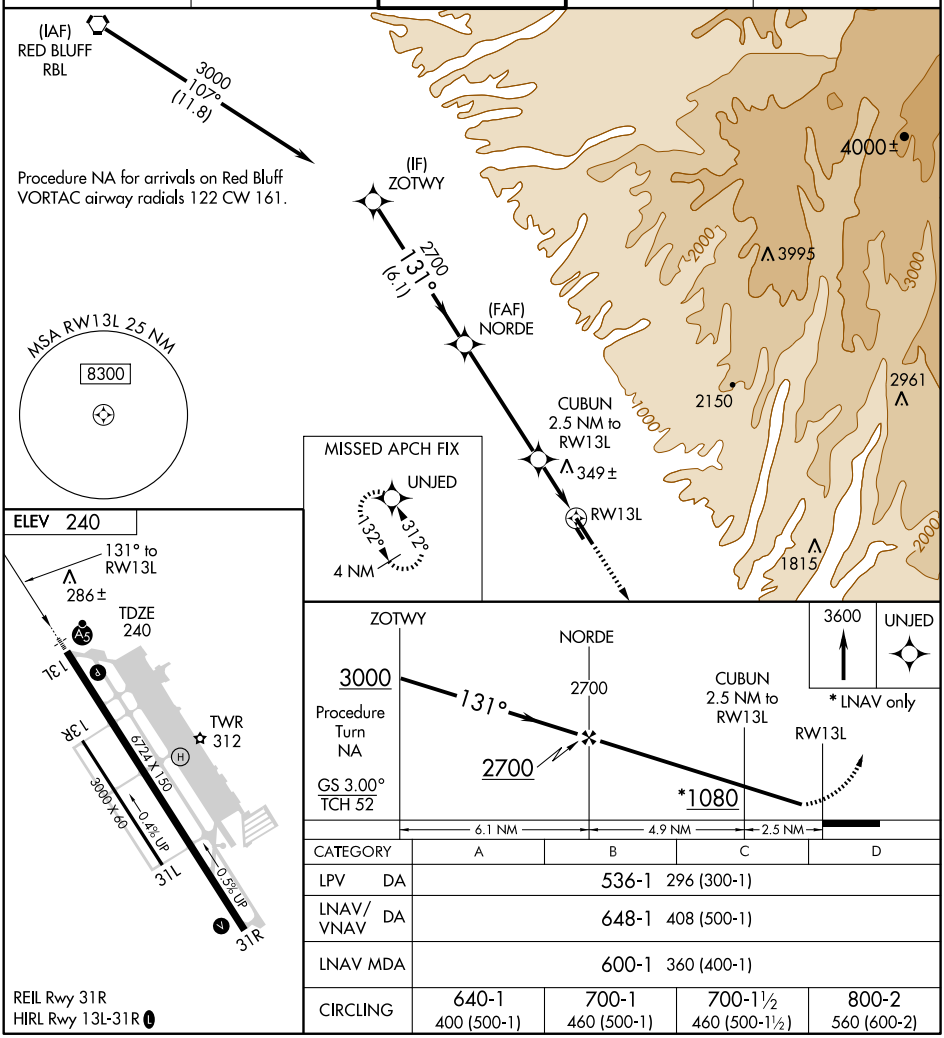
T NA

Inoperative table does not apply to LPV and LNAV Cats A/B/C. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. Circling NA east of Rwy 13L/31R. Baro-VNAV NA when using Red Bluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Red Bluff Muni altimeter setting and increase all DA 81 feet, and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ¼ mile. For inoperative MALSR when using Red Bluff altimeter setting, LNAV Cats A/B inoperative table does not apply, increase Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3600 direct UNJED and hold, continue climb-in-hold to 3600.

AWOS-3	OAKLAND CENTER	CHICO TOWER ★	GND CON	UNICOM
119.675	132.2 350.3	121.0 (CTAF) L 239.3	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	536-1 296 (300-1)			
LNAV/VNAV DA	648-1 408 (500-1)			
LNAV MDA	600-1 360 (400-1)			
CIRCLING	640-1 400 (500-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	800-2 560 (600-2)

REIL Rwy 31R
HIRL Rwy 13L-31R L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6724
CH 77912	311°	TDZE	226
W31A		Apt Elev	240

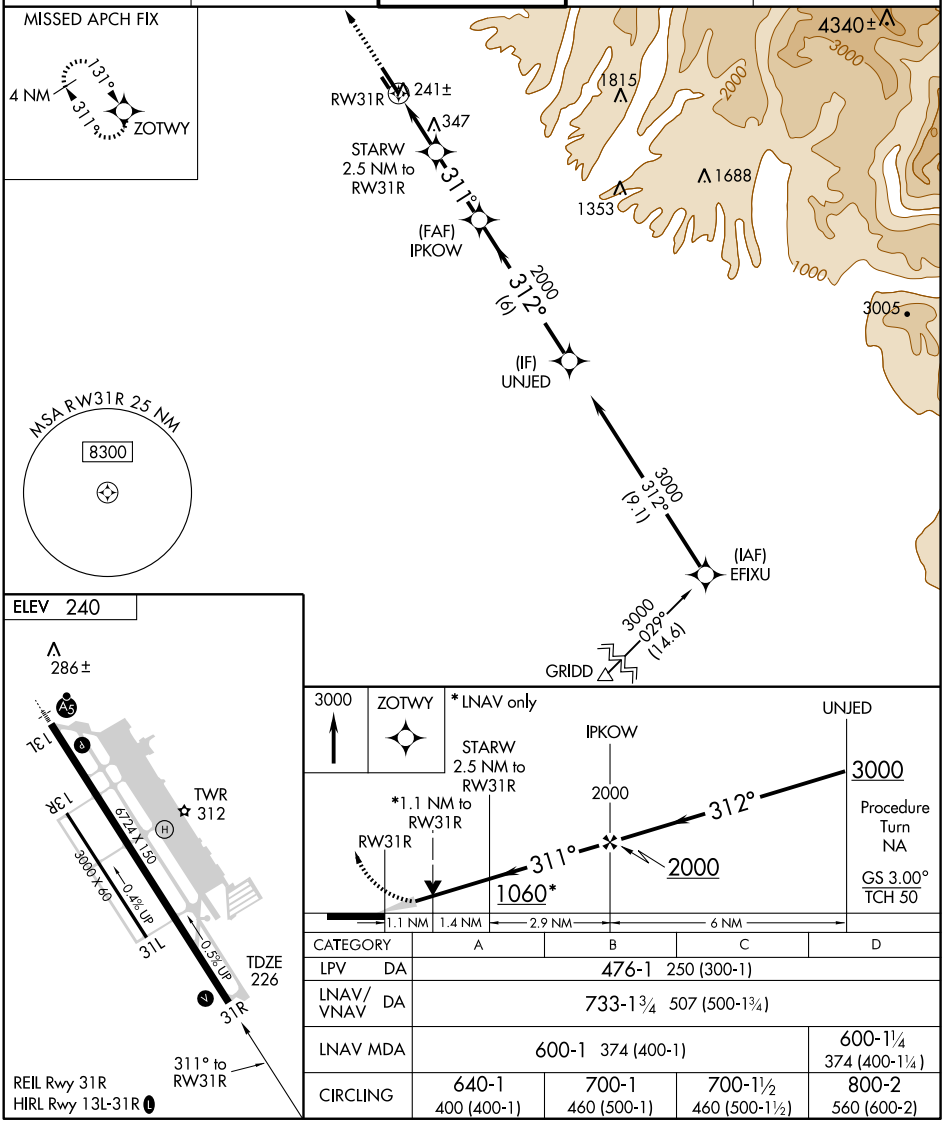
RNAV (GPS) RWY 31R

CHICO MUNI (CIC)

Circling NA east of Rwy 13L/31R. Baro-VNAV NA when using Red Bluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Red Bluff altimeter setting and increase all DA 81 feet and MDA 100 feet and increase LPV visibility all Cats ¼ mile, visibility LNAV/VNAV all Cats ½ mile and visibility LNAV Cats C/D ¼ mile. VDP NA when using Red Bluff altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZOTWY and hold.

AWOS-3	OAKLAND CENTER	CHICO TOWER ★	GND CON	UNICOM
119.675	132.2 350.3	121.0 (CTAF) L 239.3	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	476-1 250 (300-1)			
LNAV/VNAV DA	733-1¾ 507 (500-1¾)			
LNAV MDA	600-1 374 (400-1)			600-1¼ 374 (400-1¼)
CIRCLING	640-1 400 (400-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	800-2 560 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIC	APP CRS	Rwy Idg	6724
109.8	122°	TDZE	238
Chan 35		Apt Elev	238

VOR/DME RWY 13L

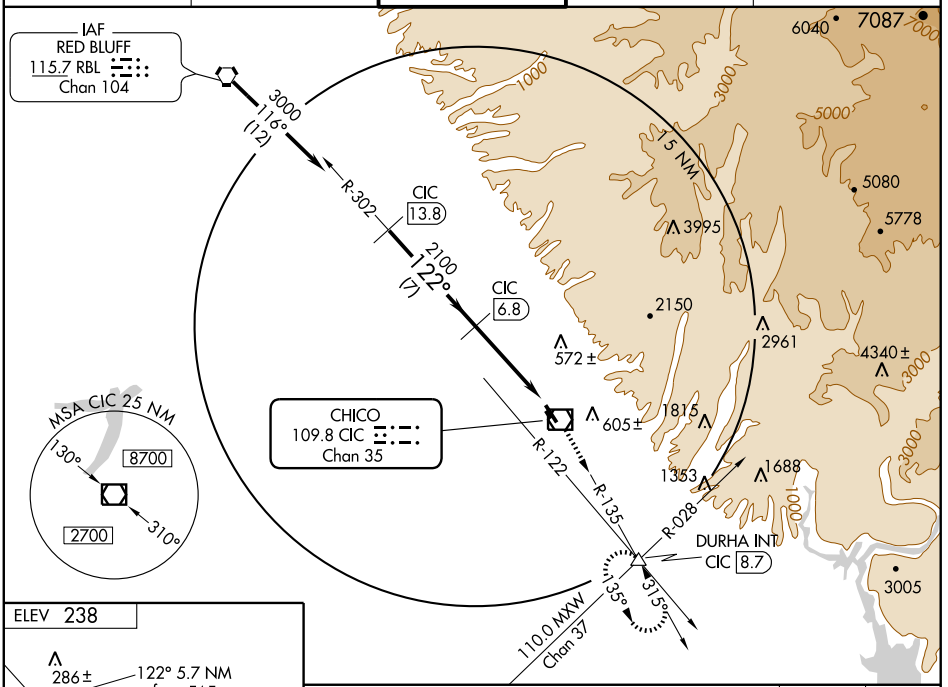
CHICO MUNI (CIC)

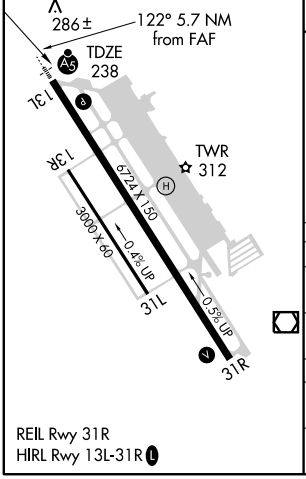
Circling not authorized east of Rwy 13L-31R.
When control tower closed, except for operators with approved weather reporting service, use Red Bluff altimeter setting.
Local altimeter setting minimums: for inoperative MALSR, increase S-13L Cat. D visibility to 1¼ .
VDP NA when using Red Bluff altimeter setting.

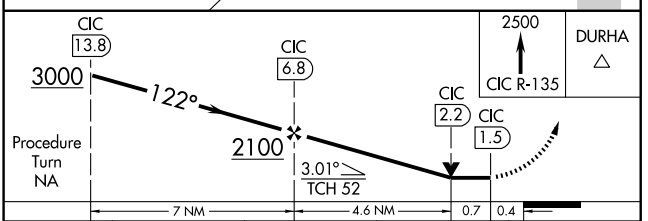
MALSR

MISSED APPROACH: Climb to 2500 via CIC R-135 to DURHA INT/CIC 8.7 DME and hold.

AWOS-3	OAKLAND CENTER	CHICO TOWER ★	GND CON	UNICOM
119.675	132.2 350.3	121.0 (CTAF) L 239.3	121.9	122.95







CATEGORY	A	B	C	D
S-13L	640-½ 402 (500-½)		640-¾ 402 (500-¾)	640-1 402 (500-1)
CIRCLING	640-1 402 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)
RED BLUFF ALTIMETER SETTING MINIMUMS				
S-13L	780-½ 542 (600-½)		780-1 542 (600-1)	780-1¼ 542 (600-1¼)
CIRCLING	780-1 542 (600-1)		780-1½ 542 (600-1½)	800-2 562 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

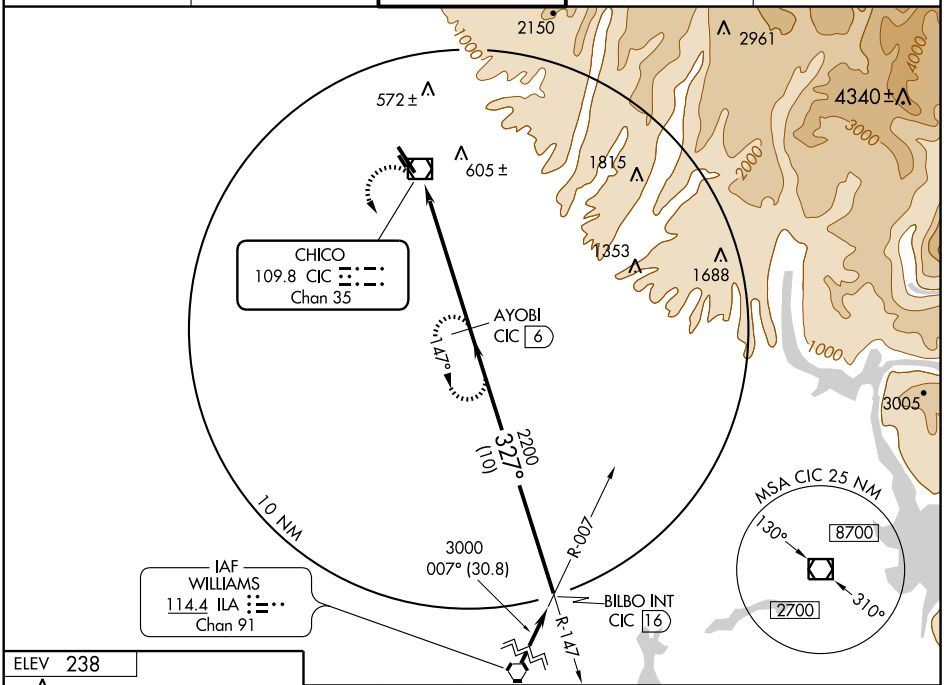
VOR/DME CIC	APP CRS	Rwy Idg	6724
109.8	327°	TDZE	224
Chan 35		Apt Elev	238

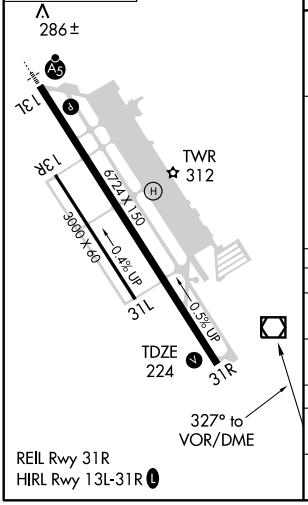
VOR/DME RWY 31R
CHICO MUNI (CIC)

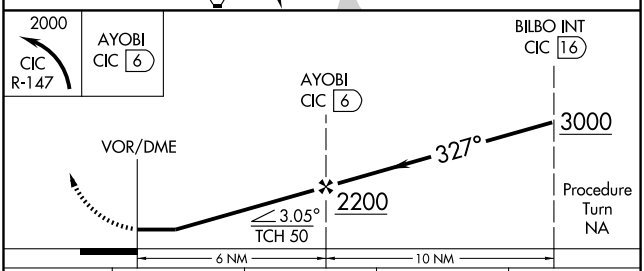
Circling not authorized east of Rwy 13L-31R.
When control tower closed, except for operators with approved weather reporting service, use Red Bluff altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CIC R-147 to AYOBI/6 DME and hold.

AWOS-3	OAKLAND CENTER	CHICO TOWER ★	GND CON	UNICOM
119.675	132.2 350.3	121.0 (CTAF) L 239.3	121.9	122.95







CATEGORY	A	B	C	D
S-31R	760-1 536 (600-1)		760-1½ 536 (600-1½)	760-1¾ 536 (600-1¾)
CIRCLING	760-1 522 (600-1)		760-1½ 522 (600-1½)	800-2 562 (600-2)
RED BLUFF ALTIMETER SETTING MINIMUMS				
S-31R	840-1 616 (700-1)		840-1¾ 616 (700-1¾)	840-2 616 (700-2)
CIRCLING	840-1 602 (700-1)		840-1¾ 602 (700-1¾)	840-2 602 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM CHINO, CALIFORNIA CHINO (CNO)

ATIS
125.85
CHINO TOWER ★
118.5
GND CON
121.6

33°59′N

761±

FIELD ELEV 650

VAR 12.6° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TWR
747

ELEV 617

076.8°

4858 X 150

256.8°

18

26R

0.4% UP

ELEV 636

4919 X 150

7000 X 150

076.8°

256.8°

8R

26L

ELEV 620

ELEV 637

211.8°

0.8% UP

031.8°

ELEV 610

RWY 03-21
S-21, D-130, 2S-165, 2D/2D2-50
RWY 08L-26R
S-12
RWY 08R-26L
S-75, D-150, 2S-175, 2D-215

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

117°39′W

117°38′W

33°58′N

AL-5599 (FAA)

ILS or LOC RWY 26R

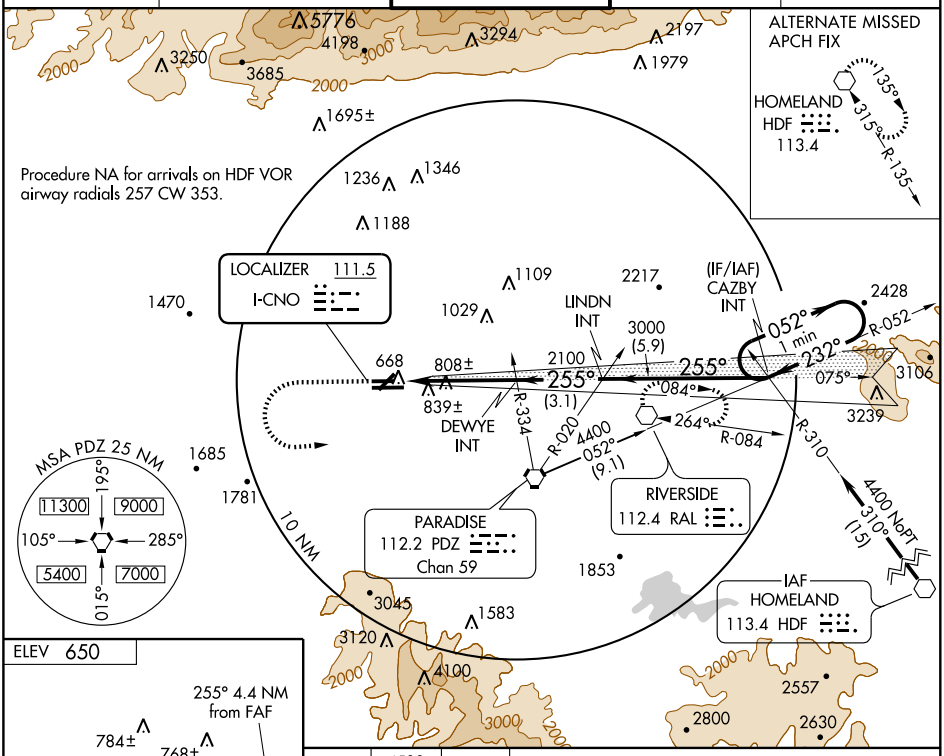
CHINO (CNO)

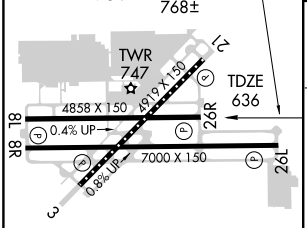
LOC I-CNO	APP CRS	Rwy Idg	4858
111.5	255°	TDZE	636
		Apt Elev	650

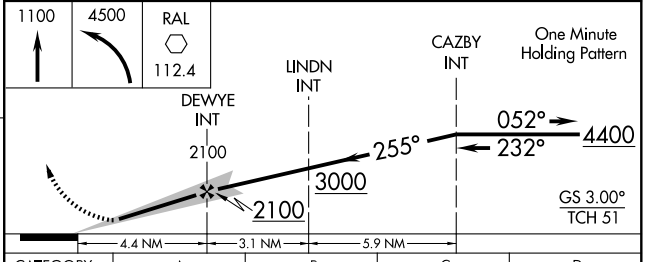
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ontario altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase S-ILS 26R all Cats and S-LOC 26R Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

ATIS	SOCAL APP CON	CHINO TOWER ★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF) L	121.6	122.95







REIL Rwys 3 and 21
MIRL Rwys 3-21 and 8R-26L
HIRL Rwy 8L-26R

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 26R	886-¾ 250 (300-¾)			
S-LOC 26R	1060-1 424 (500-1)		1060-1¼ 424 (500-1¼)	
CIRCLING	1180-1 530 (600-1)		1180-1½ 530 (600-1½)	1200-2 550 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 97320	255°	Rwy Idg	4858
W26A		TDZE	636
		Apt Elev	652

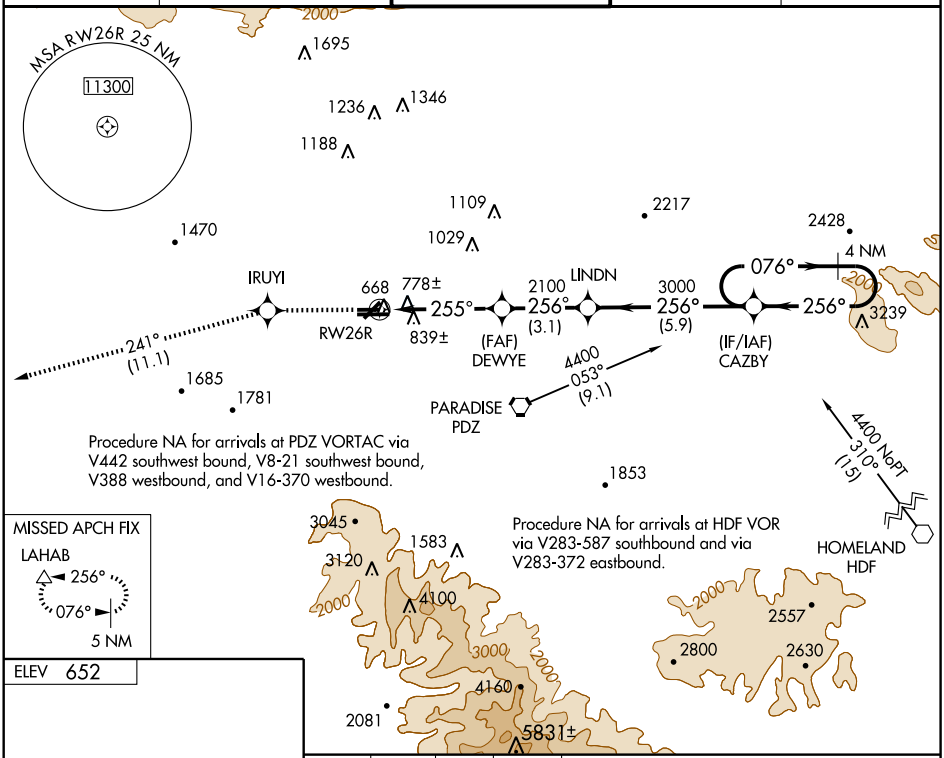
RNAV (GPS) RWY 26R

CHINO (CNO)

T W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4000 direct IRUYI and via 241° track to LAHAB and hold.

ATIS	SOCAL APP CON	CHINO TOWER ★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
LPV DA	1030-1¼ 394 (400-1¼)			
LNAV/VNAV DA	1177-2 541 (600-2)			
LNAV MDA	1260-1 624 (700-1)		1260-1¾ 624 (700-1¾)	1260-2 624 (700-2)
CIRCLING	1260-1¾ 608 (700-1¾)			1260-2 608 (700-2)

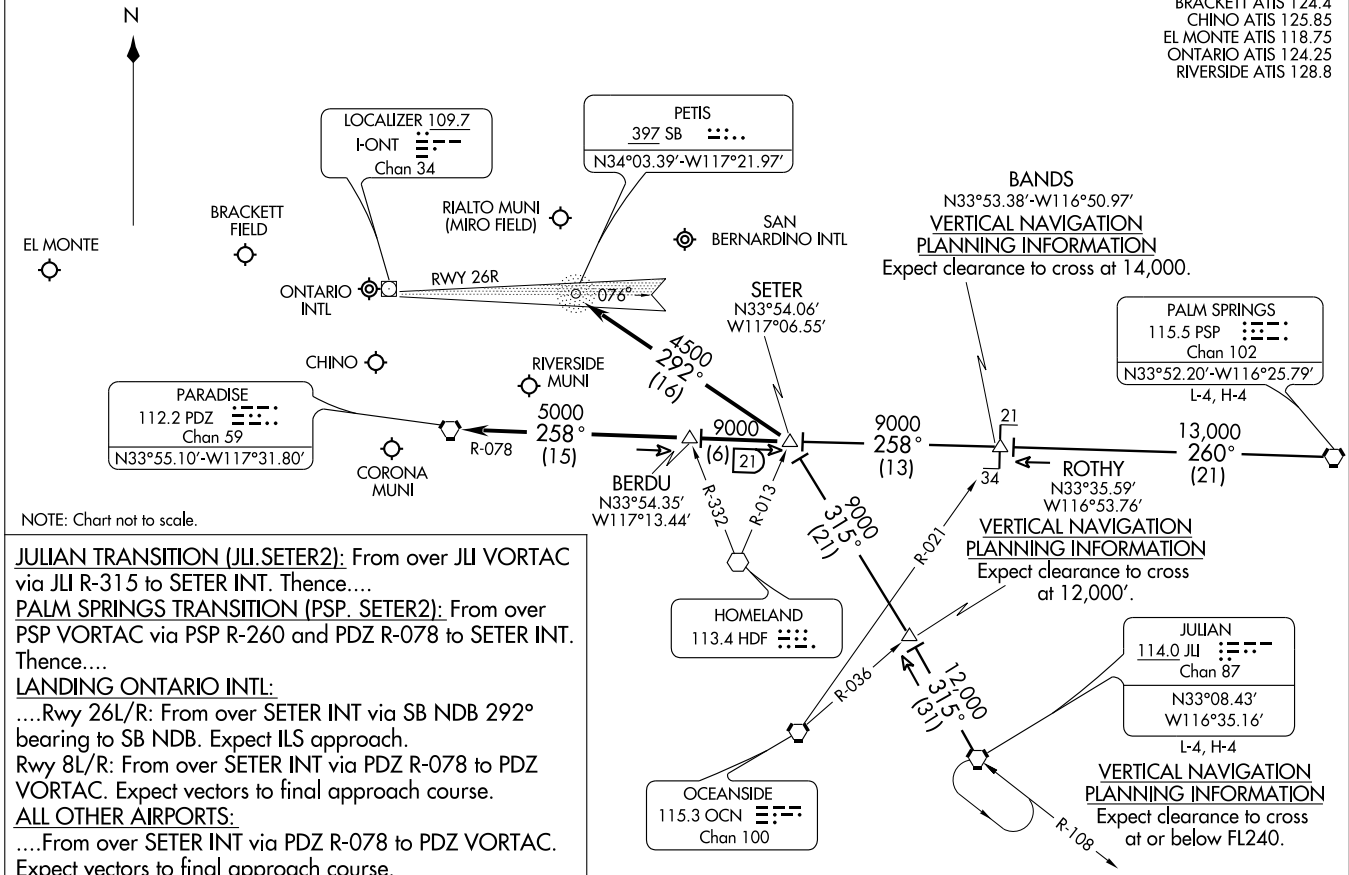
REIL Rwys 3 and 21
MIRL Rwys 3-21 and 8R-26L
HIRL Rwy 8L-26R

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

VOR RAL	APP CRS	Rwy Idg	4858
112.4	264°	TDZE	636
		Apt Elev	650

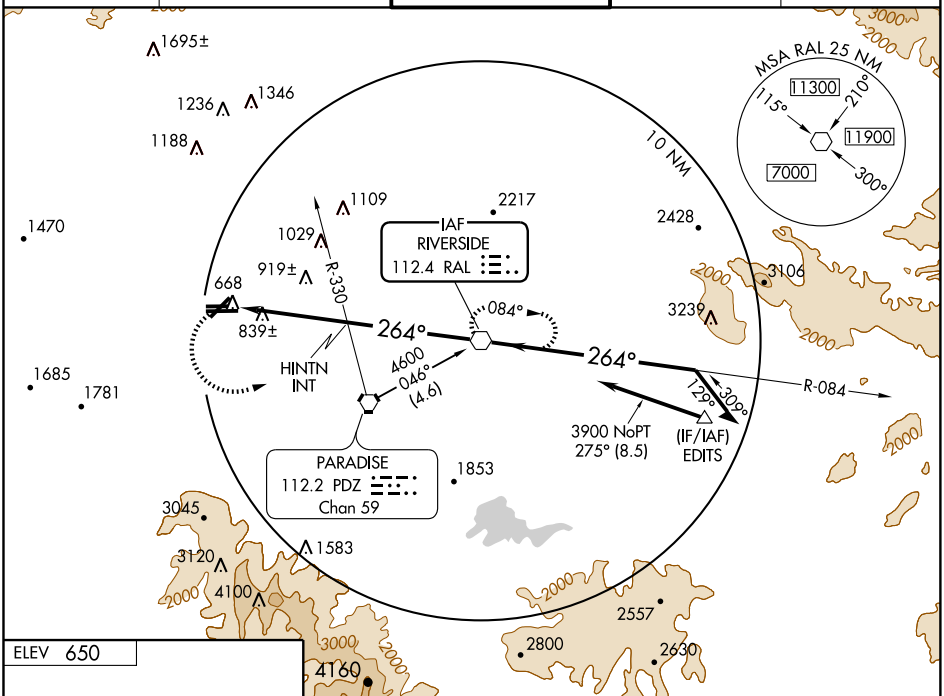
VOR RWY 26R

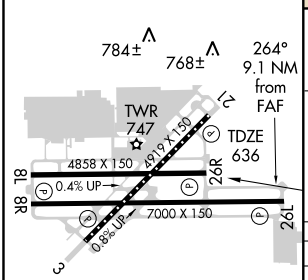
CHINO (CNO)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Riverside Muni altimeter setting and increase all MDA 60 feet, increase HINTN FIX minimums S-26R and circling Cat B, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

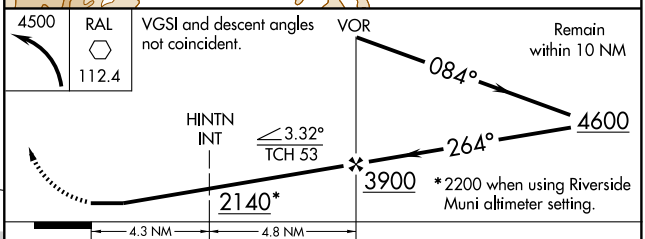
ATIS	SOCAL APP CON	CHINO TOWER ★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF)	121.6	122.95





REIL Rwys 3 and 21
MIRL Rwys 3-21 and 8R-26L
HIRL Rwy 8L-26R

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02



CATEGORY	A	B	C	D
S-26R	2140-1¼ 1504 (1500-1¼)	2140-1½ 1504 (1500-1½)	2140-3 1504 (1500-3)	
CIRCLING	2140-1¼ 1490 (1500-1¼)	2140-1½ 1490 (1500-1½)	2140-3 1490 (1500-3)	
HINTN FIX MINIMUMS				
S-26R	1320-1 684 (700-1)		1320-2 684 (700-2)	1320-2¼ 684 (700-2¼)
CIRCLING	1320-1 670 (700-1)		1320-2 670 (700-2)	1320-2¼ 670 (700-2¼)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

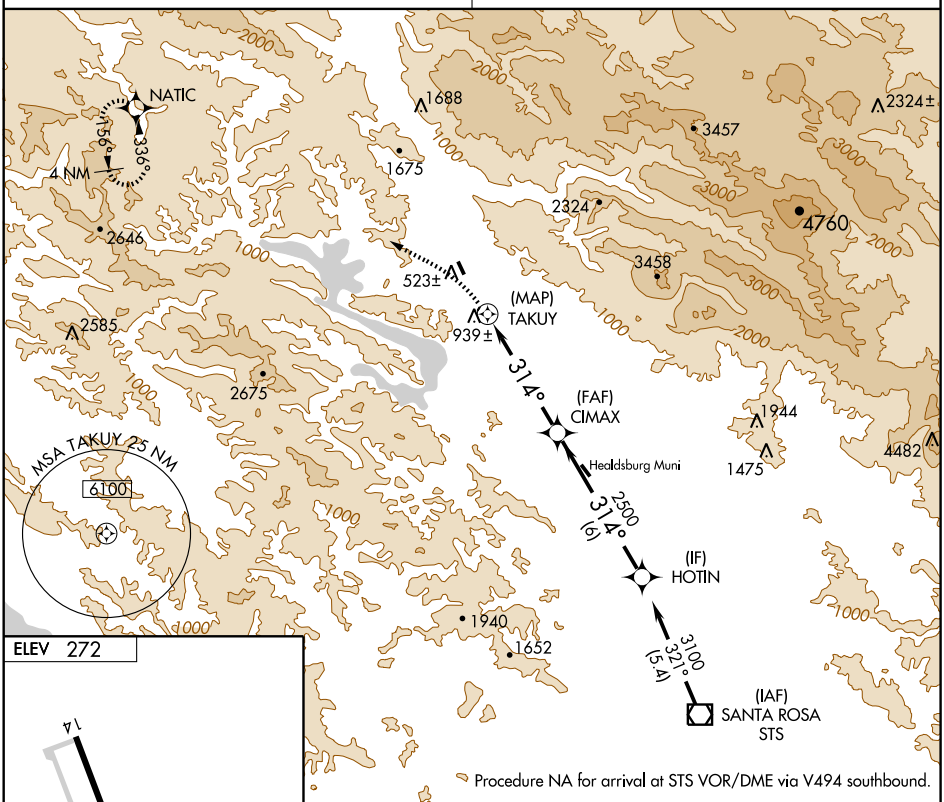
APP CRS	Rwy Idg	2645
314°	TDZE	271
	Apt Elev	272

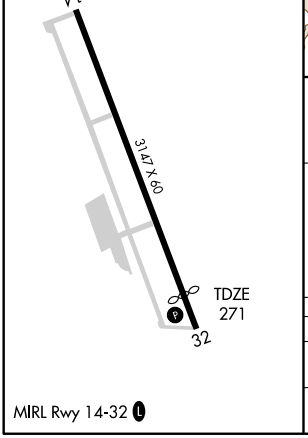
RNAV (GPS) RWY 32
CLOVERDALE MUNI (O60)

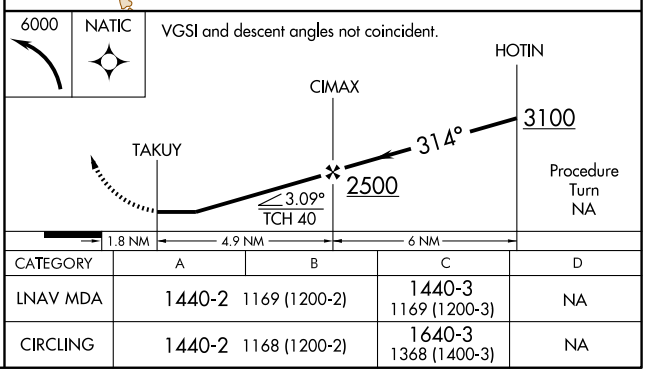
Use Santa Rosa/Charles M. Schulz-Sonoma Co. altimeter setting; when not received procedure NA.
Procedure NA at night. Circling NA east of Rwy 14-32
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct NATIC WP and hold.

OAKLAND CENTER	UNICOM
127.8 353.5	122.8 (CTAF) L



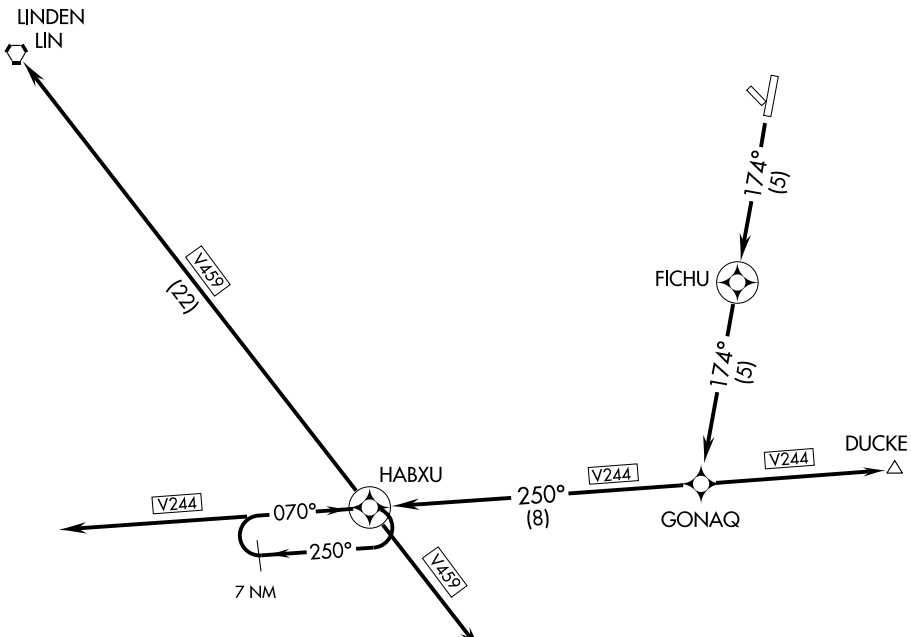




CATEGORY	A	B	C	D
LNAV MDA	1440-2	1169 (1200-2)	1440-3 1169 (1200-3)	NA
CIRCLING	1440-2	1168 (1200-2)	1640-3 1368 (1400-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

NORCAL DEP CON
(N) 123.7 338.25
(W) 125.1 363.2
OAKLAND CENTER
(E) 126.85 322.55
RANCHO MURIETA RADIO
122.3



NOTE: Runway 17: 300-1 with a climb rate of 300' per NM to 3000'.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 4000 via 174° course to FICHU WP, 174° course to GONAQ WP, 250° course to HABXU WP; Aircraft V-459 southeast, northwest and V-244 westbound proceed on course; Aircraft departing V-244 eastbound climb in HABXU WP holding pattern to 8000, Then proceed on course.

TAKE-OFF RUNWAY 35: Not authorized.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

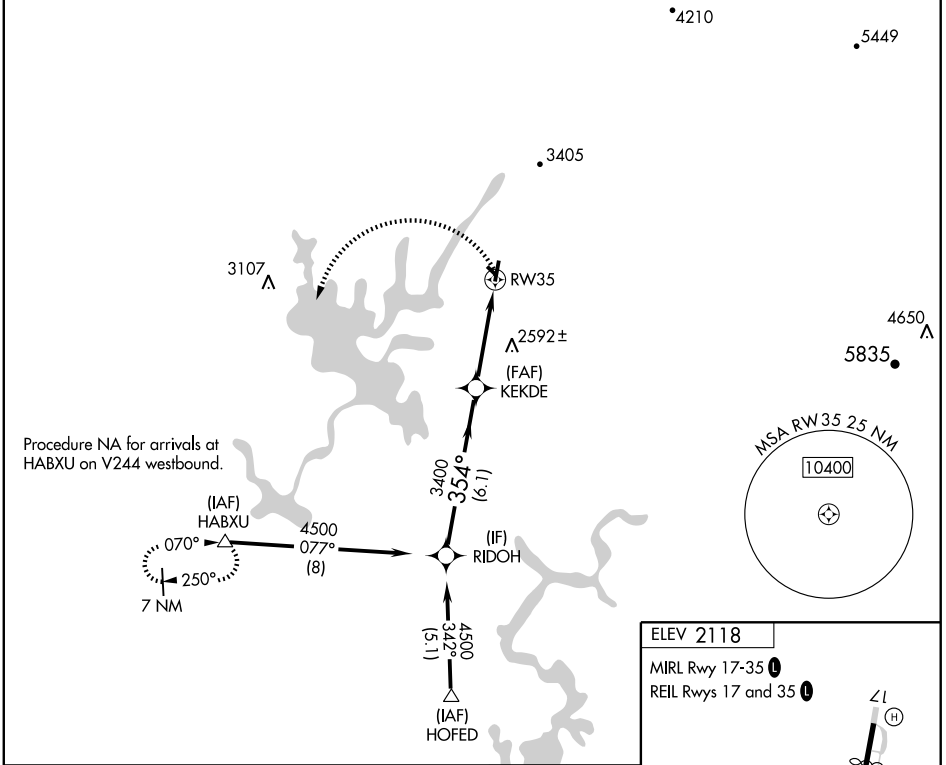
COLUMBIA (O22)

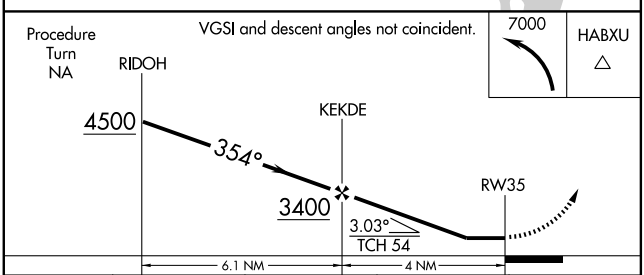
APP CRS	Rwy Idg	4286
354°	TDZE	2105
	Apt Elev	2118

Circling NA east of Rwy 17-35.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

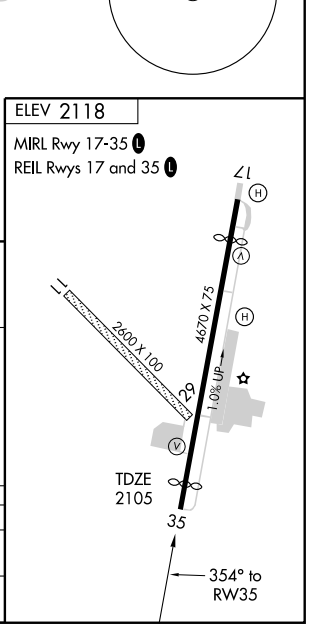
MISSED APPROACH: Climbing left turn to 7000 direct HABXU and hold, continue climb-in-hold to 7000.

AWOS-3	NORCAL APP CON	OAKLAND CENTER	UNICOM
124.65	(N) 123.7 338.25 (W) 125.1 363.2	(E) 126.85 322.55	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2800-1 695 (700-1)		2800-2 695 (700-2)	NA
CIRCLING	2800-1 682 (700-1)	2840-1 722 (800-1)	2840-2 722 (800-2)	NA



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

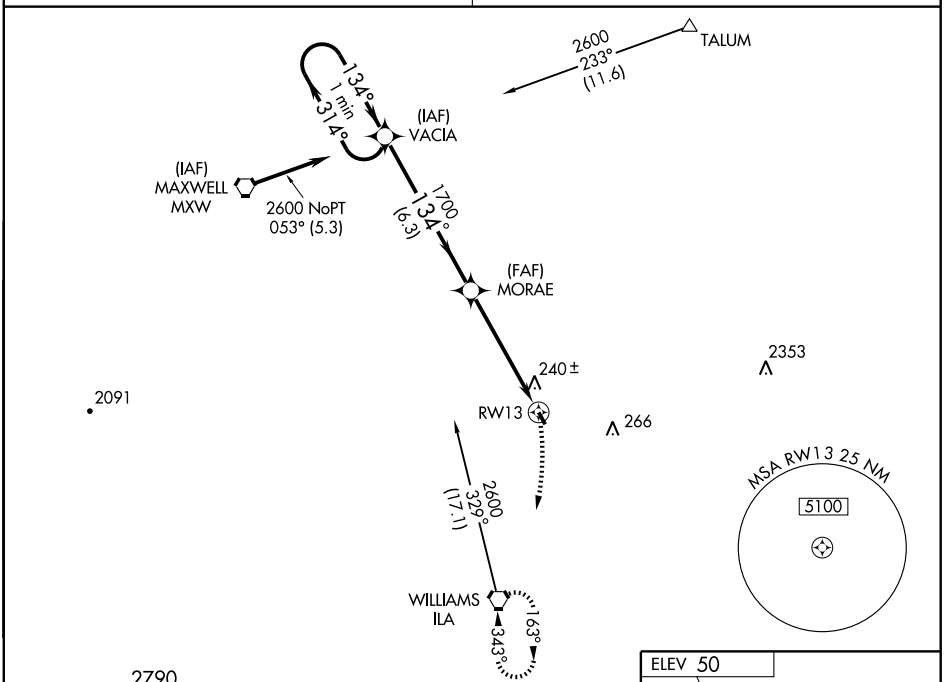
APP CRS	Rwy Idg	3035
134°	TDZE	50
	Apt Elev	50

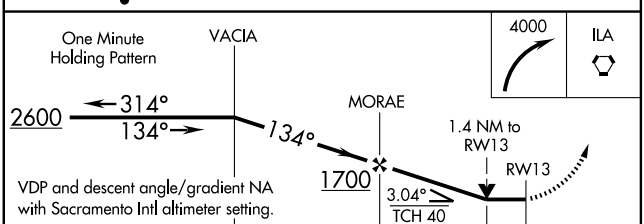
GPS RWY 13
COLUSA COUNTY (0Ø8)

NA — Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting.

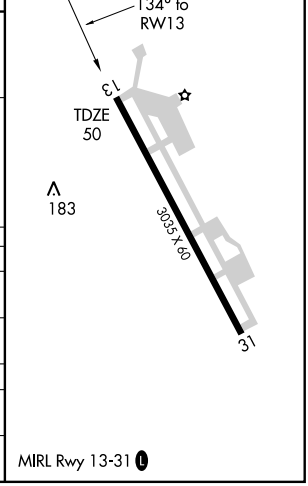
MISSED APPROACH: Climbing right turn to 4000 direct ILA VORTAC and hold.

OAKLAND CENTER	UNICOM
132.2 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	540-1	490 (500-1)	540-1¼ 490 (500-1¼)	NA
CIRCLING	600-1	550 (600-1)	600-1½ 550 (600-1½)	NA
SACRAMENTO ALTIMETER SETTING MINIMUMS				
S-13	640-1	590 (600-1)	640-1½ 590 (600-1½)	NA
CIRCLING	680-1	630 (700-1)	680-1¾ 630 (700-1¾)	NA

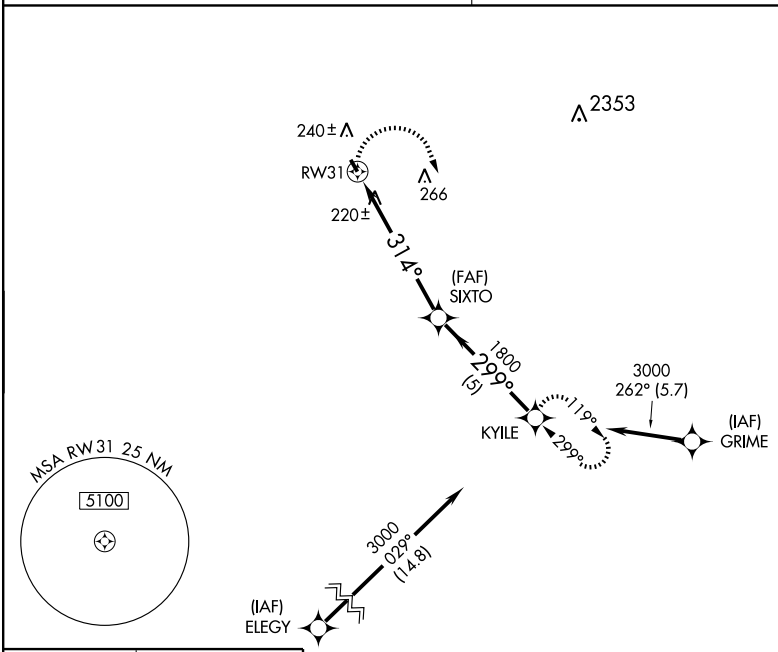


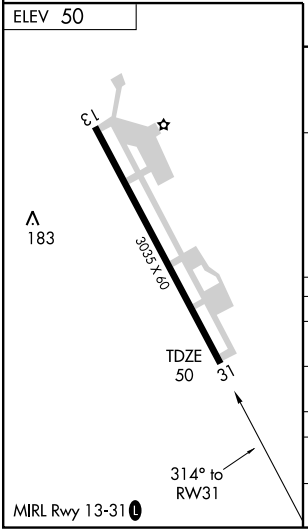
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

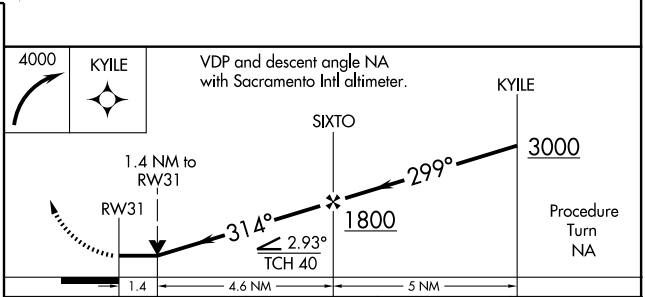
APP CRS	Rwy Idg	3035
314°	TDZE	50
	Apt Elev	50

GPS RWY 31
COLUSA COUNTY (0Ø8)

NA Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 4000 direct to KYILE WP and hold.
OAKLAND CENTER **132.2 350.3**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-31	520-1	470 (500-1)	520-1¼ 470 (500-1¼)	NA
CIRCLING	600-1	550 (600-1)	600-1½ 550 (600-1½)	NA
SACRAMENTO INTL ALTIMETER SETTING MINIMUMS				
S-31	620-1	580 (600-1)	620-1½ 580 (600-1½)	NA
CIRCLING	680-1	630 (700-1)	680-1¾ 630 (700-1¾)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ILA	APP CRS	Rwy Idg	N/A
114.4	356°	TDZE	N/A
Chan 91		Apt Elev	50

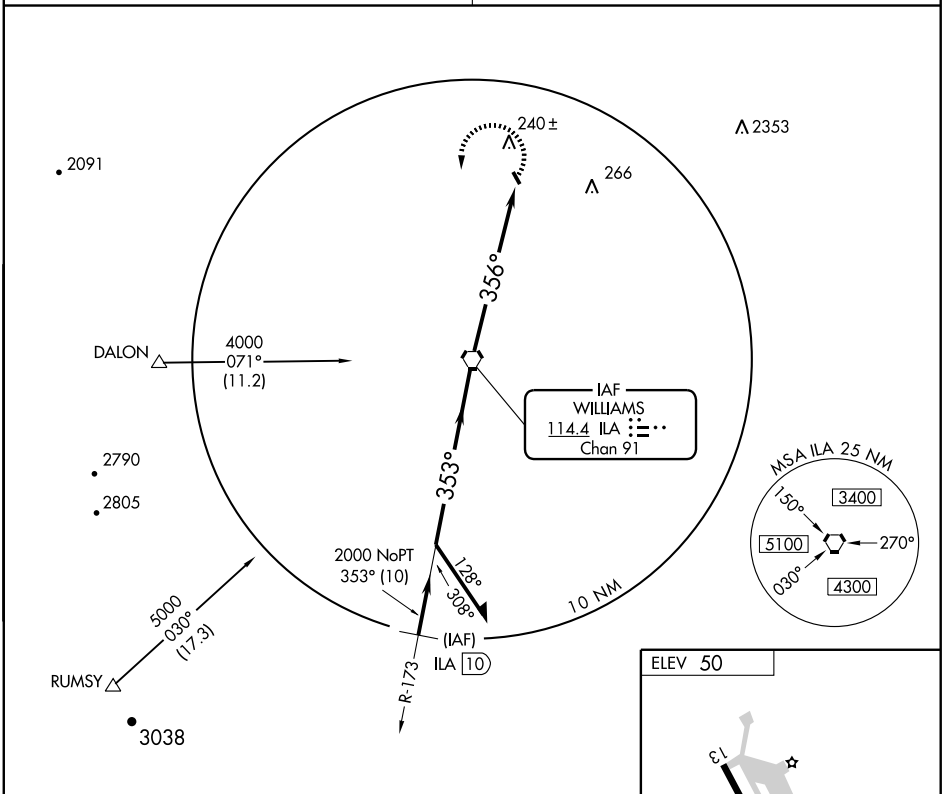
VOR-A
COLUSA COUNTY (Ø8)

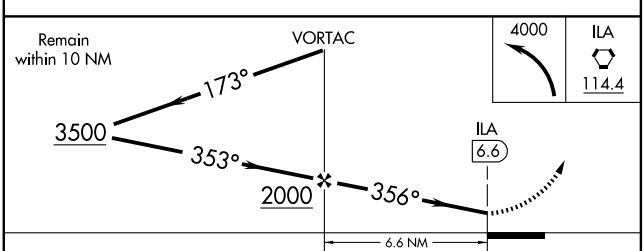
T
NA

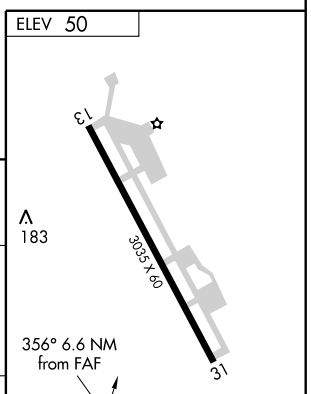
Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct ILA VORTAC.

OAKLAND CENTER	UNICOM
132.2 350.3	122.8 (CTAF) L



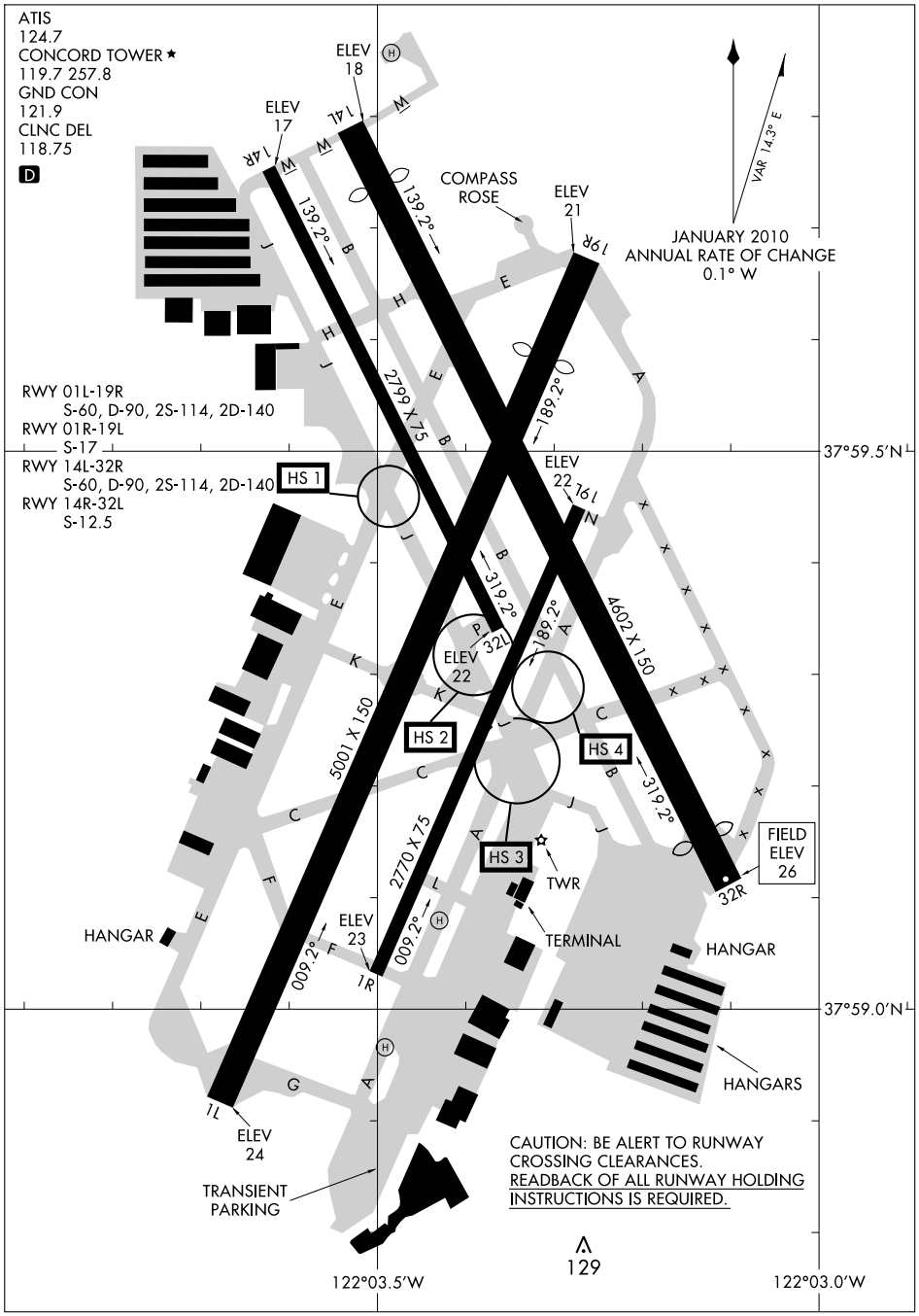




CATEGORY	A	B	C	D
CIRCLING	600-1 550 (600-1)		NA	
SACRAMENTO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	680-1 630 (700-1)		NA	

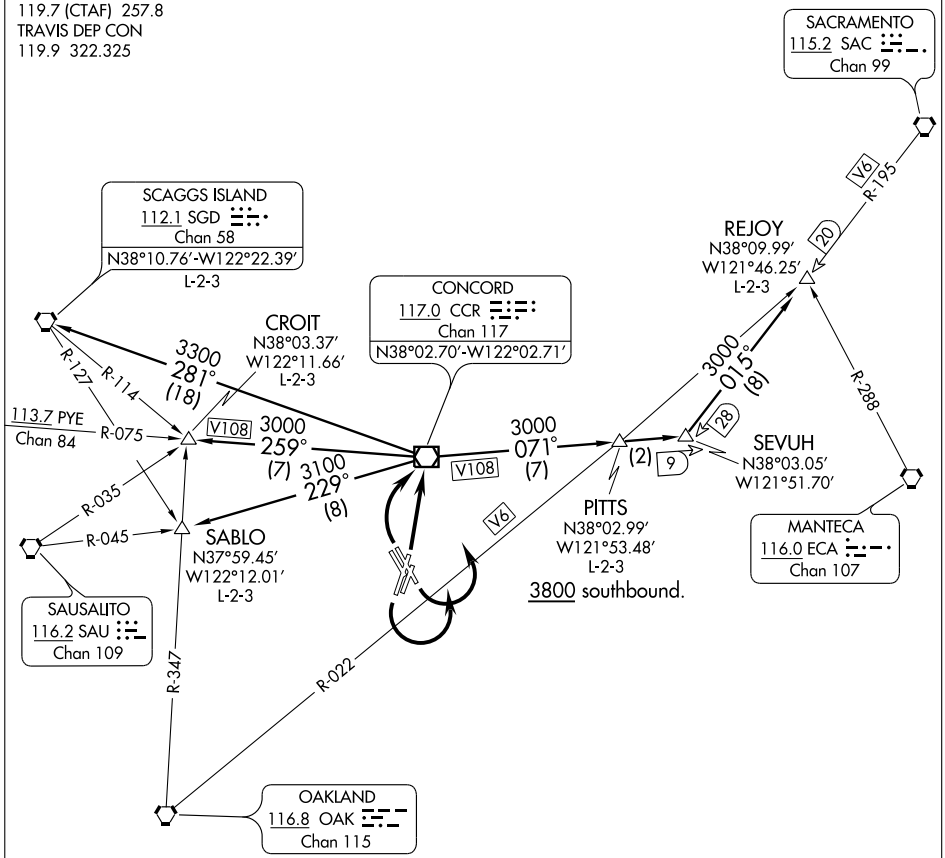
FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

GND CON
121.9
CONCORD TOWER ★
119.7 (CTAF) 257.8
TRAVIS DEP CON
119.9 322.325



TAKE-OFF MINIMUMS

Rwys 1L, 14L, 19R, 32R: Standard with the following minimum climb requirements:
Rwy 1L: Obstacle climb of 360′ per NM to 1100 (3800 for PITTS Transition).
ATC climb of 360′ per NM to 3000.
Rwy 14L: Obstacle climb of 420′ per NM to 2700 (3800 for PITTS Transition).
ATC climb of 420′ per NM to 3000.
Rwy 19R: Obstacle climb of 490′ per NM to 4000.
Rwy 32R: Obstacle climb of 360′ per NM to 500 (3800 for PITTS Transition).
ATC climb of 320′ per NM to 3000.
Rwys 1R, 14R, 19L, 32L: NA-air traffic.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb direct CCR VOR/DME . Thence ....
TAKE-OFF RUNWAY 14L: Climbing left turn direct CCR VOR/DME. Thence ....
TAKE-OFF RUNWAY 19R: Climbing left turn direct CCR VOR/DME. Thence ....
TAKE-OFF RUNWAY 32R: Climbing right turn direct CCR VOR/DME. Thence ....

....via (transition) or (assigned route).

CROIT TRANSITION (BCHN9.CROIT): From over CCR VOR/DME via CCR R-259 to CROIT INT.

PITTS TRANSITION (BCHN9.PITTS): From over CCR VOR/DME via CCR R-071 to PITTS INT.

REJOY TRANSITION (BCHN9.REJOY): From over CCR VOR/DME via CCR R-071 and SAC R-195 to REJOY INT.

SABLO TRANSITION (BCHN9.SABLO): From over CCR VOR/DME via CCR R-229 to SABLO INT.

SCAGGS ISLAND TRANSITION (BCHN9.SGD): From over CCR VOR/DME via CCR R-281 to SGD VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 1L: Multiple trees and bushes beginning 675' from DER, 9' left of centerline, up to 48' AGL/98' MSL.
Multiple poles, light poles and antennas on buildings beginning 639' from DER, 120' left of centerline, up to 50' AGL/72' MSL.
Fence 117' from DER, 2' right of centerline, 12' AGL/29' MSL.
Sign 1996' from DER, 812' left of centerline, 45' AGL/78' MSL.
Flagpole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL.

Rwy 14L: Multiple trees beginning 841' from DER, 61' left of centerline, up to 78' AGL/102' MSL.
Building 1071' from DER, 35' left of centerline, 30' AGL/58' MSL.
Fence 225' from DER, 29' left of centerline, 12' AGL/33' MSL.

Rwy 19R: Multiple trees beginning 604' from DER, 82' left of centerline, up to 70' AGL/108' MSL.
Light pole 1392' from DER, 749' right of centerline, 51' AGL/71' MSL.
OL on building 2451' from DER, 911' left of centerline, 73' AGL/97' MSL.
Fence 123' from DER, 503' left of centerline, 6' AGL/30' MSL.

Rwy 32R: Train 1 NM from DER, 1948' left of centerline, 23' AGL/102' MSL.
OL on hopper 2110' from DER, 601' right of centerline, 79' AGL/99' MSL.
OL on tank 1.1 NM from DER, 1426' right of centerline, 193' AGL/213' MSL.
Flagpole 655' from DER, 300' right of centerline, 35' AGL/43' MSL.
Sign 697' from DER, 248' right of centerline, 25' AGL/41' MSL.
Road/vehicle 561' from DER, on centerline, 15' AGL/49' MSL.
Building 633' from DER, 246' left of centerline, 20' AGL/35' MSL.
Tree 825' from DER, 635' left of centerline, 25' AGL/40' MSL.
TRMSN tower 6015' from DER, 1839' left of centerline, 145' AGL/173' MSL.

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

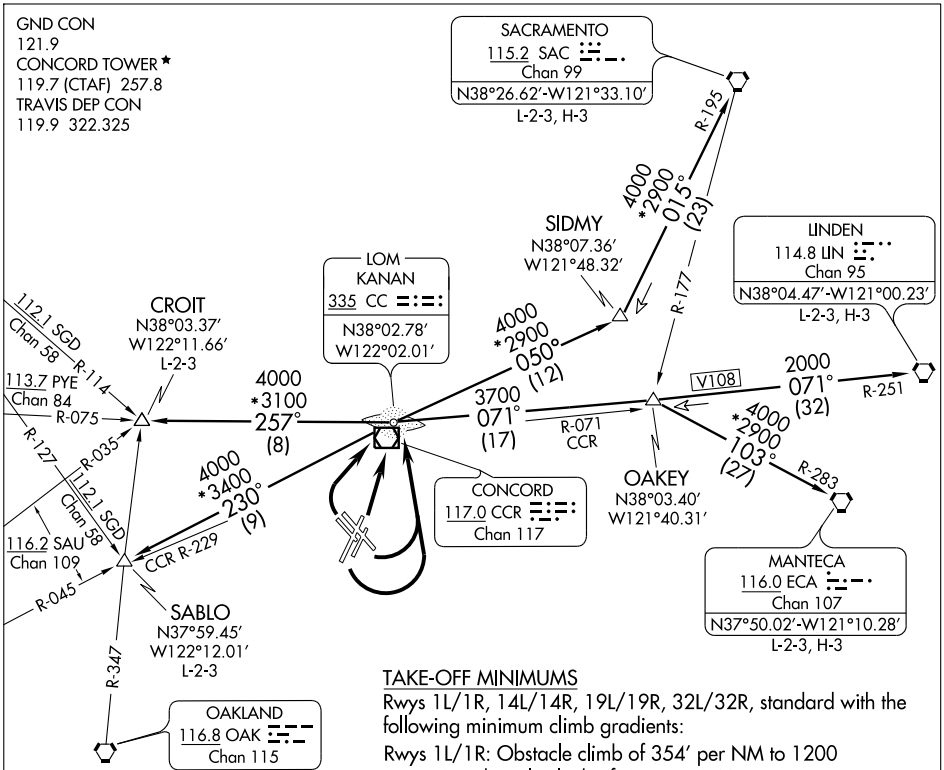
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

KANAN TWO DEPARTURE

SL-5320 (FAA)

CONCORD/ BUCHANAN FIELD (CCR)
CONCORD, CALIFORNIA



TAKE-OFF MINIMUMS

Rwys 1L/1R, 14L/14R, 19L/19R, 32L/32R, standard with the following minimum climb gradients:

Rwys 1L/1R: Obstacle climb of 354' per NM to 1200
Rwy 14L: Obstacle climb of 400' per NM to 2200.
Rwy 14R: Obstacle climb of 380' per NM to 2200.
Rwys 19L/19R: Obstacle climb of 470' per NM to 3700.
Rwys 32L/32R: Obstacle climb of 360' per NM to 1200.

TAKE-OFF OBSTACLE NOTES

Rwy 1L: Fence 117' from DER, on centerline, 12' AGL/29' MSL.
Antenna on building 639' from DER, 382' right of centerline, 30'AGL/48' MSL.
Multiple trees and bushes beginning 675' from DER, 97' left of centerline, up to 60' AGL/83' MSL.
Light pole 1362' from DER, 390' right of centerline, 40' AGL/65' MSL
Camera 2962' from DER, 48' right of centerline, 75' AGL/96' MSL.
Multiple trees and bushes beginning 1261' from DER, 100' right of centerline, up to 60' AGL/78' MSL.
Flagpole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL.
Sign 1996' from DER, 812' left of centerline, 45' AGL/78' MSL.
Pole 1907' from DER, 120' left of centerline, 50' AGL/72' MSL.
Rwy 1R: Tree 1927' from DER, 483' right of centerline, 65' AGL/131' MSL.
Tree 1948' from DER, 222' right of centerline, 65' AGL/104' MSL.
Pole 1552' from DER, 98' right of centerline, 25' AGL/67' MSL.
Pole 1865' from DER, 358' right of centerline, 45' AGL/96' MSL.

(NOTES CONTINUED ON THE FOLLOWING PAGE)

NOTE: ADF Required

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb direct CC LOM. Thence....

TAKE-OFF RUNWAYS 14L/R: Climbing left turn direct CC LOM. Thence....

TAKE-OFF RUNWAYS 19L/R: Climbing left turn direct CC LOM. Thence....

TAKE-OFF RUNWAYS 32L/R: Climbing right turn direct CC LOM. Thence....

....via (transition) or (assigned route).

CROIT TRANSITION (KANA2.CROIT): From over CC LOM via CC 257° bearing to CROIT INT.

LINDEN TRANSITION (KANA2.LIN): From over CC LOM via CC 071° bearing and LIN R-251 to LIN VORTAC.

MANTECA TRANSITION (KANA2.ECA): From over CC LOM via CC 071° bearing and ECA R-283 to ECA VORTAC.

SABLO TRANSITION (KANA2.SABLO): From over CC LOM via CC 230° bearing to SABLO INT.

SACRAMENTO TRANSITION (KANA2.SAC): From over CC LOM via CC 050° bearing and SAC R-195 to SAC VORTAC.

TAKE-OFF OBSTACLE NOTES (CONT)

Rwy 14L: Tree 1637′ from DER, 328′ right of centerline, 50′ AGL/82′ MSL.
Tree 1496′ from DER, 474′ right of centerline, 55′ AGL/84′ MSL.
Pole 1367′ from DER, 275′ right of centerline, 40′ AGL/71′ MSL.
Tree 1332′ from DER, 61′ left of centerline, 65′ AGL/81′ MSL.
Building 1071′ from DER, 35′ left of centerline, 30′ AGL/58′ MSL.
Building 5548′ from DER, 1870′ left of centerline, 110′ AGL/176′ MSL.
Obst light on building 5414′ from DER, 100′ left of centerline, 120′ AGL/177′ MSL.
Tree 942′ from DER, 388′ left of centerline, 50′ AGL/102′ MSL.
Tree 841′ from DER, 177′ left of centerline, 65′ AGL/77′ MSL.
Fence 225′ from DER, 29′ left of centerline, 12′ AGL/33′ MSL.

Rwy 14R: Obst light on airport beacon 1140′ from DER, 315′ right of centerline, 70′ AGL/98′ MSL.
Antenna 3254′ from DER, 1096′ right of centerline, 110′ AGL/136′ MSL.
Obst light on windsock 412′ from DER, 451′ right of centerline, 35′ AGL/51′ MSL.
Light 1281′ from DER, 167′ right of centerline, 45′ AGL/69′ MSL.
Tree 2745′ from DER, 887′ left of centerline, 65′ AGL/102′ MSL.
Building 3240′ from DER, 1088′ right of centerline, 55′ AGL/129′ MSL.

Rwy 19L: Tree 2257′ from DER, 28′ left of centerline, 70′ AGL/97′ MSL.
Tree 2132′ from DER, 377′ left of centerline, 70′ AGL/90′ MSL.
Tree 3112′ from DER, 946′ right of centerline, 70′ AGL/106′ MSL.
Tree 2544′ from DER, 384′ right of centerline, 60′ AGL/87′ MSL.

Rwy 19R: Fence 123′ from DER, 503′ left of centerline, 12′ AGL/30′ MSL.
Multiple trees beginning 604′ from DER, 489′ right of centerline, up to 70′ AGL/106′ MSL.
Light pole 1392′ from DER, 749′ right of centerline, 35′ AGL/71′ MSL.
Obst light 2451′ from DER, 911′ left of centerline, 77′ AGL/97′ MSL.
Multiple trees beginning 1276′ from DER, 527′ left of centerline, up to 70′ AGL/108′ MSL.

Rwy 32L: Multiple lighted stacks/towers beginning 6617′ from DER, 1926′ right of centerline, up to 250′ AGL/378′ MSL.
Hangar 259′ from DER, 300′ left of centerline, 25′ AGL/37′ MSL.
Transmission tower 6015′ from DER, 1338′ left of centerline, 145′ AGL/173′ MSL.
Road /vehicle 561′ from DER, 504′ right of centerline, 15′ AGL/49′ MSL.
Building 633′ from DER, 254′ right of centerline, 15′ AGL/35′ MSL.
Tree 825′ from DER, 136′ left of centerline, 25′ AGL/40′ MSL.

Rwy 32R: Multiple lighted stacks and buildings beginning 6617′ from DER, 1426′ right of centerline, up to 355′ AGL/378′ MSL.
Flagpole 665′ from DER, 300′ right of centerline, 35′ AGL/43′ MSL.
Building 633′ from DER, 246′ left of centerline, 20′ AGL/35′ MSL.
Tree 825′ from DER, 635′ left of centerline, 25′ AGL/40′ MSL.
Transmission tower 6015′ from DER, 1839′ left of centerline, 145′ AGL/173′ MSL.
Obst light on hopper 2110′ from DER, 601′ right of centerline, 79′ AGL/99′ MSL.
Sign 697′ from DER, 248′ right of centerline, 25′ AGL/41′ MSL.
Road/vehicle 561′ from DER, on centerline, 15′ AGL/49′ MSL.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CCR	APP CRS	Rwy Idg	4410
108.5	181°	TDZE	20
		Apt Elev	23

LDA RWY 19R

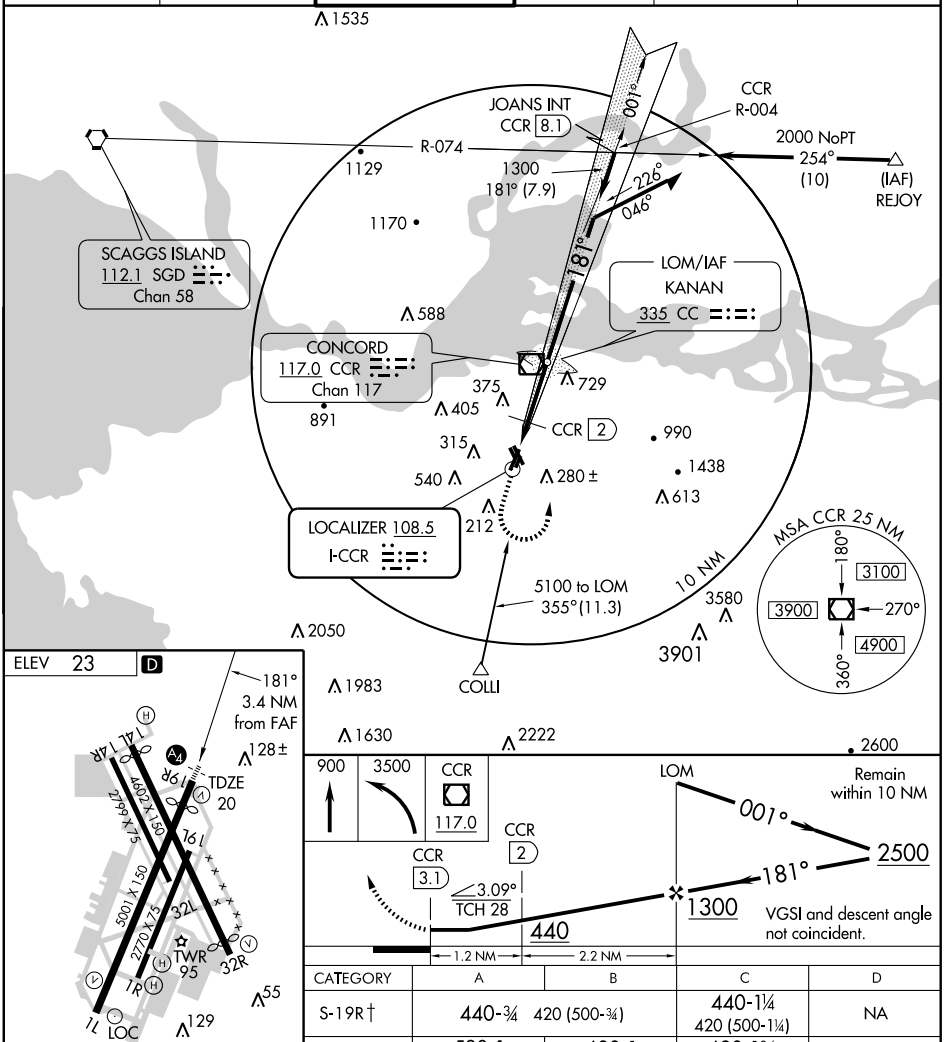
CONCORD/BUCHANAN FIELD (CCR)

T A Circling not authorized west of Rwy 1L-19R.
†Inoperative table does not apply to Cat C.

MALS

MISSED APPROACH: Climb to 900 then climbing left turn to 3500 direct CCR VOR/DME.

ATIS	TRAVIS APP CON	CONCORD TOWER*	GND CON	CLNC DEL	UNICOM
124.7	119.9 322.325	119.7 (CTAF) L 257.8	121.9	118.75	122.95



HIRL Rwy 1L-19R
REIL Rwys 1L and 32R
MIRL Rwy 14L-32R

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
S-19R†	440-¾ 420 (500-¾)		440-1¼ 420 (500-1¼)	NA
CIRCLING	580-1 557 (600-1)	680-1 657 (700-1)	680-1¾ 657 (700-1¾)	NA
DME MINIMUMS				
S-19R	380-¾ 360 (400-¾)			NA
CIRCLING	580-1 557 (600-1)	680-1 657 (700-1)	680-1¾ 657 (700-1¾)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4410
187°	TDZE	23
	Apt Elev	26

RNAV (GPS) RWY 19R

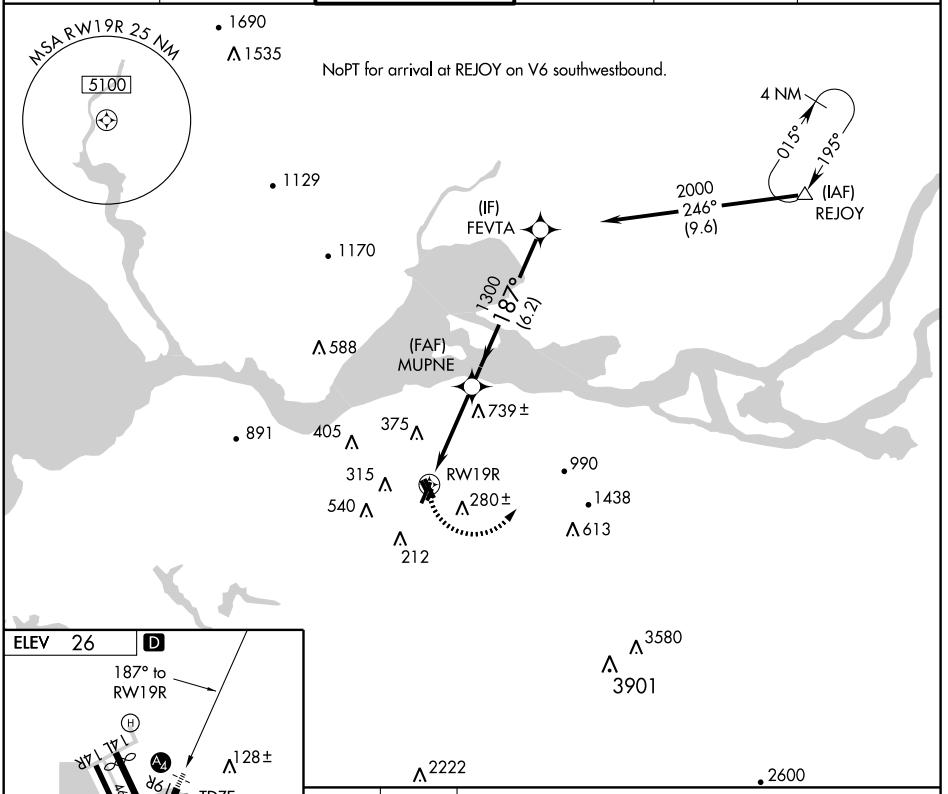
CONCORD/ BUCHANAN FIELD (CCR)

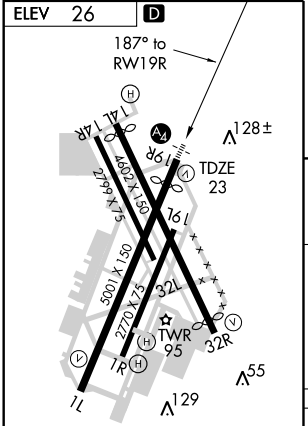
Circling NA west of Rwy 1L-19R.
When VGSI inoperative, circling Rwy 1L and 32R NA at night.
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

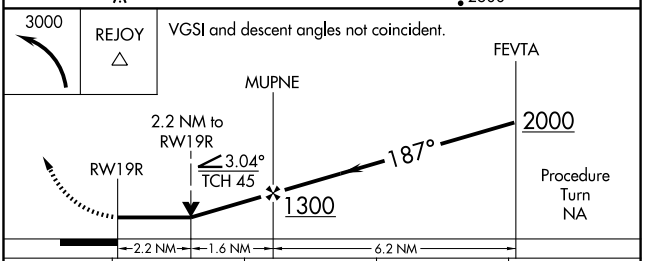
MALS

MISSED APPROACH: Climbing left turn to 3000 direct REJOY and hold.

ATIS	TRAVIS APP CON	CONCORD TOWER★	GND CON	CLNC DEL	UNICOM
124.7	119.9 322.325	119.7 (CTAF) L 257.8	121.9	118.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1000-1¼ 977 (1000-1¼)	1000-1½ 977 (1000-1½)	1000-3 977 (1000-3)	
CIRCLING	1000-1¼ 974 (1000-1¼)	1000-1½ 974 (1000-1½)	1000-3 974 (1000-3)	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CCR	APP CRS	Rwy Idg	4410
117.0	171°	TDZE	20
Chan 117		Apt Elev	23

VOR RWY 19R

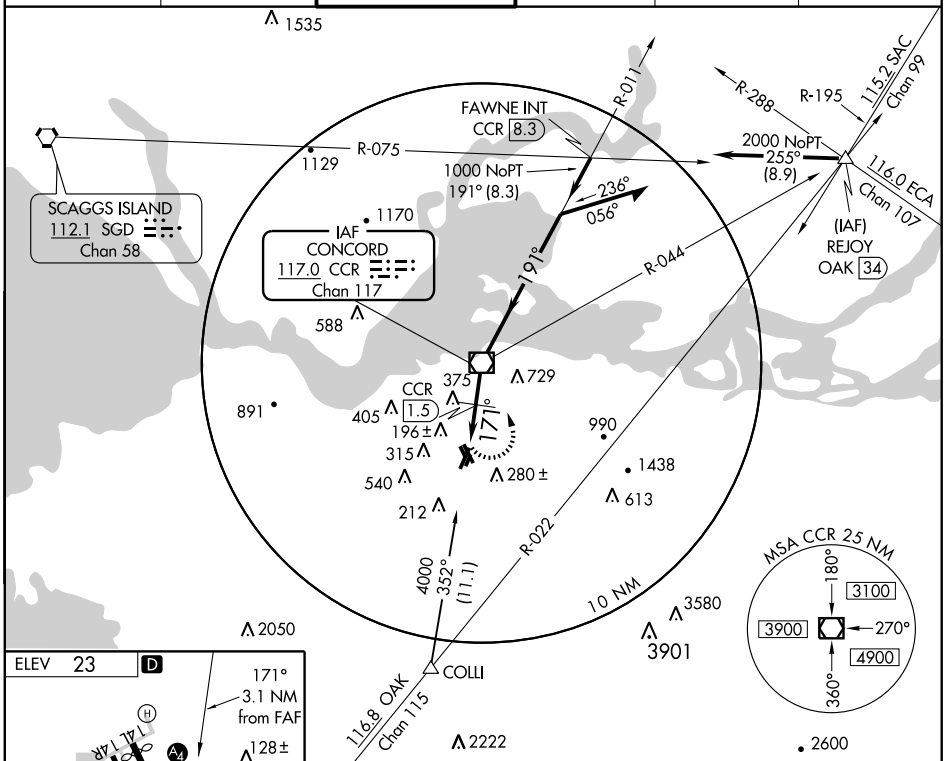
CONCORD/BUCHANAN FIELD (CCR)

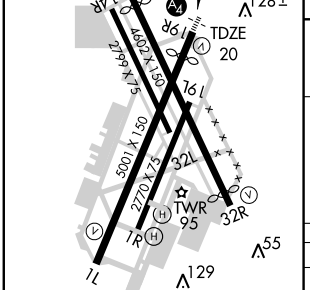
Circling NA west of Rwys 1L and 14R.
Inoperative table does not apply to Cat C.

MALS

MISSED APPROACH: Climbing left turn to 2500 direct CCR VOR/DME then via CCR R-044 to REJOY Int.

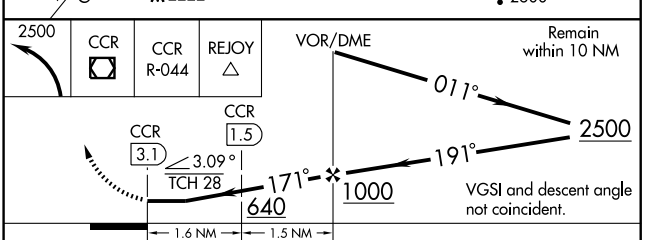
ATIS	TRAVIS APP CON	CONCORD TOWER*	GND CON	CLNC DEL	UNICOM
124.7	119.9 322.325	119.7 (CTAF) L 257.8	121.9	118.75	122.95





HIRL Rwy 1L-19R
REIL Rwys 1L and 32R
MIRL Rwy 14L-32R

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



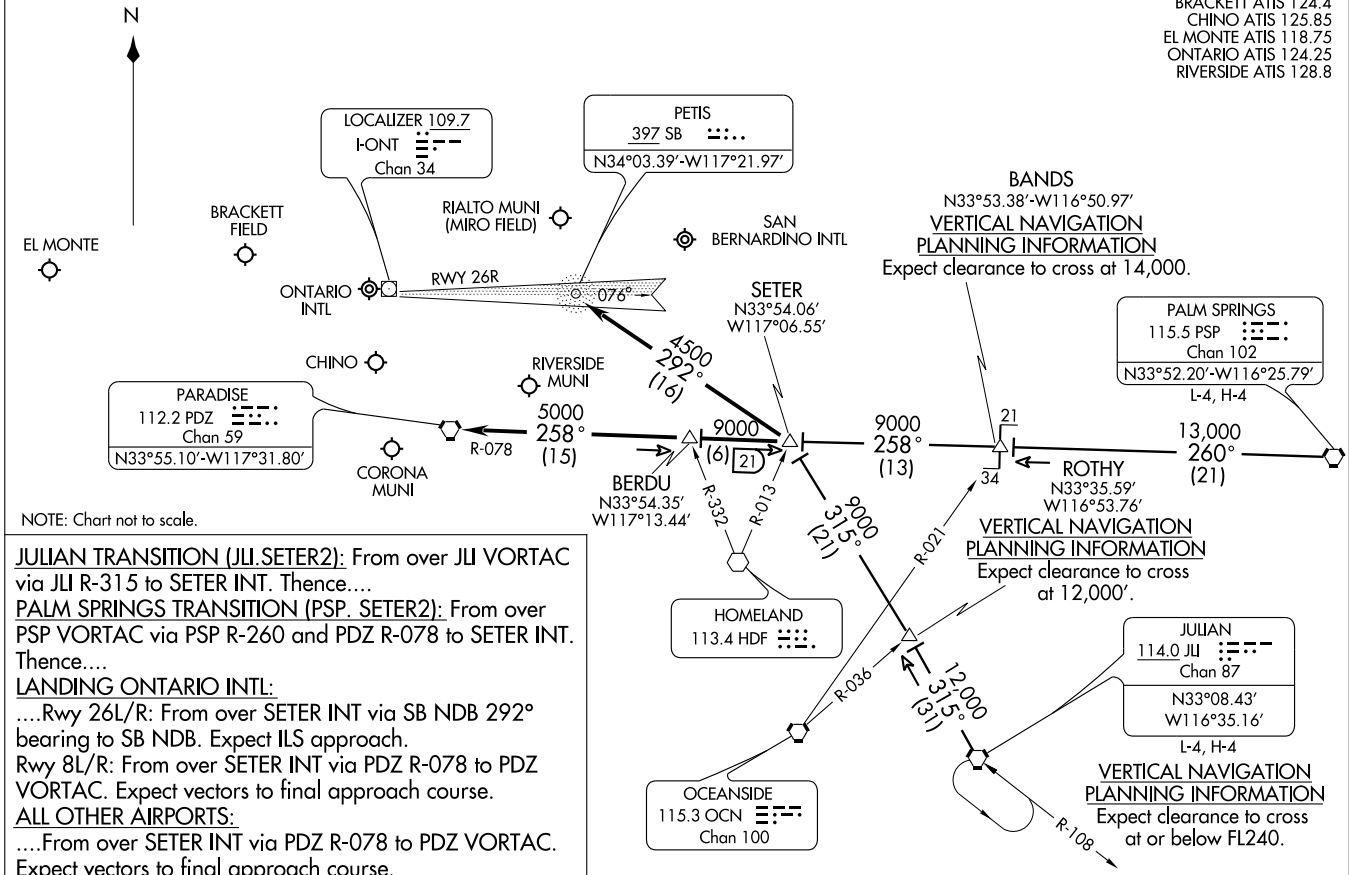
CATEGORY	A	B	C	D
S-19R	640-¾ 620 (700-¾)		640-1¾ 620 (700-1¾)	NA
CIRCLING	640-1 617 (700-1)	680-1 657 (700-1)	680-1¾ 657 (700-1¾)	NA
DME MINIMUMS				
S-19R	460-¾ 440 (500-¾)		460-1¼ 440 (500-1¼)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

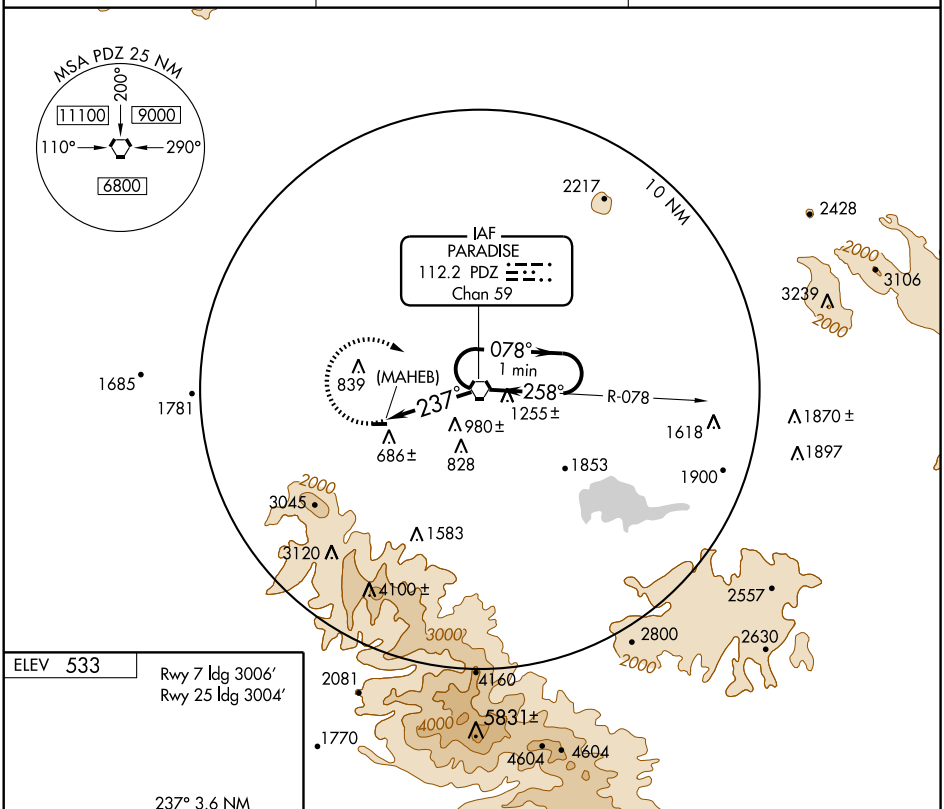
VORTAC PDZ 112.2 Chan 59	APP CRS 237°	Rwy Idg N/A TDZE N/A Apt Elev 533

VOR or GPS-A
CORONA MUNI (AJO)

When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 80 feet.

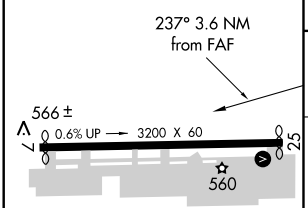
MISSED APPROACH: Climbing right turn to 3100 direct PDZ VORTAC and hold, continue climb in hold to 3100.

ASOS	SOCAL APP CON	UNICOM
132.175	135.4 377.125	122.7 (CTAF) L

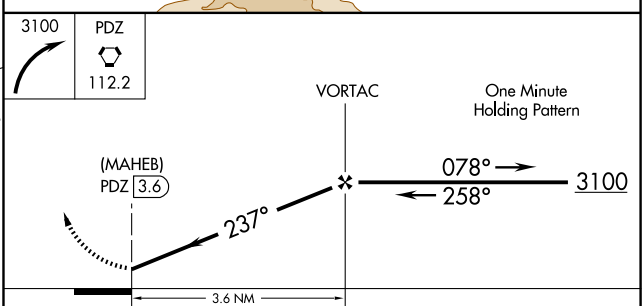


ELEV 533

Rwy 7 ldg 3006′
Rwy 25 ldg 3004′



REIL Rwy 25 L
MIRL Rwy 7-25 L



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1127 (1200-1¼)	1660-1½ 1127 (1200-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
354°	TDZE	56
	Apt Elev	57

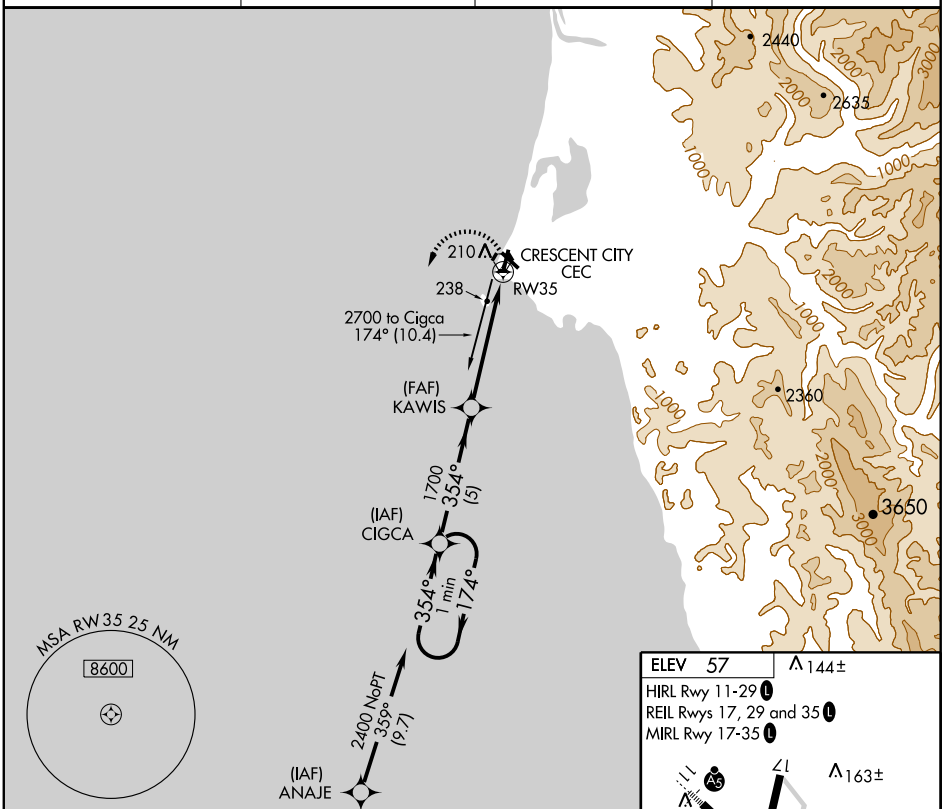
GPS RWY 35

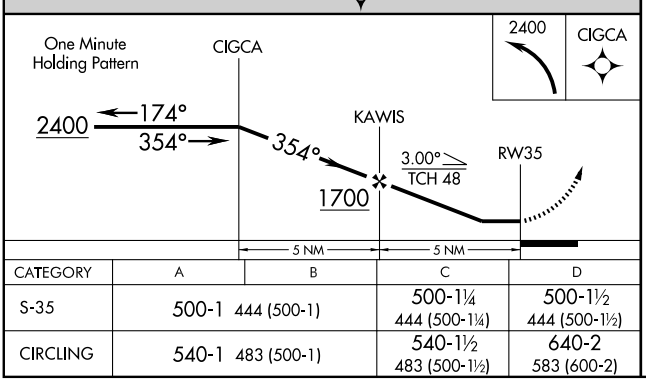
CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

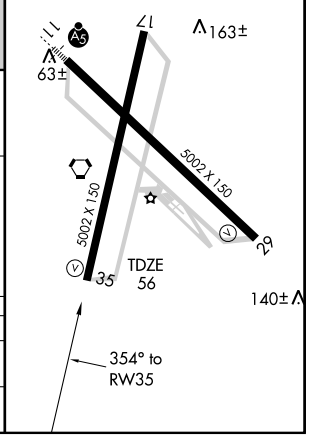
T
A NA

MISSED APPROACH: Climbing left turn to 2400 direct CIGCA WP and hold.

ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	500-1 444 (500-1)		500-1¼ 444 (500-1¼)	500-1½ 444 (500-1½)
CIRCLING	540-1 483 (500-1)		540-1½ 483 (500-1½)	640-2 583 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CEC	APP CRS	Rwy Idg	5002
108.7	114°	TDZE	57
		Apt Elev	57

ILS/DME RWY 11

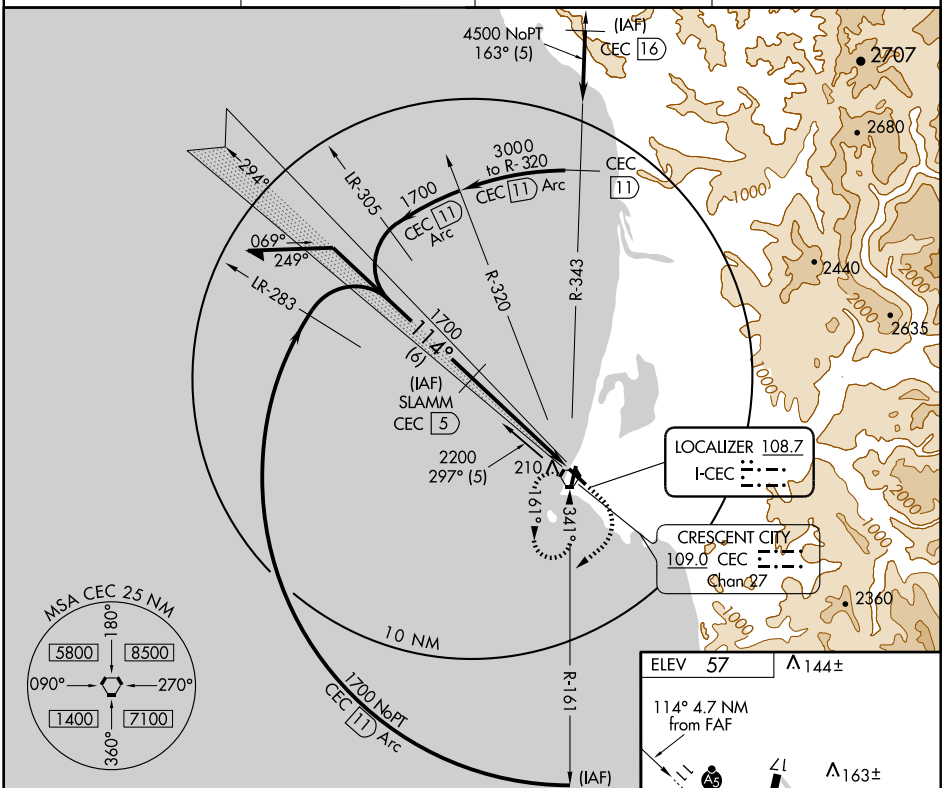
CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

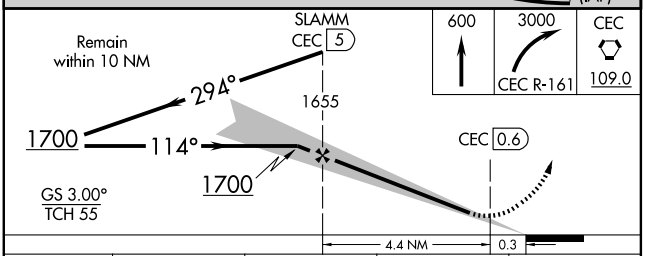
DME from CEC VORTAC. Simultaneous reception of I-CEC and CEC DME required. Inoperative table does not apply to S-LOC 11 Cat D.

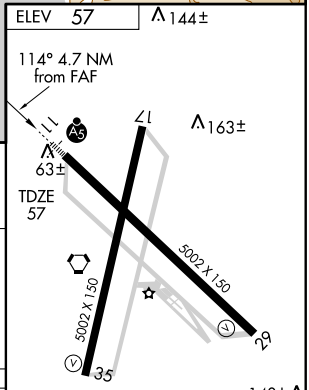
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via CEC R-161, then direct CEC VORTAC and hold.

ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 11	257-½ 200 (200-½)			
S-LOC 11	320-½ 263 (300-½)			320-1 263 (300-1)
CIRCLING	540-1 483 (500-1)		540-1½ 483 (500-1½)	640-2 583 (600-2)

HIRL Rwy 11-29 L
REIL Rwys 17, 29 and 35 L
MIRL Rwy 17-35 L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 90310	114°	TDZE	57
W11A		Apt Elev	57

RNAV (GPS) RWY 11

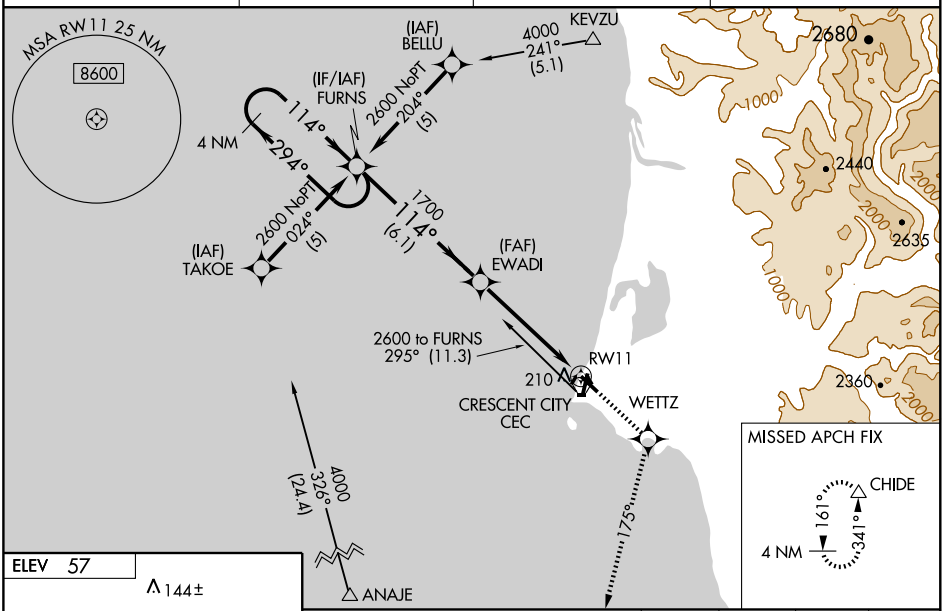
CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

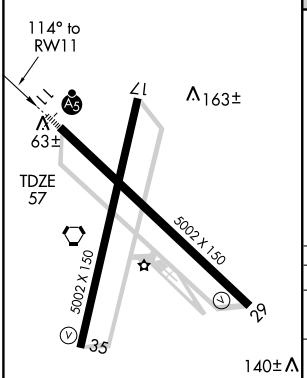
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 98 feet and all MDA 100 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D ¼ mile, and Circling Cat C and D ¼ mile. VDP and Baro-VNAV NA when using Brookings altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Brookings altimeter setting, increase LPV all Cats visibility to 1¼ mile.

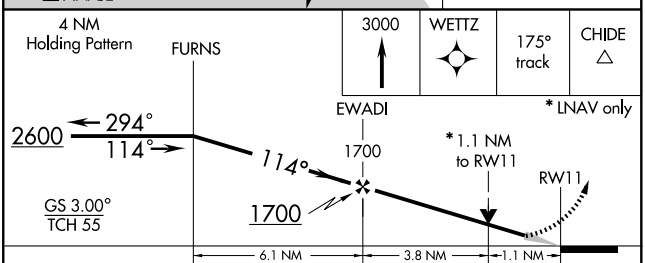
MALSR

MISSED APPROACH: Climb to 3000 direct WETTZ and via 175° track to CHIDE and hold, continue climb-in-hold to 3000.

ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	307-½ 250 (300-½)			
LNAV/ VNAV DA	556-1¼ 499 (500-1¼)			
LNAV MDA	460-½ 403 (500-½)		460-¾ 403 (500-¾)	460-1 403 (500-1)
CIRCLING	540-1 483 (500-1)		540-1½ 483 (500-1½)	640-2 583 (600-2)

HIRL Rwy 11-29 L
REIL Rwys 17, 29 and 35 L
MIRL Rwy 17-35 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CEC	APP CRS	Rwy Idg 5002
109.0	126°	TDZE 60
Chan 27		Apt Elev 61

VOR/DME RWY 11

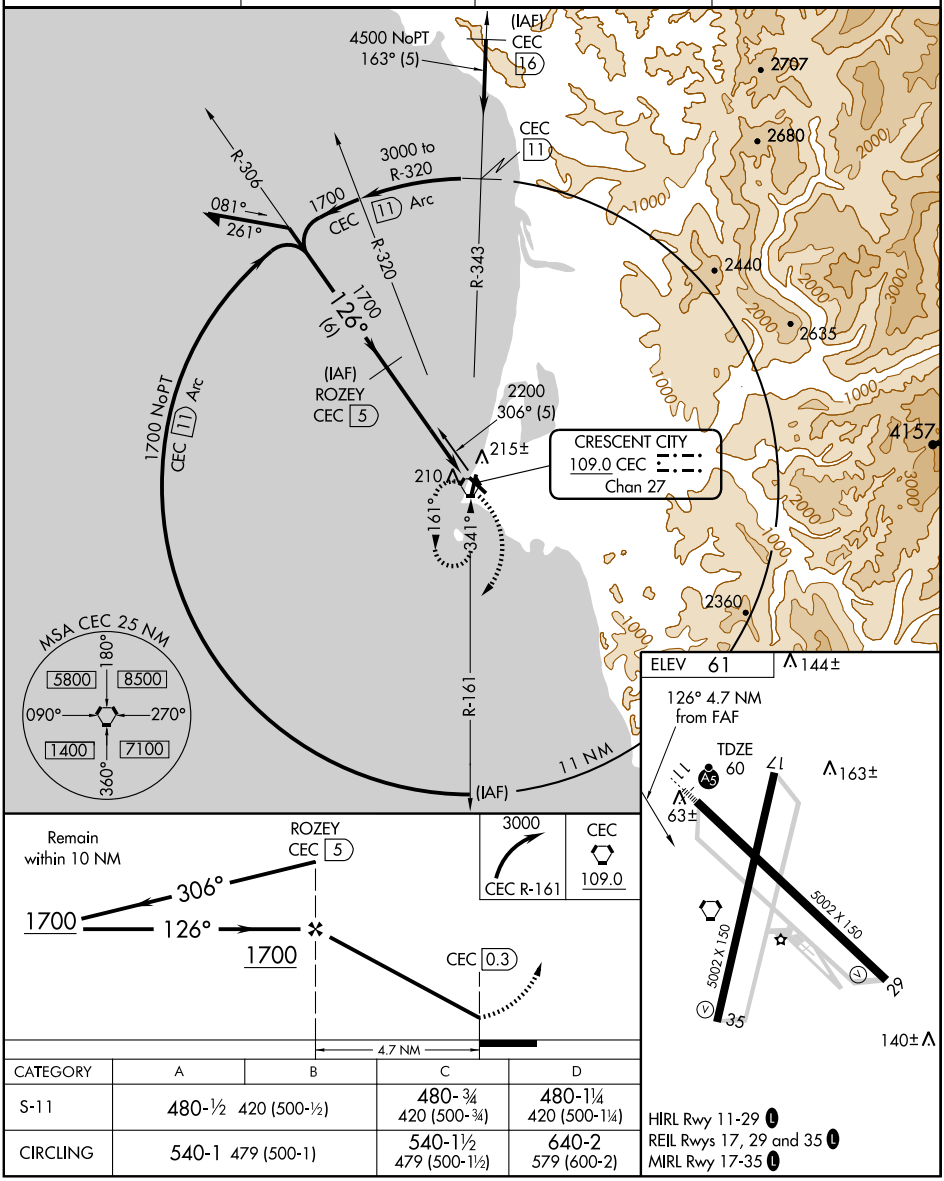
CRESCENT CITY/JACK MC NAMARA FIELD (CEC)

Inoperative table does not apply to Cat D.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via CEC R-161 then direct CEC VORTAC and hold.

ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	480-½ 420 (500-½)		480-¾ 420 (500-¾)	480-1¼ 420 (500-1¼)
CIRCLING	540-1 479 (500-1)		540-1½ 479 (500-1½)	640-2 579 (600-2)

HIRL Rwy 11-29 L
REIL Rwys 17, 29 and 35 L
MIRL Rwy 17-35 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CEC 109.0 Chan 27	APP CRS 341°	Rwy Idg 5002 TDZE 56 Apt Elev 57

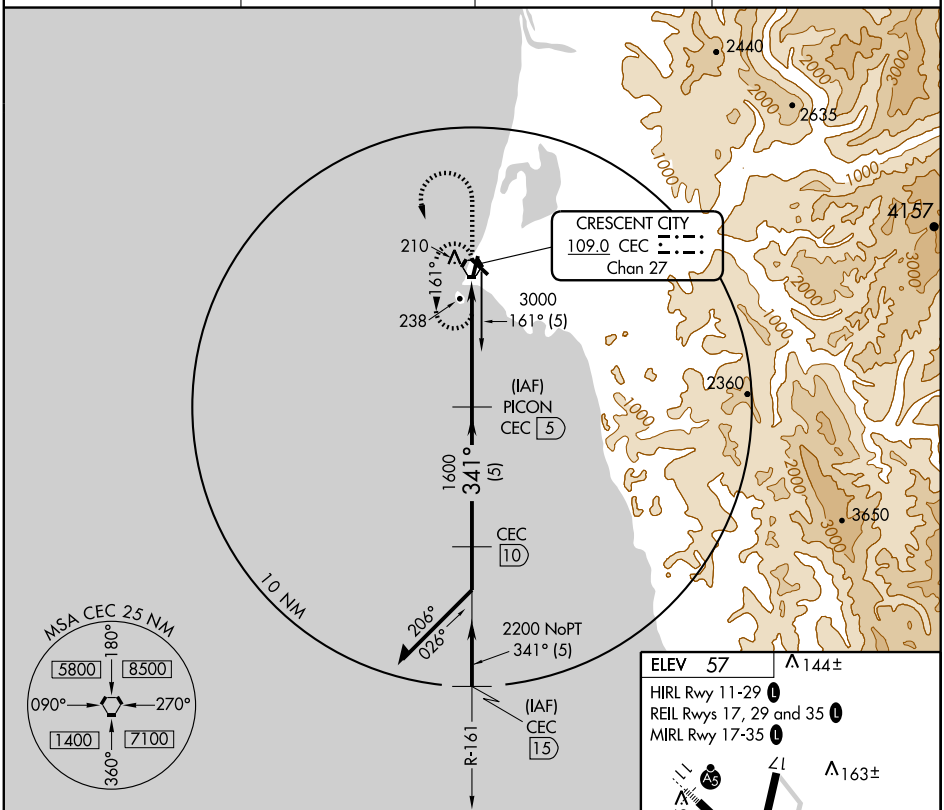
VOR/DME RWY 35

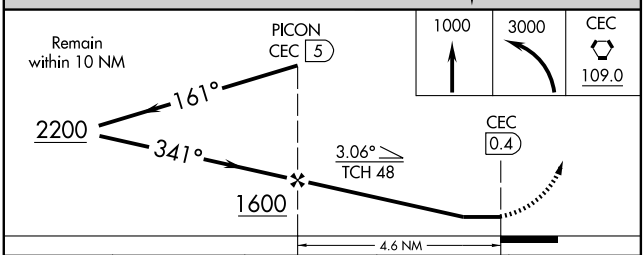
CRESCENT CITY/JACK MC NAMARA FIELD (CEC)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CEC VORTAC and hold.

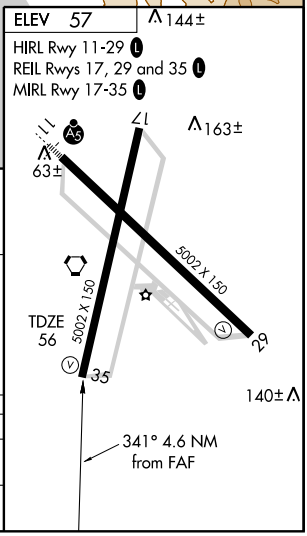
ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L

SW-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-35	500-1 444 (500-1)		500-1¼ 444 (500-1¼)	500-1½ 444 (500-1½)
CIRCLING	540-1 483 (500-1)		540-1½ 483 (500-1½)	640-2 583 (600-2)



VORTAC CEC	APP CRS	Rwy Idg	5002
109.0	126°	TDZE	57
Chan 27		Apt Elev	57

VOR RWY 11

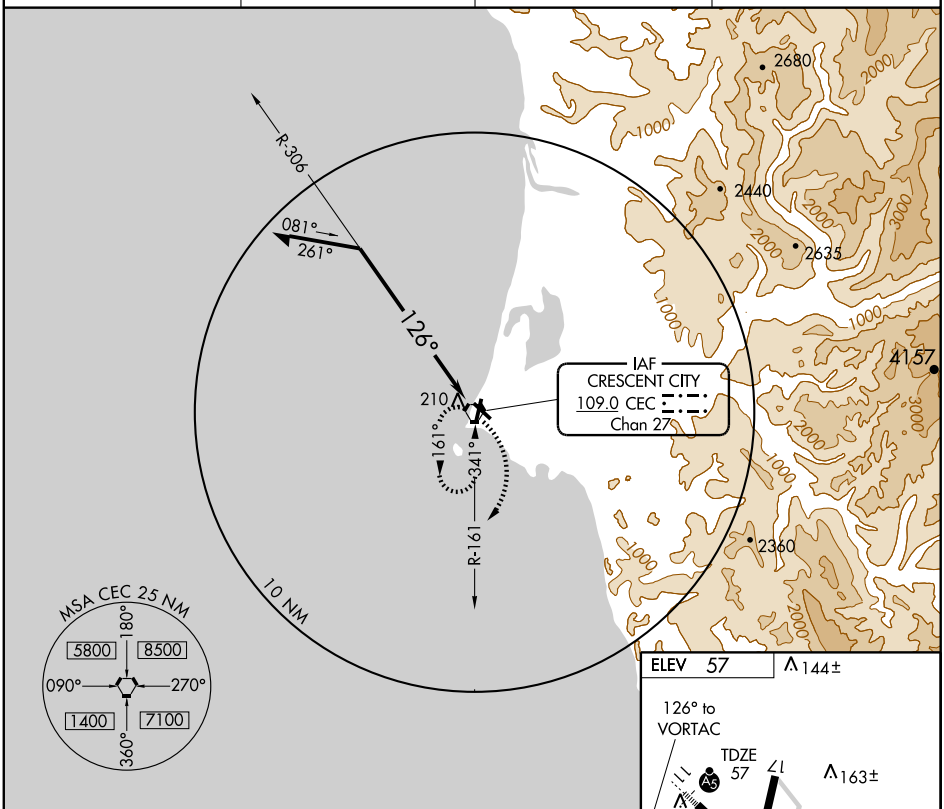
CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

Inoperative table does not apply to Cat D.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via CEC R-161 then direct CEC VORTAC and hold.

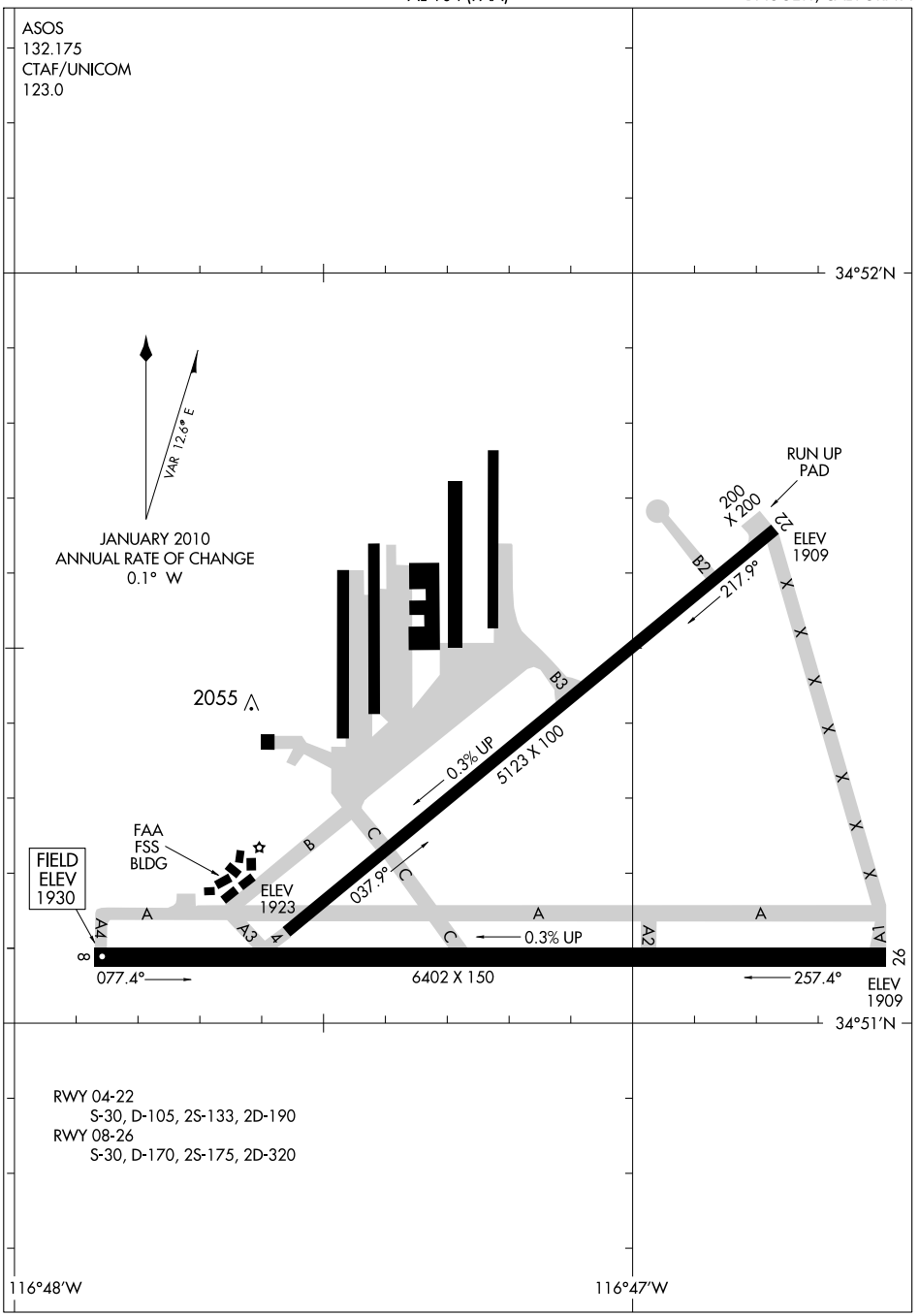
ASOS	SEATTLE CENTER	OAKLAND RADIO	UNICOM
119.925	124.85 306.3	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	520-½	463 (500-½)	520- ¾ 463 (500-¾)	520-1½ 463 (500-1½)
CIRCLING	540-1	483 (500-1)	540-1½ 483 (500-1½)	640-2 583 (600-2)

HIRL Rwy 11-29 L
MIRL Rwy 17-35 L
REIL Rwys 17, 29 and 35 L

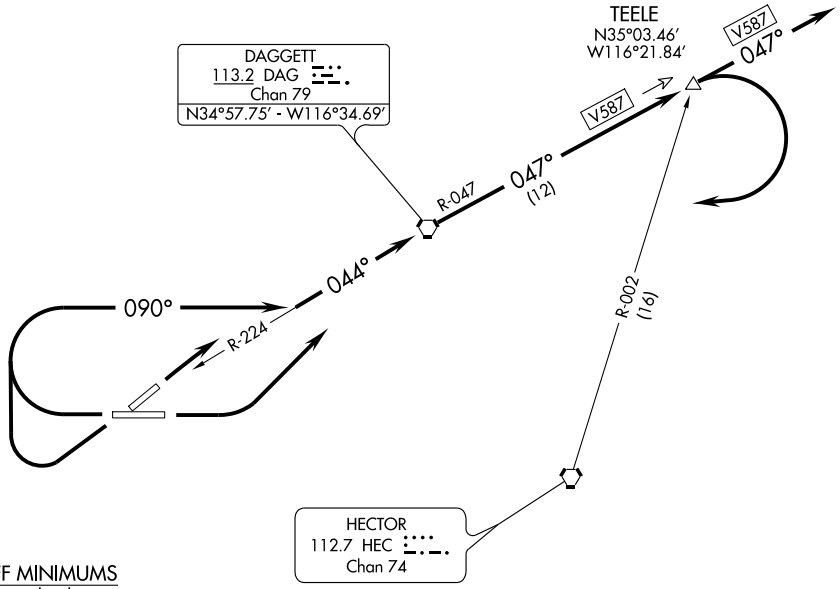
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

LOS ANGELES CENTER
132.5 284.7

NOTE: Chart not to scale.



TAKEOFF MINIMUMS

Rwy 4: Standard.
Rwy 8: Standard.
Rwy 22: Standard with minimum climb of 452′ per NM to 3700, or 4600-3 for climb in visual conditions.
Rwy 26: Standard with minimum climb of 420′ per NM to 4600, or 4600-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 4: Bush 44′ from DER, 286′ left of centerline, 6′ AGL/1914′ MSL. Bush 51′ from DER, 295′ left of centerline, 7′ AGL/1915′ MSL. Bush 126′ from DER, 86′ left of centerline, 4′ AGL/1912′ MSL.
Rwy 8: Multiple bushes beginning 113′ from DER, 259′ left of centerline, up to 16′ AGL/1924′ MSL.
Rwy 22: Tree 5668′ from DER, 1824′ left of centerline, 40′ AGL/2143′ MSL. Multiple poles 78′ left of centerline, up to 73′ AGL/1995′ MSL. Railroad 1224′ from DER, 402′ left of centerline, 23′ AGL/1980′ MSL. Obstruction light on ROD 64′ from DER, 495′ right of centerline, 45′ AGL/1968′ MSL. Pole 2635′ from DER, 279′ right of centerline, 72′ AGL/1995′ MSL.
Rwy 26: Vehicles on road 360′ from DER, 265′ left of centerline, 15′ AGL/1946′ MSL. Railroad 953′ from DER, 355′ left of centerlline, 23′ AGL/1958′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climbing right turn direct DAG VORTAC, thence. . . .
TAKE-OFF RUNWAY 8: Climbing left turn direct DAG VORTAC, thence. . . .
TAKE-OFF RUNWAY 22: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . . or climb in visual conditions to cross Barstow-Daggett airport at or above 6800 before proceeding on course.
TAKE-OFF RUNWAY 26: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . . or climb in visual conditions to cross Barstow-Daggett airport at or above 6800 before proceeding on course.

. . . .on DAG R-047 to TEELE INT/DAG 12 DME, aircraft proceeding via V587 continue climb on course, all others, climbing right turn to 7500 to DAG VORTAC then as assigned.

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5123
216°	TDZE	1918
	Apt Elev	1930

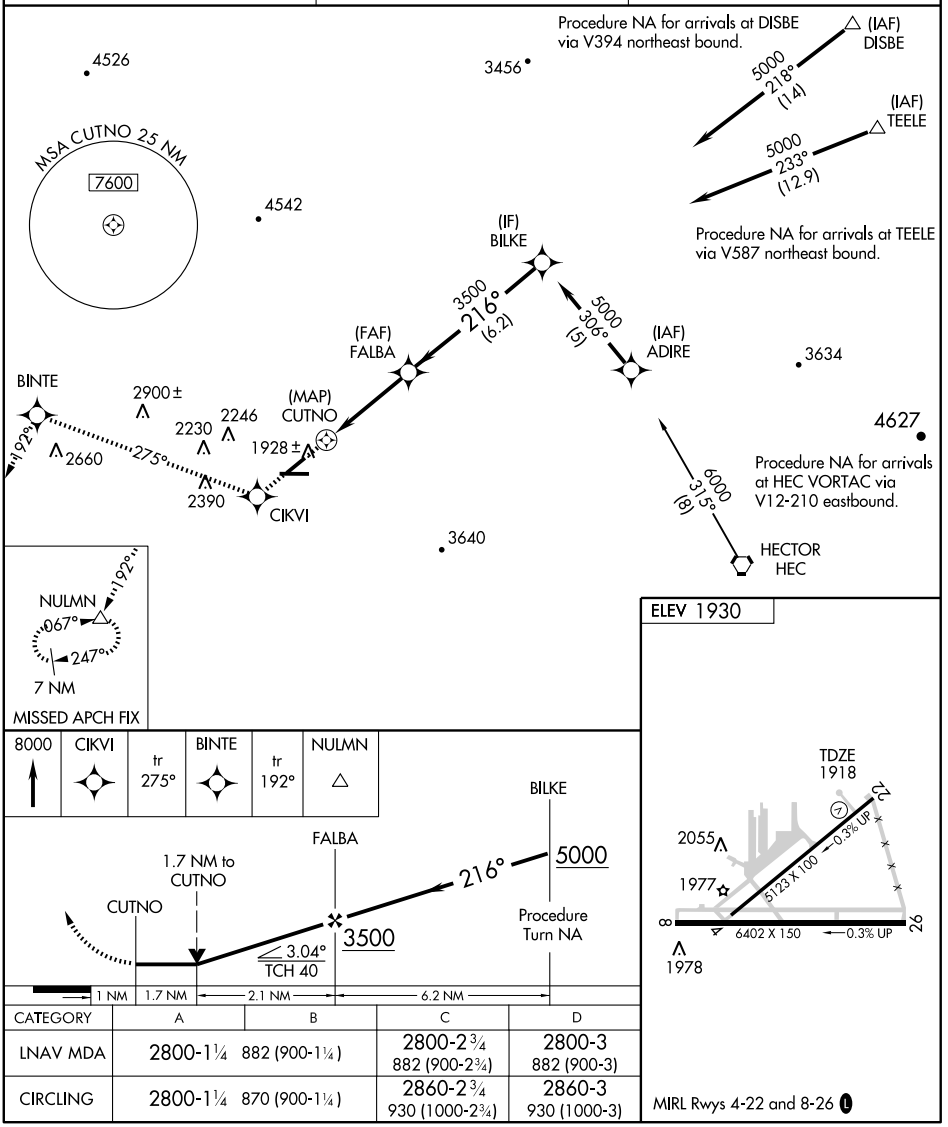
RNAV (GPS) RWY 22

DAGGETT/BARSTOW-DAGGETT (DAG)

Circling NA for Cat D south of Rwy 8-26. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Victorville altimeter setting and increase all MDA 220 feet. Increase LNAV and Circling Cat B/C visibility ¼ mile.
VDP NA when using Victorville altimeter setting.

MISSED APPROACH: Climb to 8000 direct CIKVI and on track 275° to BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2800-1¼	882 (900-1¼)	2800-2¾ 882 (900-2¾)	2800-3 882 (900-3)
CIRCLING	2800-1¼	870 (900-1¼)	2860-2¾ 930 (1000-2¾)	2860-3 930 (1000-3)

MIRL Rwys 4-22 and 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6402
CH 72813	255°	TDZE	1918
W26A		Apt Elev	1930

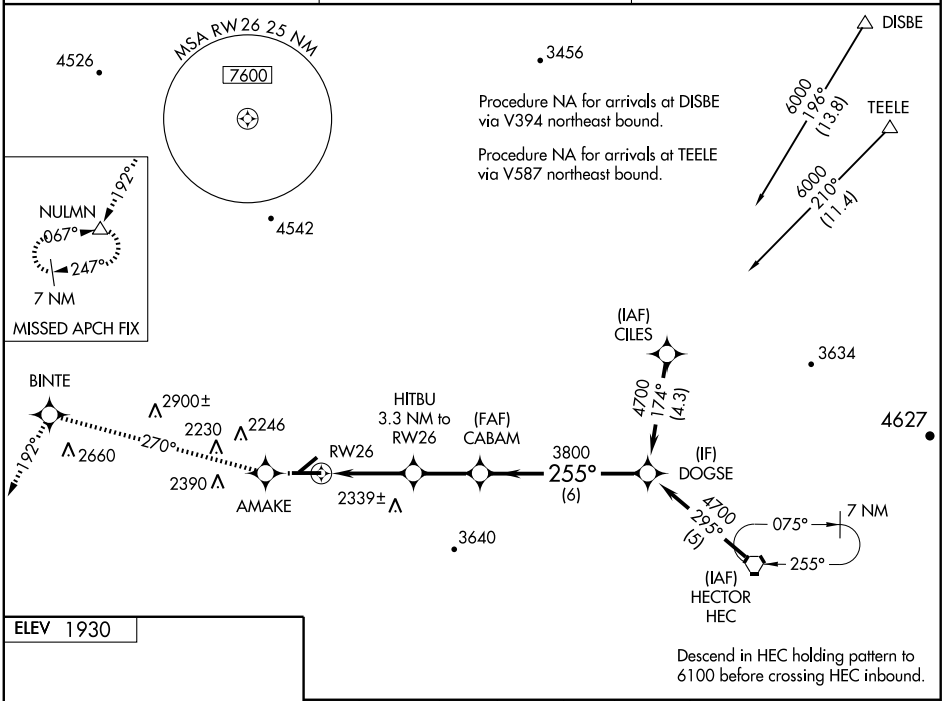
RNAV (GPS) RWY 26

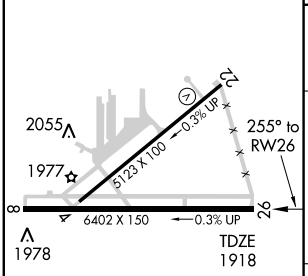
DAGGETT/ BARSTOW-DAGGETT (DAG)

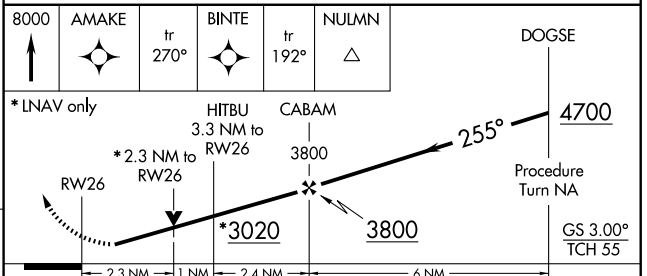
Circling NA for Cat. D south of Rwy 8-26. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Victorville altimeter setting. When local altimeter setting not received, use Victorville altimeter setting and increase all DA 211 feet and all MDA 220 feet. Increase LPV DA # Cats. A/B/C ¼ mile, Cat. D ½ mile. Increase LPV DA all Cats. visibility ¾ mile, LNAV Cat. A/B ¼ mile, Cat. C ¾ mile, Cat. D ½ mile, Circling Cats. A/B/C ¼ mile. #Missed approach requires minimum climb of 220 feet per NM to 8000.

MISSED APPROACH: Climb to 8000 direct AMAKE and on track 270° to BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA #	2217-1	299 (300-1)		
LPV DA	2438-1¾	520 (600-1¾)		
LNAV MDA	2700-1 782 (800-1)	2700-1¼ 782 (800-1¼)	2700-2¼ 782 (800-2¼)	2700-2½ 782 (800-2½)
CIRCLING	2700-1 770 (800-1)	2780-1¼ 850 (900-1¼)	2860-2¾ 930 (1000-2¾)	2860-3 930 (1000-3)

MIRL Rwys 4-22 and 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DAG	APP CRS	Rwy Idg	5123
113.2	224°	TDZE	1918
Chan 79		Apt Elev	1930

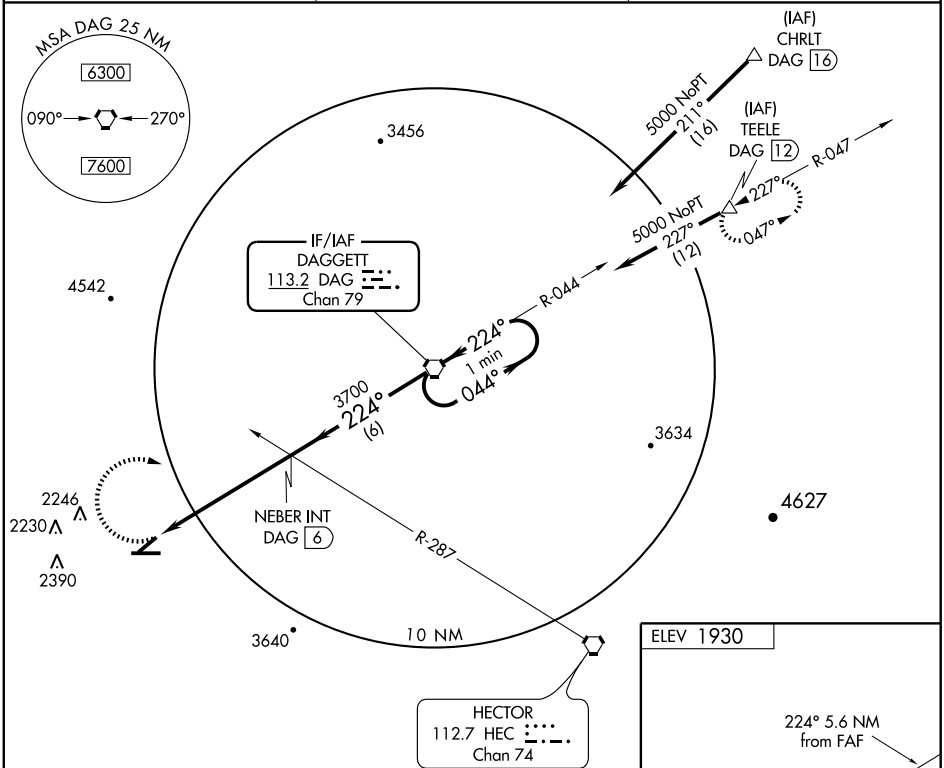
VOR or TACAN RWY 22

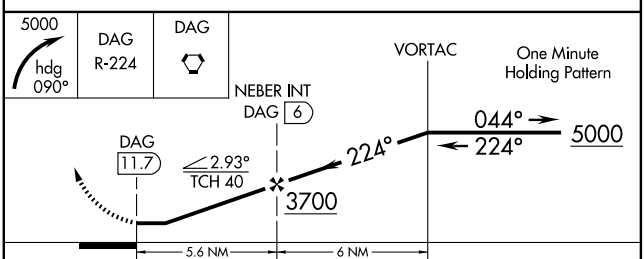
DAGGETT/BARSTOW-DAGGETT (DAG)

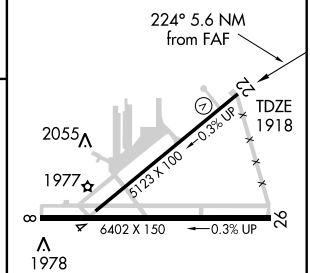
Circling NA for Cat D south of Rwy 8-26.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Victorville altimeter setting and increase all MDA 220 feet.

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and via DAG VORTAC R-224 to DAG VORTAC and hold (TACAN aircraft climb to 6000 via DAG VORTAC R-047 to TEELE/DAG 12 DME and hold NE, LT 227° inbound). When authorized by ATC climb in holding to 7500.

ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	3160-1¼ 1242 (1300-1¼)	3440-1½ 1522 (1600-1½)	3440-3 1522 (1600-3)	3540-3 1622 (1700-3)
CIRCLING	3160-1¼ 1230 (1300-1¼)	3440-1½ 1510 (1600-1½)	3440-3 1510 (1600-3)	3540-3 1610 (1700-3)

MIRL Rwys 4-22 and 8-26 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3176
167°	TDZE	64
	Apt Elev	69

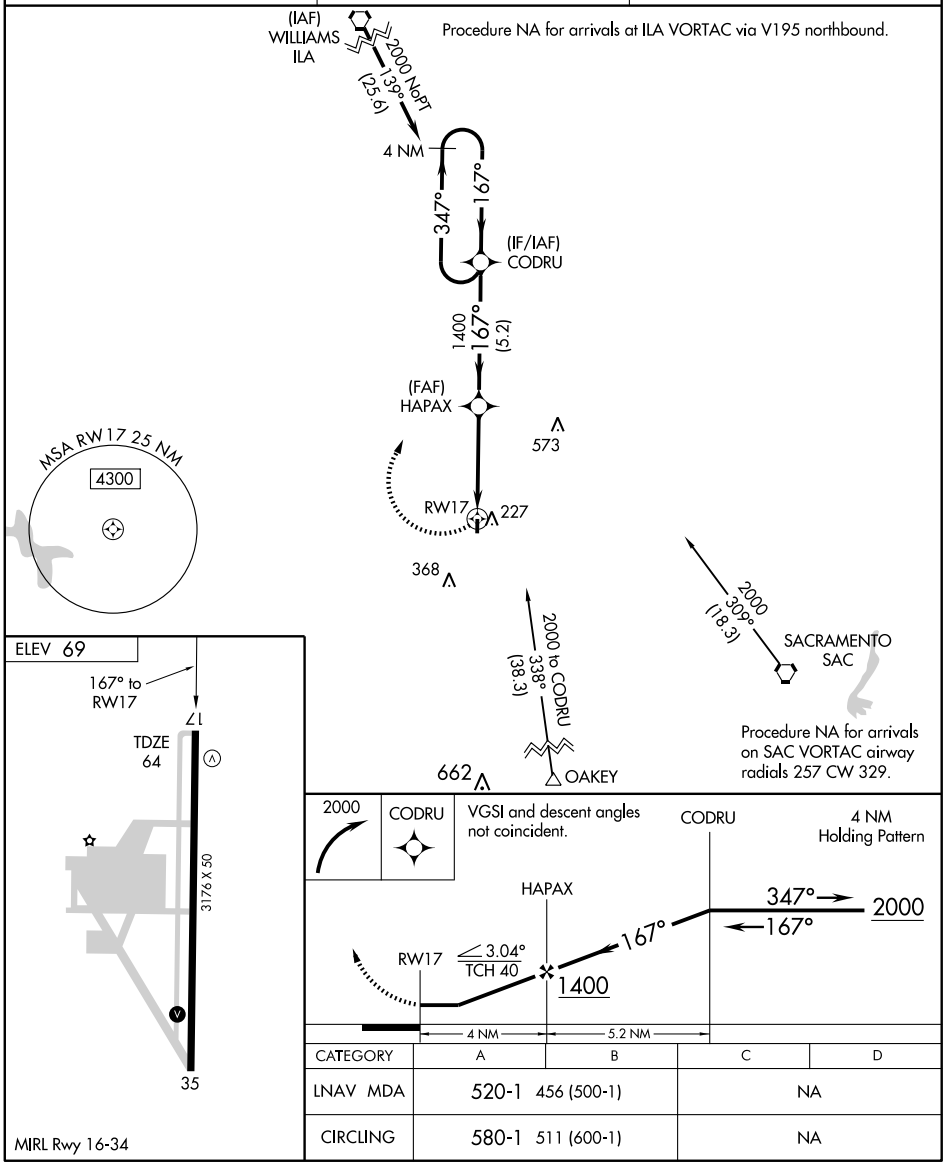
RNAV (GPS) RWY 17

DAVIS/UNIVERSITY (EDU)

DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Travis AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CODRU and hold.

AWOS-3	TRAVIS APP CON	UNICOM
119.025	126.6 291.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1 456 (500-1)		NA	
CIRCLING	580-1 511 (600-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

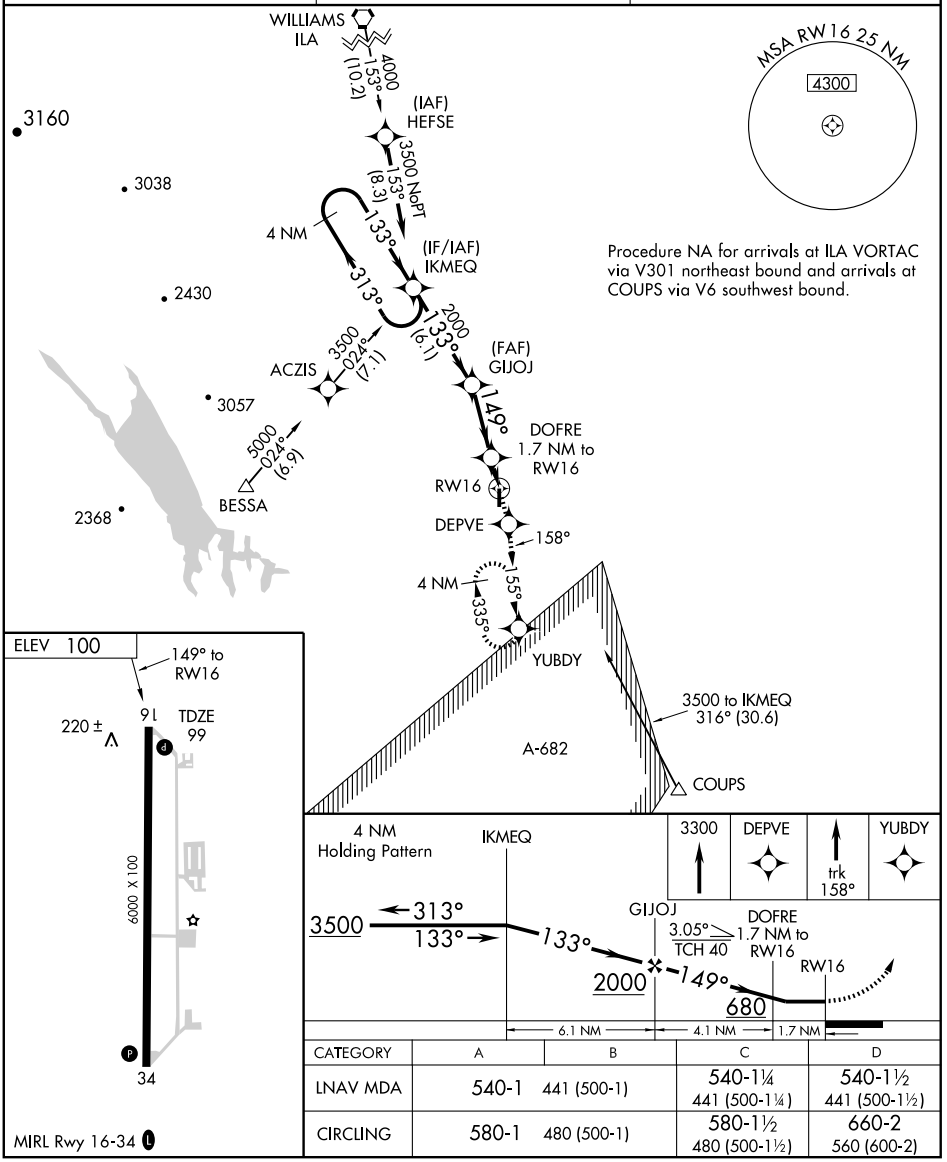
DAVIS/WOODLAND/WINTERS/ YOLO COUNTY (DWA)

APP CRS	Rwy Idg	6000
149°	TDZE	99
	Apt Elev	100

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Travis AFB altimeter setting and increase all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct DEPVE and via track 158° to YUBDY and hold, continue climb-in-hold to 3300.

AWOS-3	TRAVIS APP CON	UNICOM
125.775	126.6 291.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1	441 (500-1)	540-1¼ 441 (500-1¼)	540-1½ 441 (500-1½)
CIRCLING	580-1	480 (500-1)	580-1½ 480 (500-1½)	660-2 560 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
334°	TDZE	100
	Apt Elev	100

RNAV (GPS) RWY 34

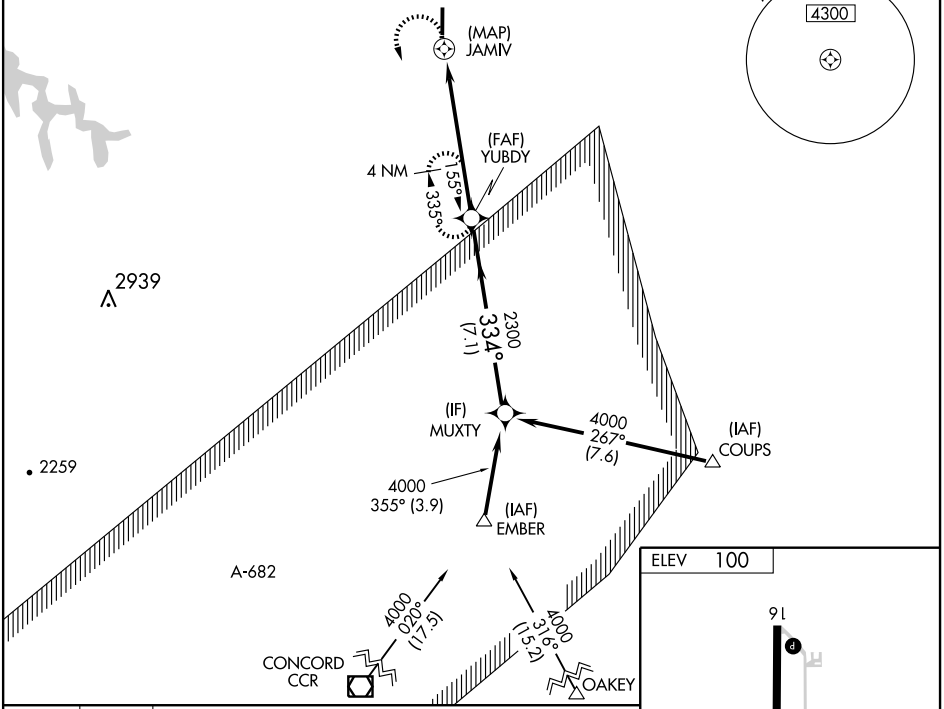
DAVIS/WOODLAND/WINTERS/ YOLO COUNTY (DWA)

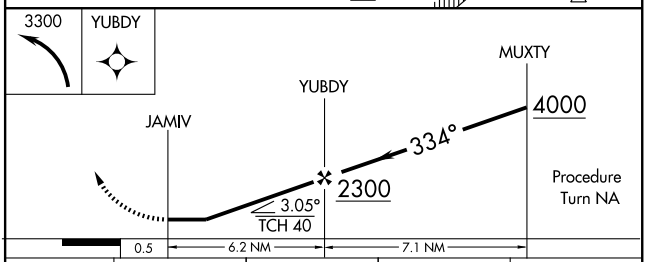
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Travis AFB altimeter setting and increase all MDA 60 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3300 direct YUBDY and hold, continue climb-in-hold to 3300.

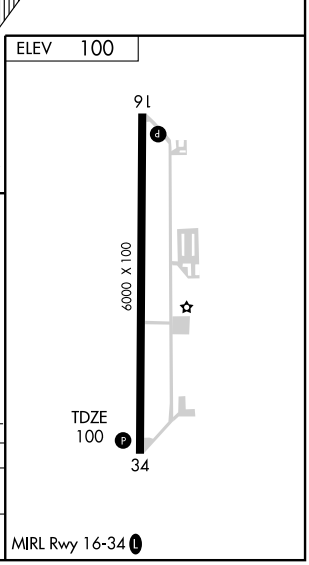
AWOS-3	TRAVIS APP CON	UNICOM
125.775	126.6 291.0	123.0 (CTAF)

Procedure NA for arrivals at OAKEY via V334-392 southbound, and arrivals at COUPS via V6 northeast bound.





CATEGORY	A	B	C	D
LNAV MDA	580-1	480 (500-1)	580-1¼ 480 (500-1¼)	580-1½ 480 (500-1½)
CIRCLING	580-1	480 (500-1)	580-1½ 480 (500-1½)	660-2 560 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

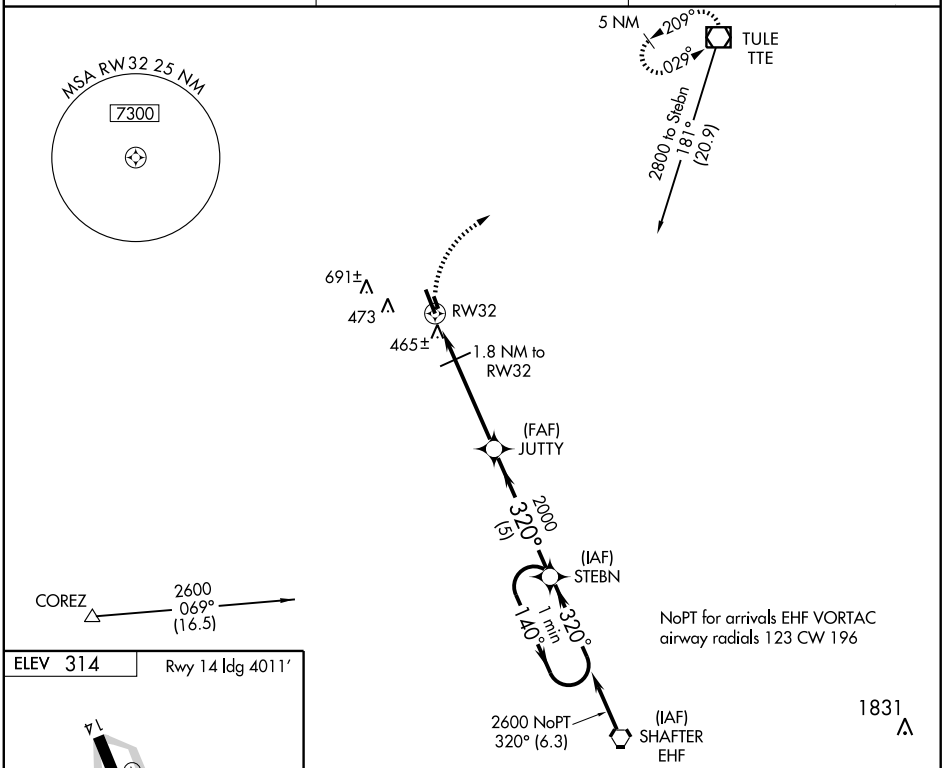
APP CRS		
320°	Rwy Idg	5651
	TDZE	313
	Apt Elev	314

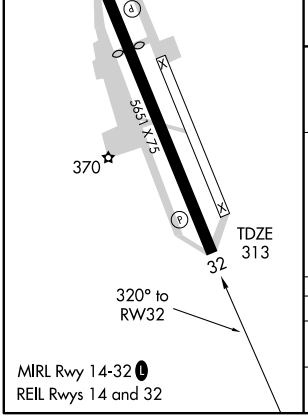
GPS RWY 32
DELANO MUNI (DLO)

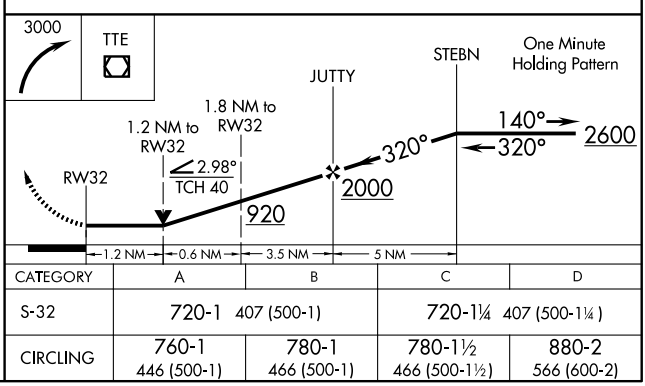
NA — Circling not authorized Southwest of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 3000 direct TTE VOR/DME and hold.

AWOS-3	BAKERSFIELD APP CON ★	UNICOM
119.55	118.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	720-1 407 (500-1)		720-1¼ 407 (500-1¼)	
CIRCLING	760-1 446 (500-1)	780-1 466 (500-1)	780-1½ 466 (500-1½)	880-2 566 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

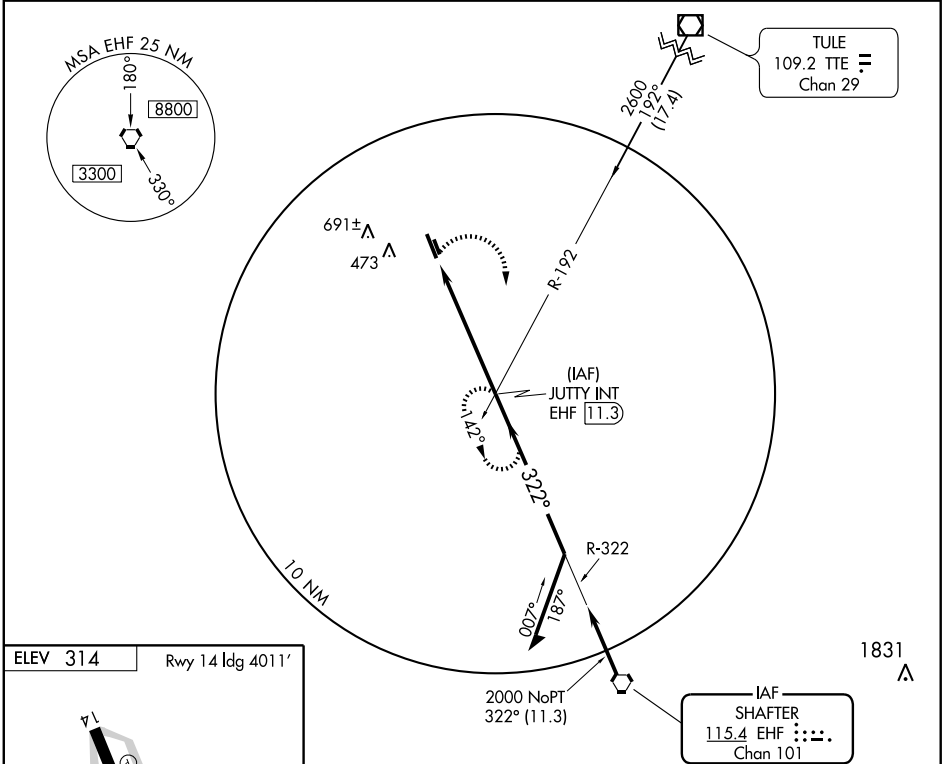
VORTAC EHF	APP CRS	Rwy Idg	5651
115.4	322°	TDZE	313
Chan 101		Apt Elev	314

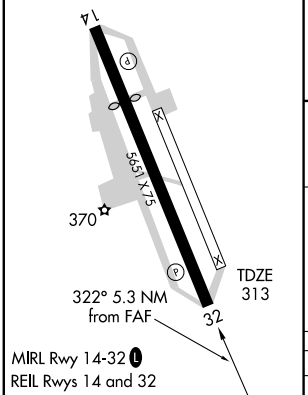
VOR RWY 32
DELANO MUNI (DLO)

V NA — Circling not authorized Southwest of Rwy 14-32.

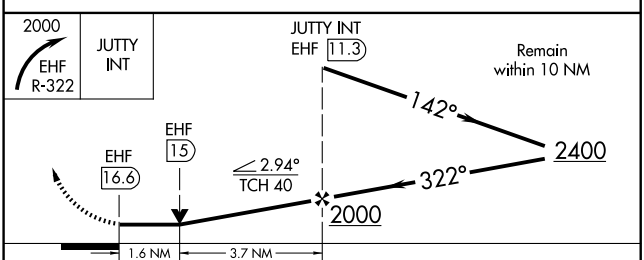
MISSED APPROACH: Climbing right turn to 2000 via EHF R-322 to JUTTY Int and hold.

AWOS-3	BAKERSFIELD APP CON ★	UNICOM
119.55	118.9	122.8 (CTAF) L



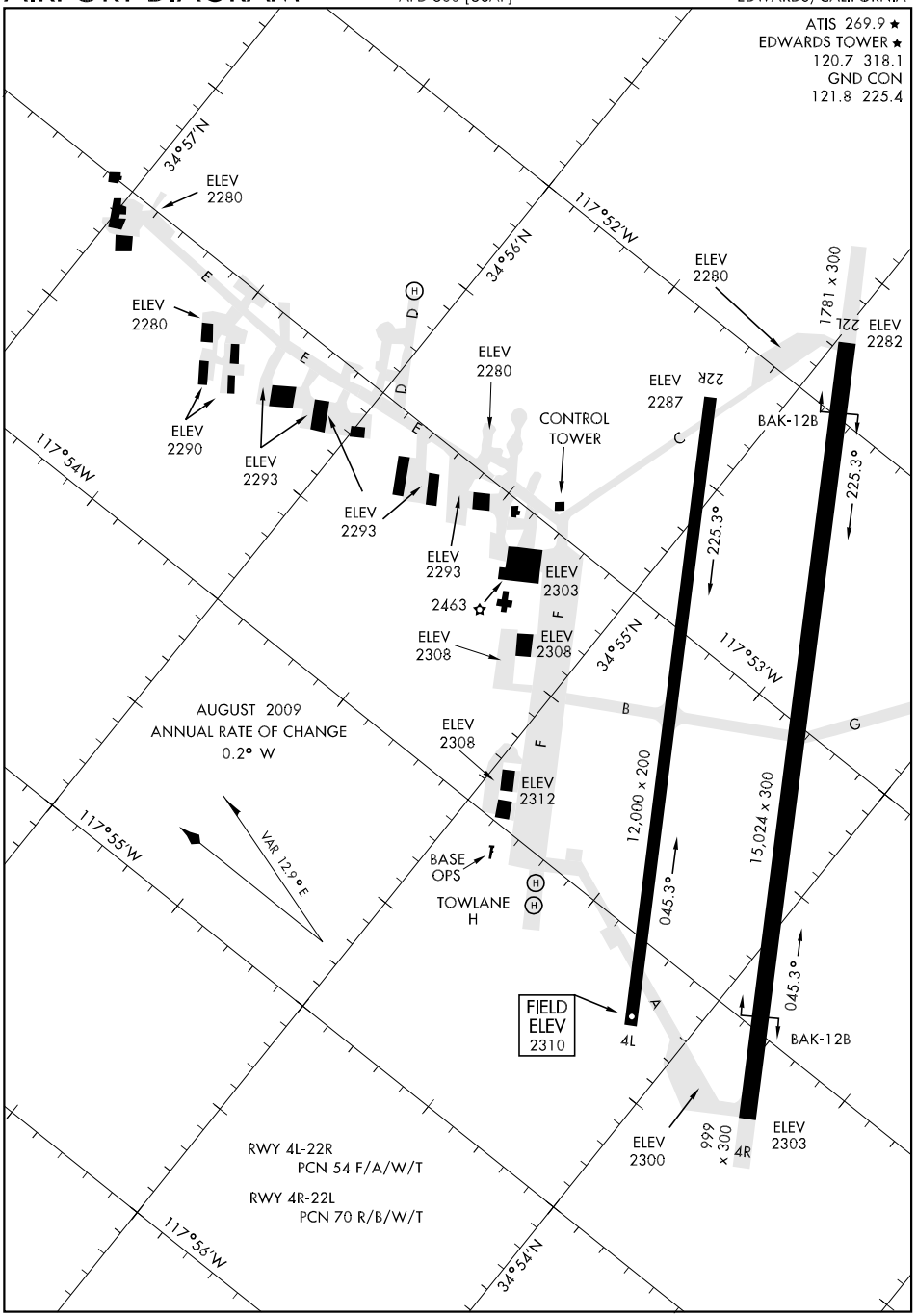


FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-32	860-1 547 (600-1)		860-1½ 547 (600-1½)	860-1¾ 547 (600-1¾)
CIRCLING	860-1 546 (600-1)		860-1½ 546 (600-1½)	880-2 566 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



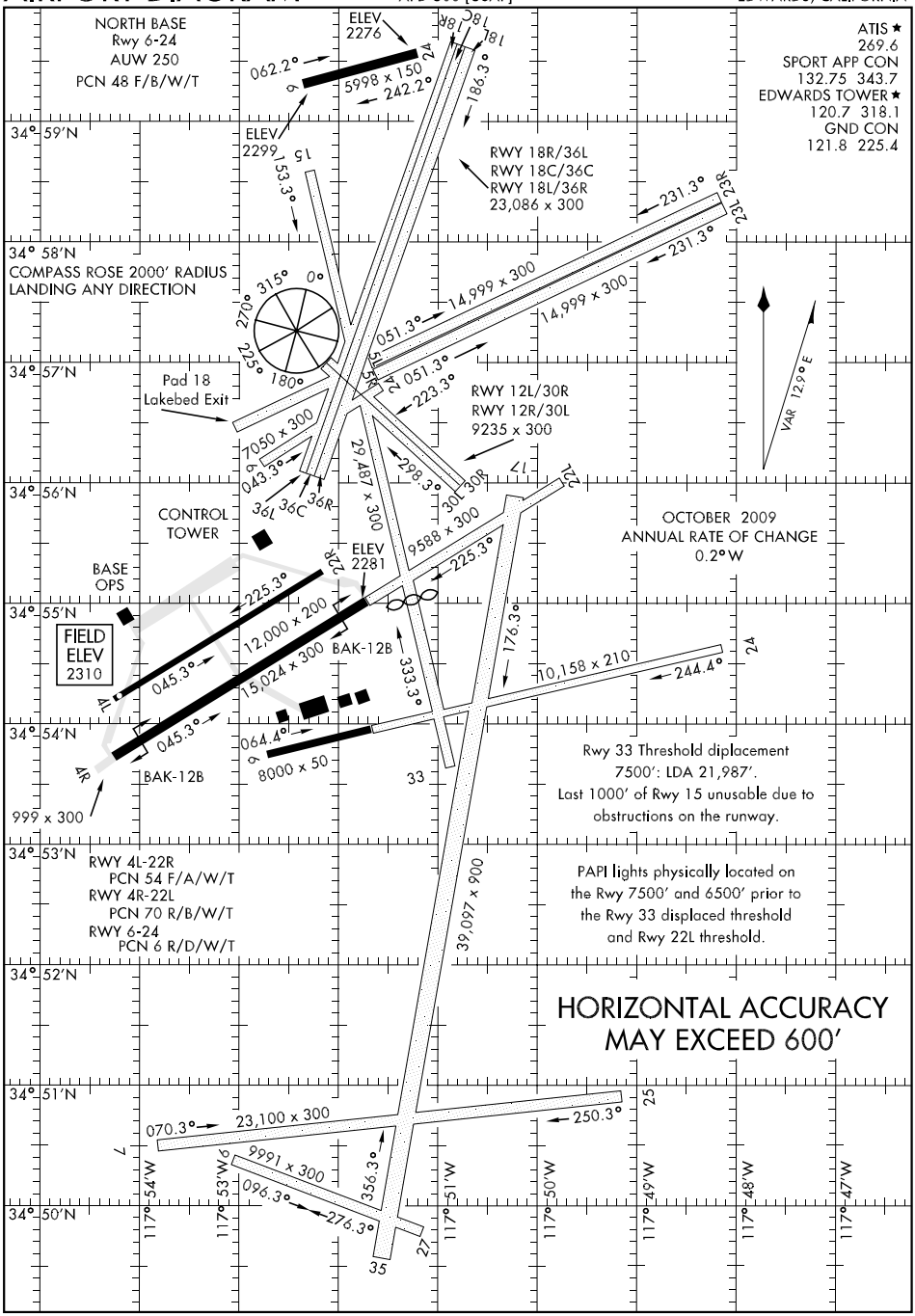
SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 22L

LOC I-EDW	APCH CRS	Rwy ldg 15,024 TDZE 2285 Arpt Elev 2310
110.1	224°	

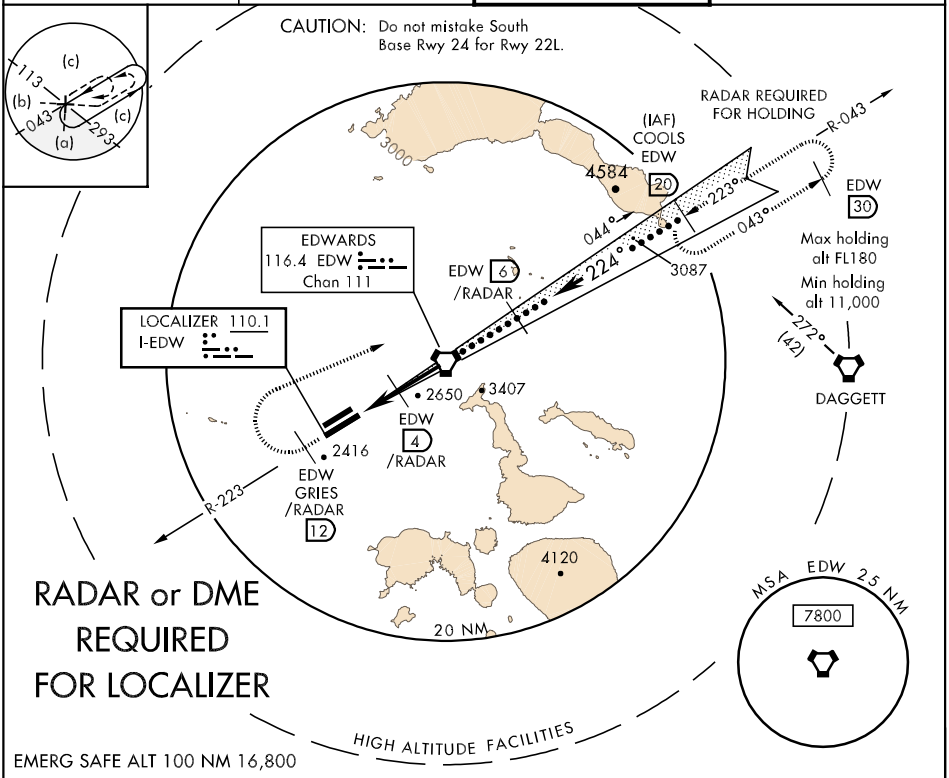
JAL-500 [USAF]

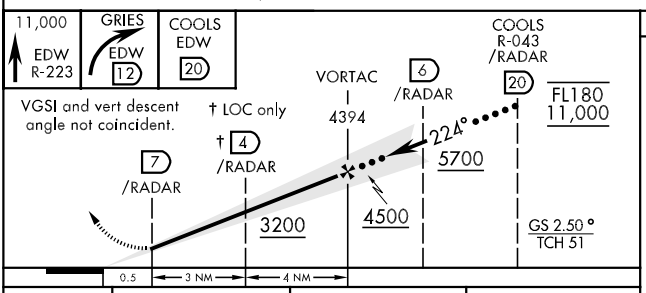
EDWARDS AFB (KEDW)

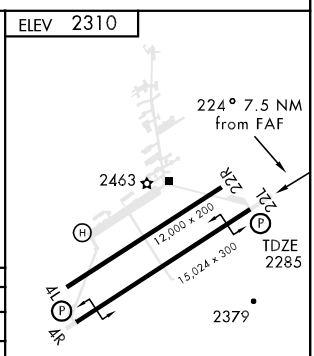
* Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/20 DME(COOLS) and hold. Maintain 11,000.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4







CATEGORY	C	D	E
S-ILS 22L	2485- ¾ 200 (200-¾)		
S-LOC 22L	2540-1 255 (300-1)		
CIRCLING *	2880-1½ 570 (600-1½)	2880-2 570 (600-2)	3000-2½ 690 (700-2½)

REIL Rwy 22L
HIRL Rwy 4R-22L

SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 4R

VORTAC EDW 116.4 Chan 111	APCH CRS 043°	Rwy ldg 15,024 TDZE 2298 Arpt Elev 2310

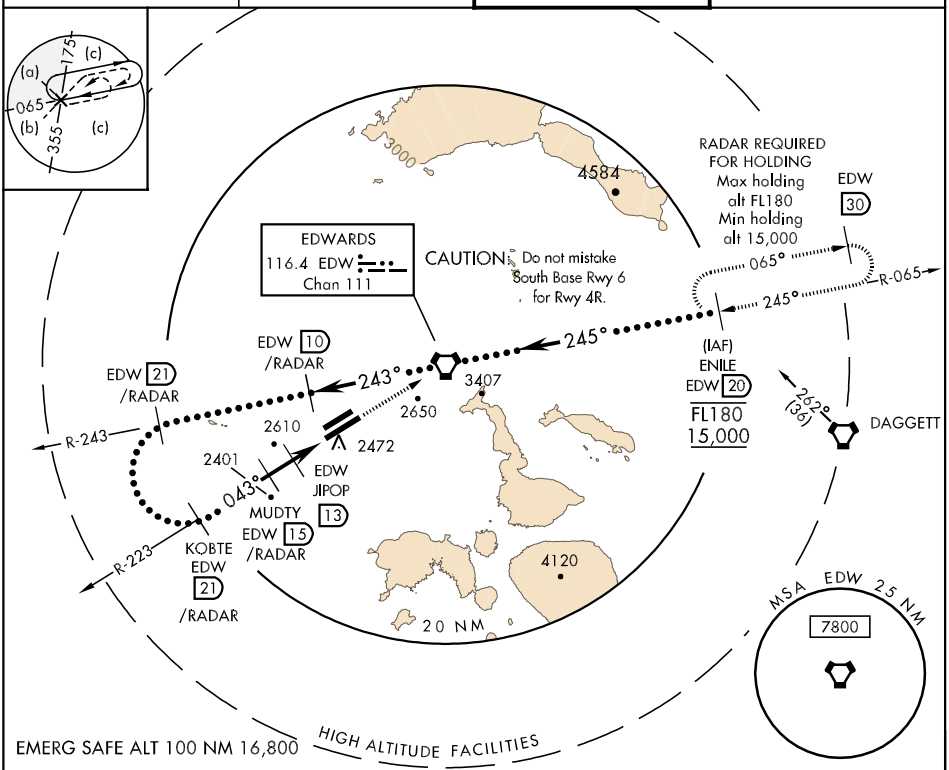
JAL-500 [USAF]

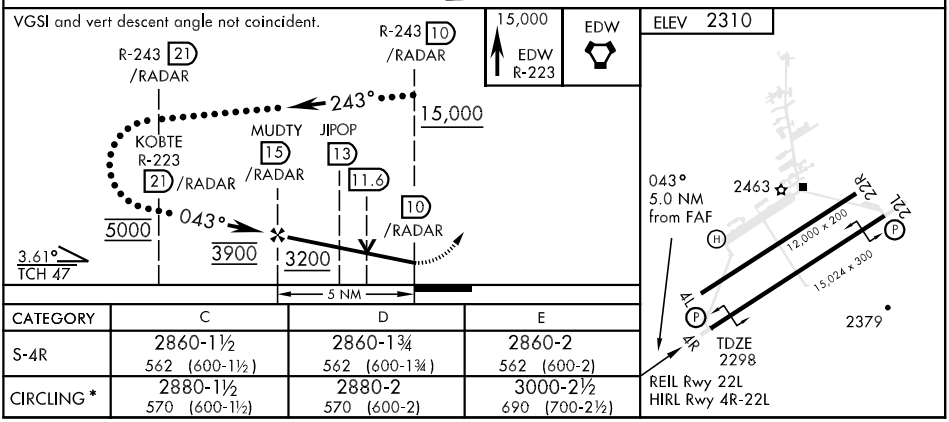
EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 to EDW. Intercept EDW R-065 to 20 DME and hold. Maintain 15,000.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4





CATEGORY	C	D	E
S-4R	2860-1½ 562 (600-1½)	2860-1¾ 562 (600-1¾)	2860-2 562 (600-2)
CIRCLING *	2880-1½ 570 (600-1½)	2880-2 570 (600-2)	3000-2½ 690 (700-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 22L

VORTAC EDW 116.4 Chan 111	APCH CRS 223°	Rwy ldg 15,024 TDZE 2285 Arpt Elev 2310

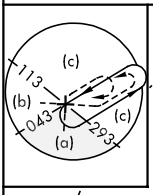
JAL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/20 DME(COOLS) and hold. Maintain 11,000.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4



CAUTION: Do not mistake South Base Rwy 24 for Rwy 22L.

RADAR REQUIRED FOR HOLDING Max holding alt FL180

(IAF) COOLS EDW Min holding alt 11,000

R-043

223°

043°

EDW 30

EDWARDS 116.4 EDW Chan 111

EDW 6 /RADAR

3087

4584

20

3000

272° (42)

DAGGETT

2650

3407

HINDI EDW 4 /RADAR

2416

EDW GRIES 12 /RADAR

R-223

4120

20 NM

MSA EDW 25 NM 7800

RADAR REQUIRED

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 16,800

11,000 EDW R-223

GRIES EDW 12

COOLS EDW 20

6 /RADAR

COOLS 20 /RADAR

VORTAC

223° FL180 11,000

HINDI 4 /RADAR

HUBNO 7 /RADAR

6.5

5900

4500

3300

0.5 3 NM 4 NM

ELEV 2310

223° 7.5 NM from FAF

2463

22R

22L

12,000 x 200

15,024 x 300

TDZE 2285

2379

4L

4R

REIL Rwy 22L
HIRL Rwy 4R-22L

CATEGORY	C	D	E
S-22L	2640-1 355 (400-1)	2640-1¼ 355 (400-1¼)	
CIRCLING *	2880-1½ 570 (600-1½)	2880-2 570 (600-2)	3000-2½ 690 (700-2½)

34°54'N-117°53'W

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 22L

LOC I-EDW	APCH CRS	Rwy Idg 15,024 TDZE 2285 Arpt Elev 2310
110.1	224°	

AL-500 [USAF]

EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/15 DME and hold. Maintain 7400.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4

RADAR or DME REQUIRED FOR LOCALIZER

8528 6000 6698 3000

EDWARDS 116.4 EDW Chan 111

LOCALIZER 110.1 I-EDW

(IAF) MORRI EDW 4584 15 /RADAR

R-043 223° 043° 224° 044°

EDW 25

RADAR REQUIRED FOR HOLDING Max holding alt 10,000 Min holding alt 7400

EDW 6 /RADAR

2650 3407 2610 2472 EDW /RADAR 4

2755 EDW GRIES /RADAR 12 2401 R-223

4120

MSA EDW 25 NM 7800

CAUTION: Do not mistake South Base Rwy 24 for Rwy 22L.

20 NM

EMERG SAFE ALT 100 NM 16,800

7400 EDW R-223	GRIES EDW 12	MORRI EDW 15

VGSI and vert descent angle not coincident.

† LOC only

EDW VORTAC 4394

7 /RADAR 3200

† 4 /RADAR 4500

6 /RADAR 5700

MORRI R-043 /RADAR 15 10,000 7400

224°

GS 2.50° TCH 51

0.5 NM 3 NM 4 NM

ELEV 2310

224° 7.5 NM from FAF

2463 22R 22L 12,000 x 200 15,024 x 300 TDZE 2285 2379 4L 4R

CATEGORY	A	B	C	D	E
S-ILS 22L		2485-¾	200	(200-¾)	
S-LOC 22L		2540-1	255	(300-1)	
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)

REIL Rwy 22L
HIRL Rwy 4R-22L

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4R

APCH CRS 044°
Rwy ldg 15,024
TDZE 2298
Arpt Elev 2310

AL-500 [USAF]

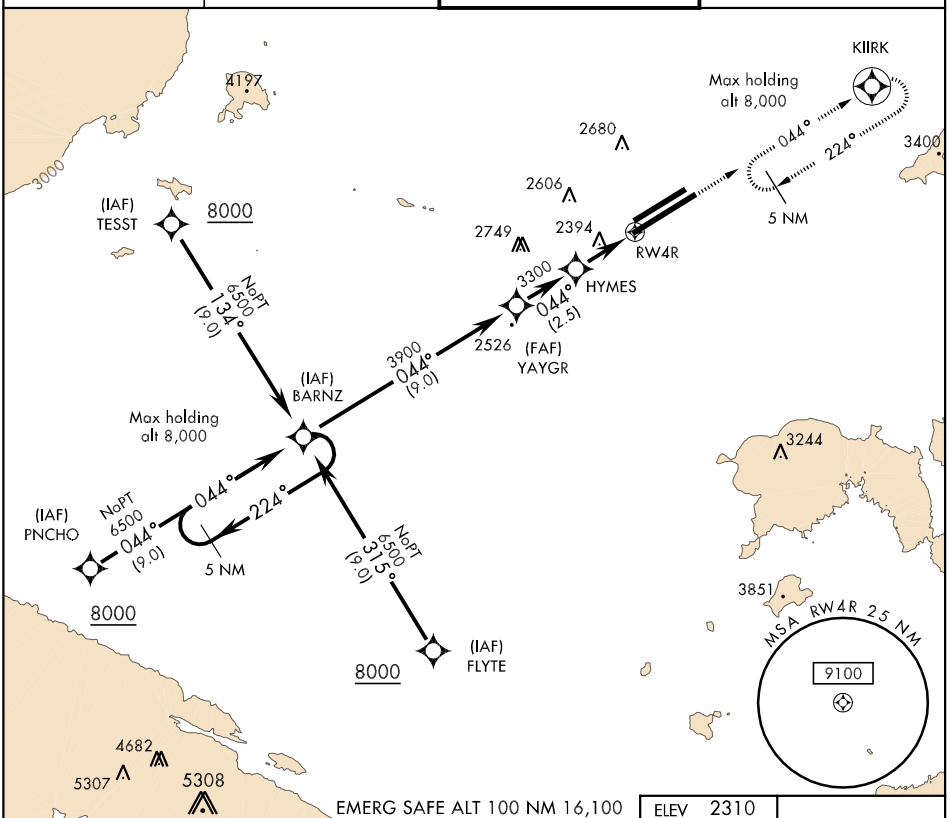
EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 4R-22L.
DME/DME RNP-0.3 NA

MISSED APPROACH: Proceed direct to KIIRK waypoint and hold. Maintain 5700.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4

SW-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D	E
LNAV MDA	2840-1 542 (600-1)		2840-1½ 542 (600-1½)	2840-1¾ 542 (600-1¾)	2840-2 542 (600-2)
CIRCLING *	2880-1 570 600-1)		2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)

RNAV (GPS) RWY 4R

RNAV (GPS) RWY 22L

APCH CRS	Rwy ldg	15,024
224°	TDZE	2285
	Arpt Elev	2310

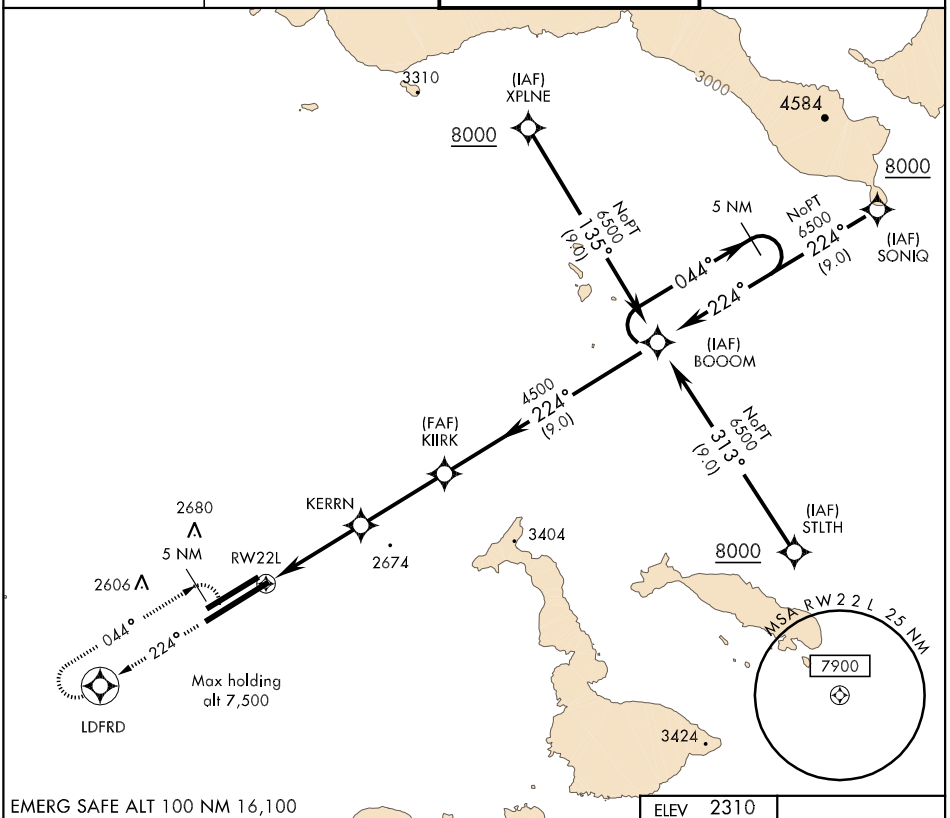
AL-500 [USAF]

EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 4R-22L.
DME/DME RNP-0.3 NA

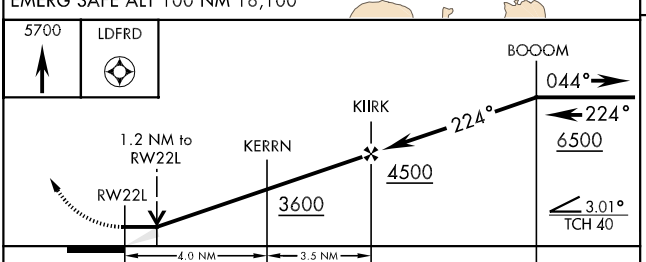
MISSED APPROACH: Proceed direct to LDFRD waypoint and hold. Maintain 5700.

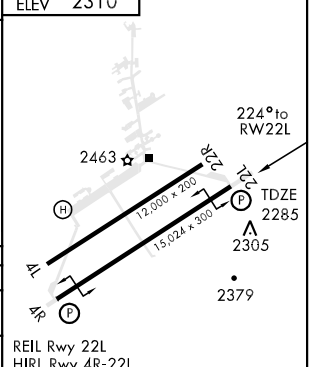
ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4



EMERG SAFE ALT 100 NM 16,100

ELEV 2310





CATEGORY	A	B	C	D	E
LNAV MDA	2680-1 395 (400-1)			2680-1¼ 395 (400-1¼)	2680-1½ 395 (400-1½)
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)

REIL Rwy 22L
HIRL Rwy 4R-22L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 4L

VORTAC EDW	APCH CRS	Rwy Idg 12,000
116.4	046°	TDZE 2312
Chan 111		Arpt Elev 2310

AL-500 [USAF]

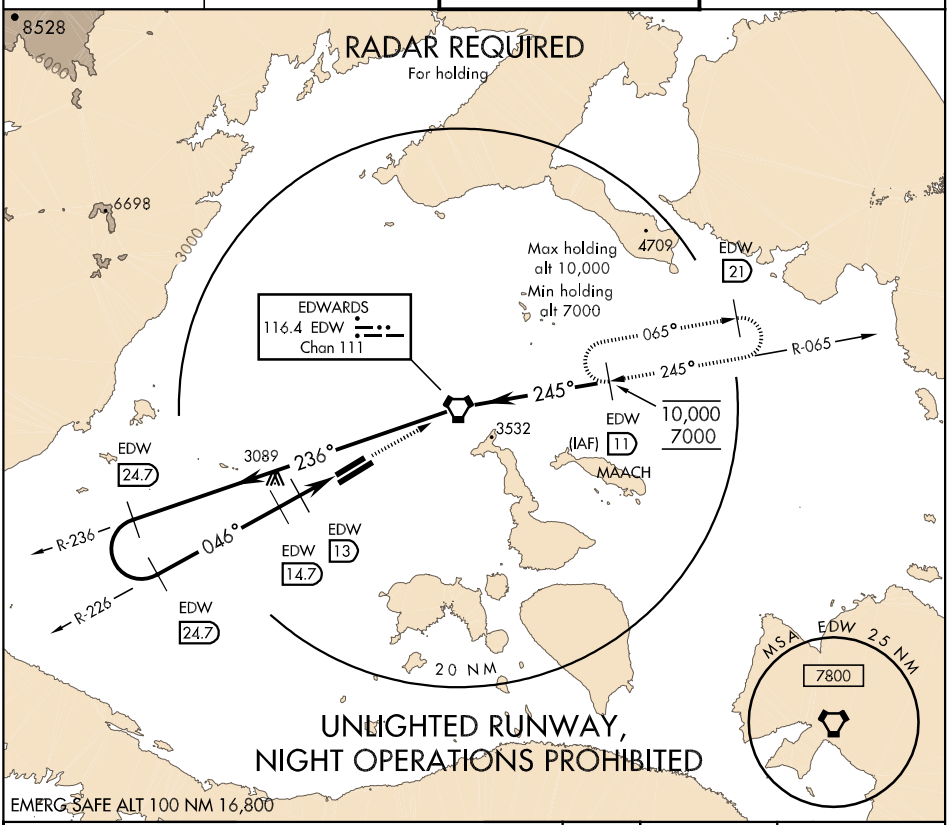
EDWARDS AFB (KEDW)

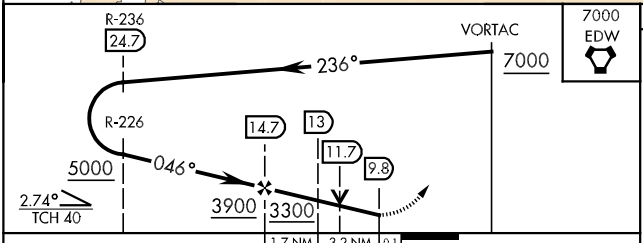
* Circling not authorized NW of Rwy 4L-22R. Circling NA at night to Rwy 22R.

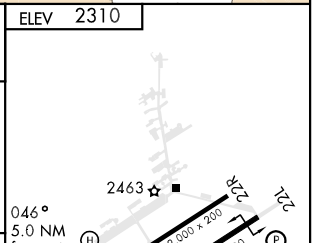
MISSED APPROACH: Proceed direct EDW VORTAC, then intercept EDW R-065 to EDW 11 DME and hold. Maintain 7000.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4

SW-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D	E
S-4L	2980-1	668 (700-1)	2980-1¾ 668 (700-1¾)	2980-2 668 (700-2)	2980-2¼ 668 (700-2¼)
CIRCLING*	2980-1	670 (700-1)	2980-2 670 (700-2)	2980-2¼ 670 (700-2¼)	3000-2½ 690 (700-2½)

VOR/DME or TACAN RWY 4L

VOR/DME or TACAN RWY 4R

VORTAC EDW	APCH CRS	Rwy Idg 15,024
116.4	043°	TDZE 2298
Chan 111		Arpt Elev 2310

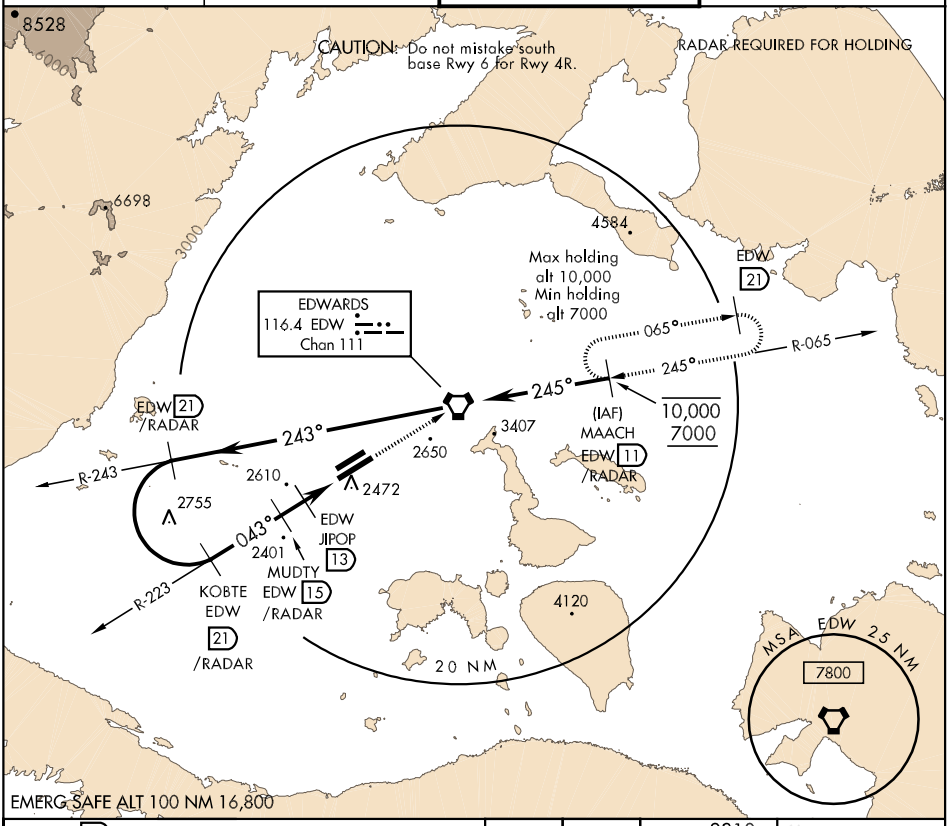
AL-500 [USAF]

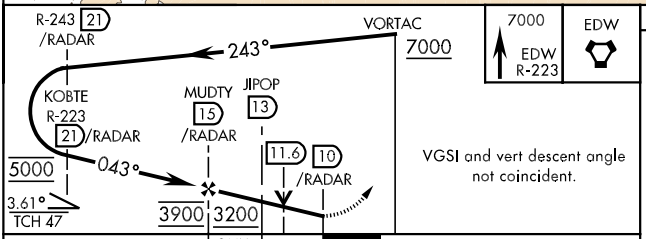
EDWARDS AFB (KEDW)

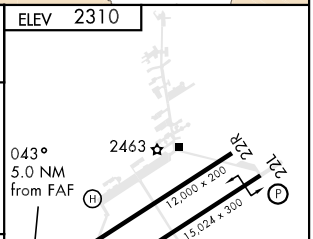
* Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 to EDW. Intercept EDW R-065 to 11 DME and hold. Maintain 7000.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4







CATEGORY	A	B	C	D	E
S-4R	2860-1 562 (600-1)		2860-1½ 562 (600-1½)	2860-1¾ 562 (600-1¾)	2860-2 562 (600-2)
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570 (600-1½)	2880-2 570 (600-2)	3000-2½ 690 (700-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 22L

VORTAC EDW	APCH CRS	Rwy Idg	15,024
116.4	223°	TDZE	2285
Chan 111		Arpt Elev	2310

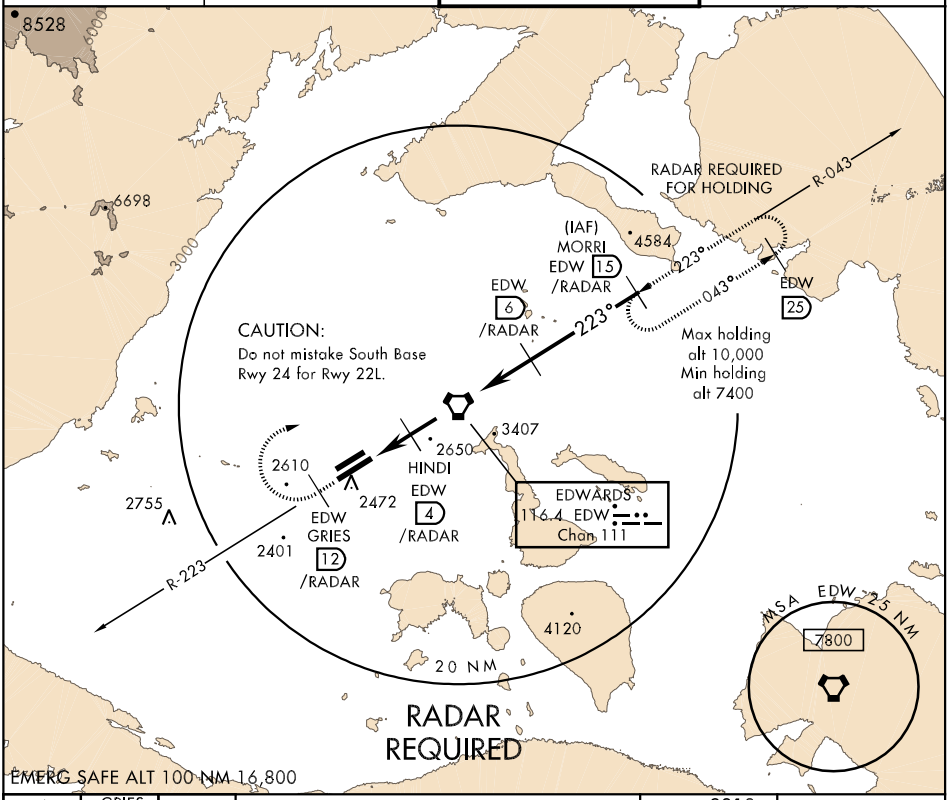
AL-500 [USAF]

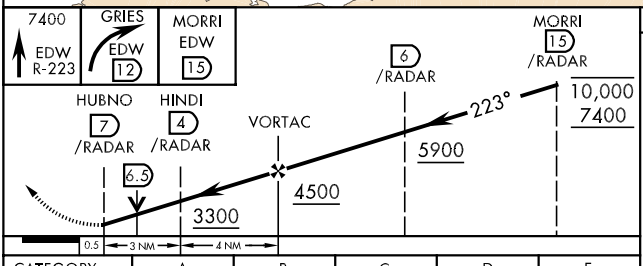
EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 4R-22L.

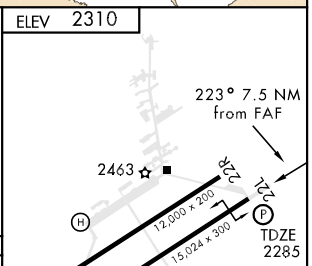
MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/15 DME and hold. Maintain 7400.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4





ELEV 2310



REIL Rwy 22L
HIRL Rwy 4R-22L

CATEGORY	A	B	C	D	E
S-22L	2640-1 355 (400-1)			2640-1¼ 355 (400-1¼)	
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 22R

VORTAC EDW	APCH CRS	Rwy Idg 12,000
116.4	226°	TDZE 2292
Chan 111		Arpt Elev 2310

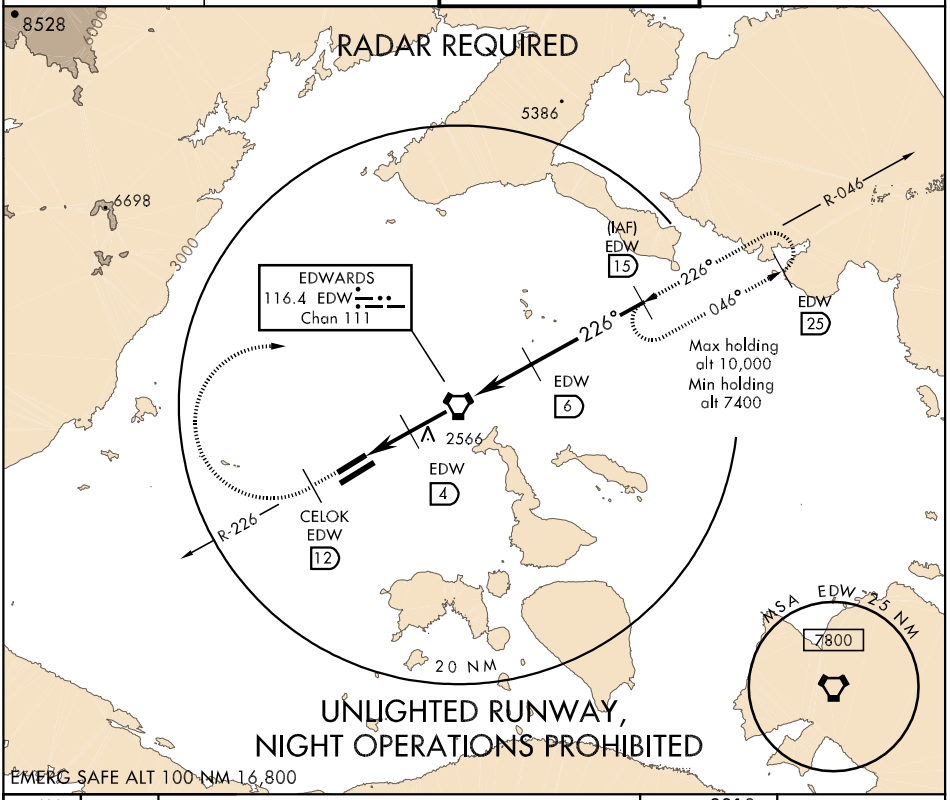
AL-500 [USAF]

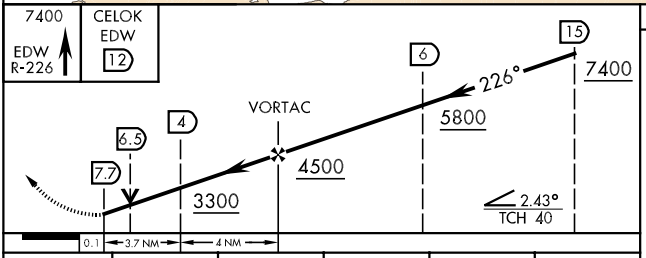
EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4L-22R. Circling NA at night to Rwy 4L.

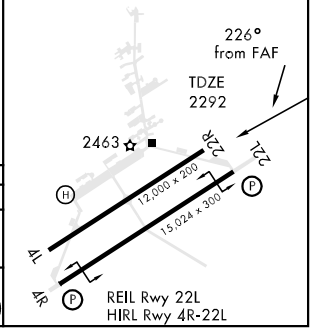
MISSED APPROACH: Track EDW VORTAC R-226 outbound. At EDW 12 DME turn right direct EDW R-046/15 DME and hold. Maintain 7400.

ATIS ★	SPORT APP CON	EDWARDS TOWER ★	GND CON
269.9	132.75 343.7	120.7 318.1	121.8 225.4



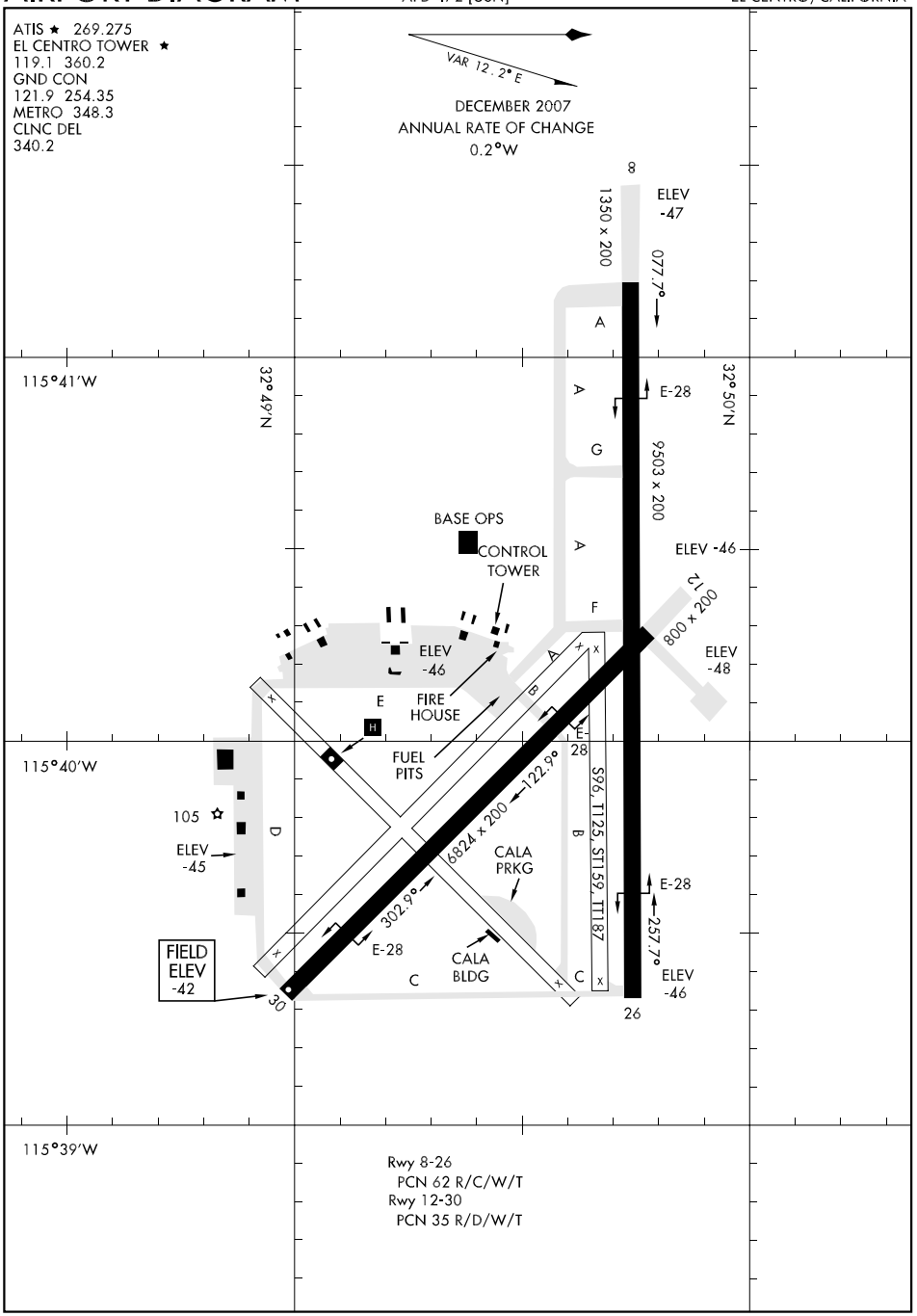


ELEV 2310



CATEGORY	A	B	C	D	E
S-22R	2740-1 448 (500-1)		2740-1¼ 448 (500-1¼)	2740-1½ 448 (500-1½)	
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570(600-1½)	2900-2 590 (600-2)	3000-2½ 690(700-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 26

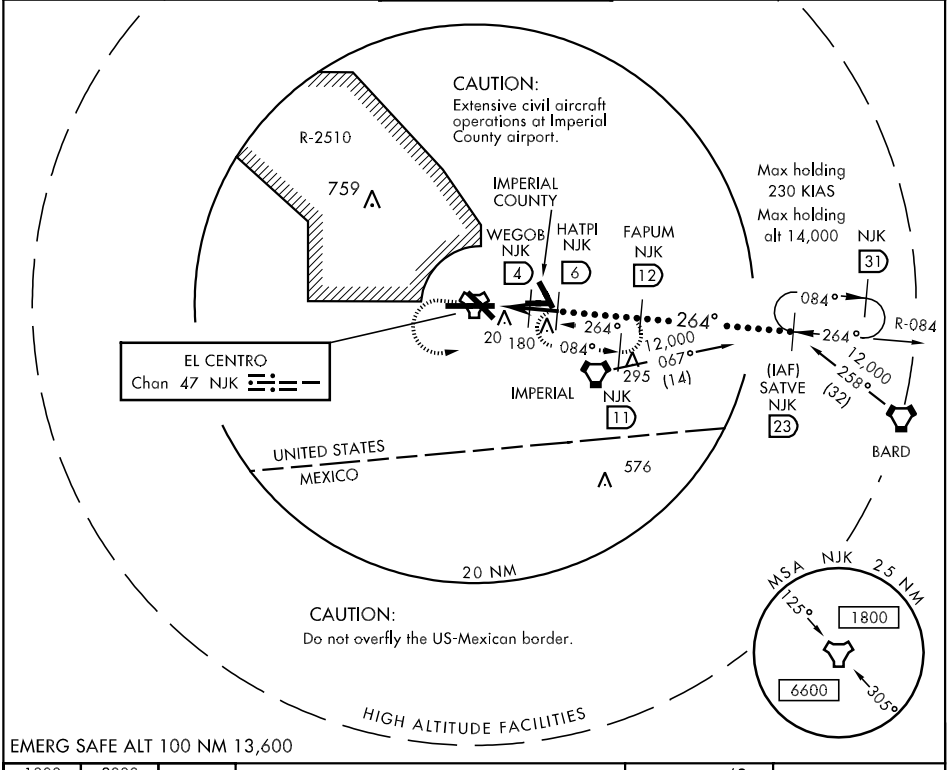
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NJK Chan 47	264°	9503	-45	-42

JAL-472 [USN]

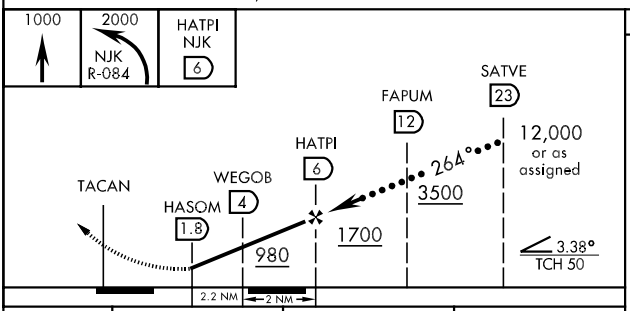
EL CENTRO NAF (KNJK)

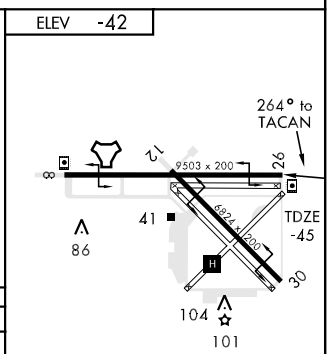
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000, intercept NJK TACAN R-084 to HATPI and hold.

ATIS ★	LOS ANGELES CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2



EMERG SAFE ALT 100 NM 13,600





CATEGORY	C	D	E
S-26	280-1 325 (400-1)		280-1¼ 325 (400-1¼)
CIRCLING	420-1½ 462 (500-1½)	520-2 562 (600-2)	

HIRL Rwys 8-26, 12-30

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

NICKK ONE DEPARTURE (NICKK1 • NICKK) SHL-472 [USN]

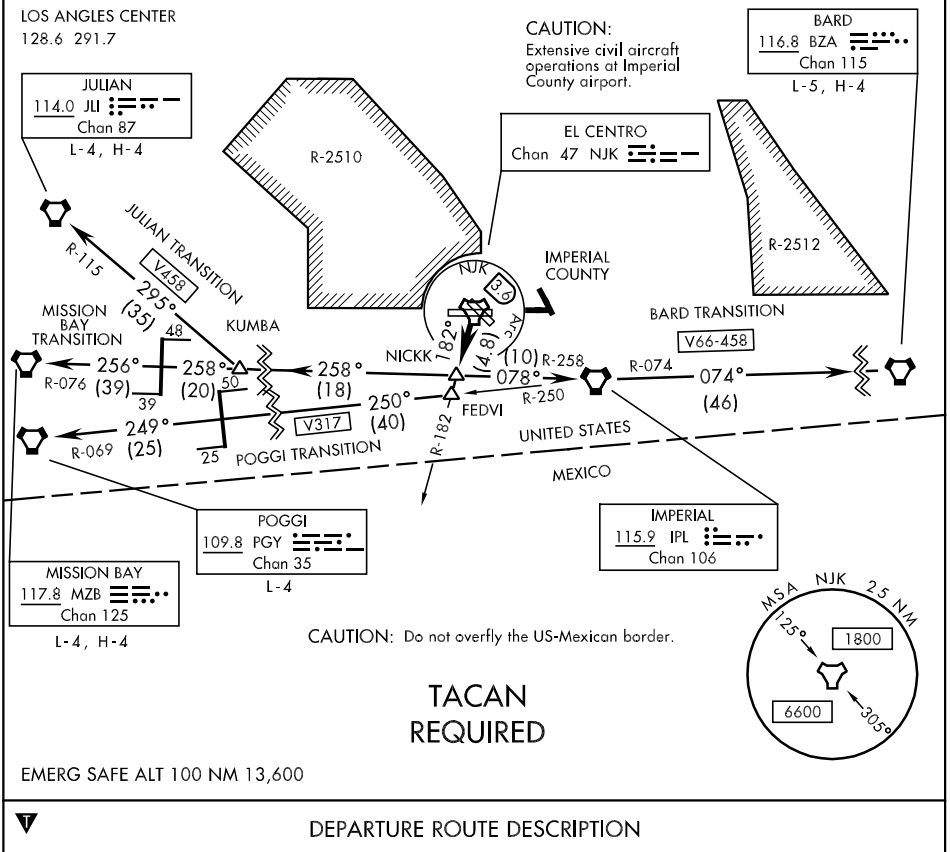
SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★ 269.275
CLNC DEL 340.2
GND CON
121.9 254.35
EL CENTRO TOWER ★
119.1 360.2
LOS ANGLES CENTER
128.6 291.7

This SID requires 2100 ft ceiling and 2½ miles visibility for climb in visual conditions.

Minimum Climb Rate of 360 ft/NM for Eastbound departures.

Minimum Climb Rate of 440 ft/NM for Westbound departures.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb in visual conditions within 3.6 DME of NJK TACAN to cross NJK TACAN Southbound at or above 2000, then climb on NJK R-182 to NICKK. Then via assigned transition or route. Expect filed altitude 10 minutes after departure. Cross NICKK at or below 7000.

BARD TRANSITION (NICKK1•BZA): Via IPL VORTAC R-258 to IPL, then via IPL R-074 to BARD VORTAC.

JULIAN TRANSITION (NICKK1•JLI): From over NICKK via IPL VORTAC R-258 to KUMBA, then via JLI VORTAC R-115 to JLI. Cross KUMBA at or above 5600 climbing to 7700.

MISSION BAY TRANSITION (NICKK1•MZB): From over NICKK via IPL VORTAC R-258 and MZB VORTAC R-076 to MZB. Cross KUMBA at or above 6700 climbing to 8000.

POGGI TRANSITION (NICKK1•PGY): From over NICKK continue climb to 7000 via NJK R-182 to FEDVI, then via IPL VORTAC R-250 and PGY VORTAC R-069 to PGY.

RNAV (GPS) RWY 26

APCH CRS	Rwy Idg	9503
257°	TDZE	-45
	Arpt Elev	-42

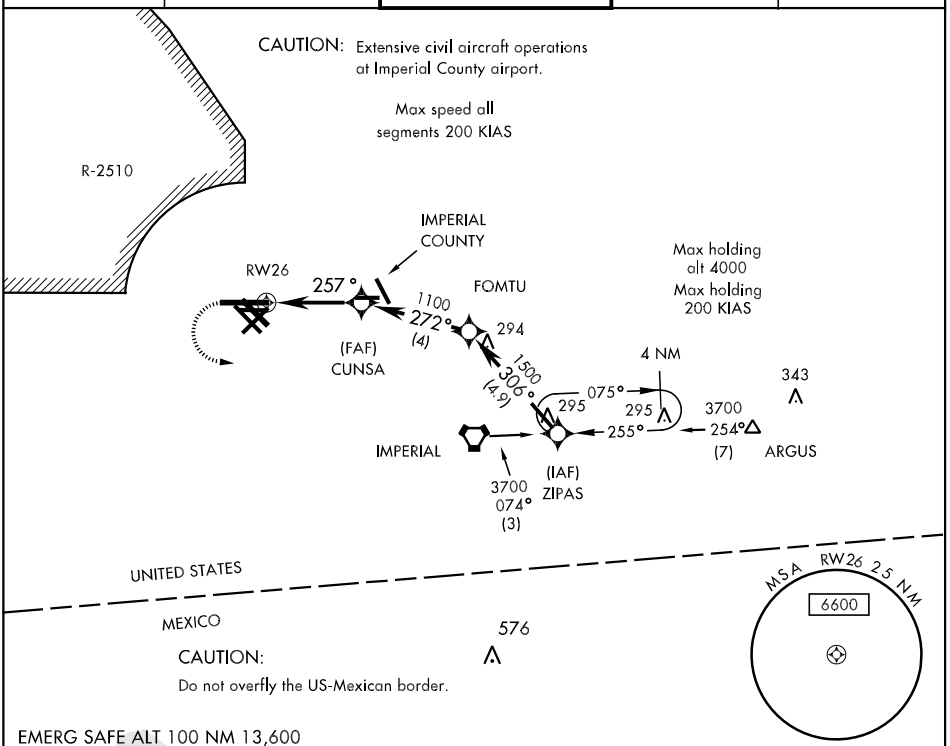
AL-472 [USN]

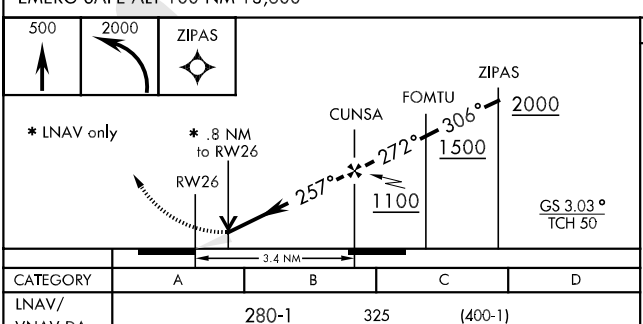
EL CENTRO NAF (KNJK)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -14°C(6°F) or above 39°C(103°F). DME/DME RNP-0.3 NA.

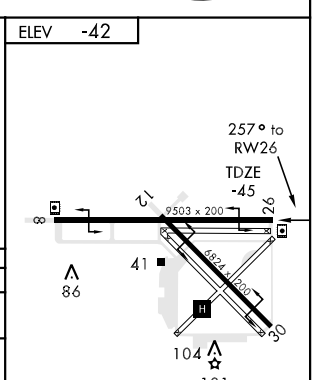
MISSED APPROACH: Climb to 500, then climbing left turn to 2000 direct ZIPAS and hold.

ATIS ★	LOS ANGELES CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2





CATEGORY	A	B	C	D
LNAV/ VNAV DA	280-1	325	(400-1)	
LNAV MDA	260-1	305	(400-1)	
CIRCLING	420-1 462 (500-1)		420-1½ 462 (500-1½)	520-2 562 (600-2)



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

WAAS Chan 60099 W30A	APCH CRS 302°	Rwy ldg 6824 TDZE -42 Arpt Elev -42

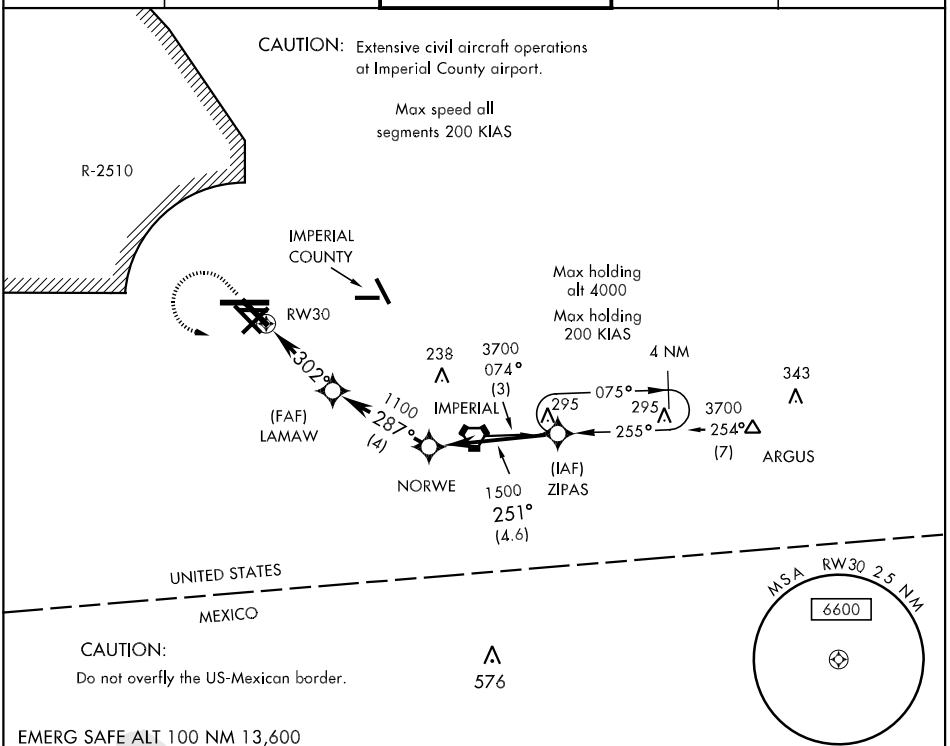
AL-472 [USN]

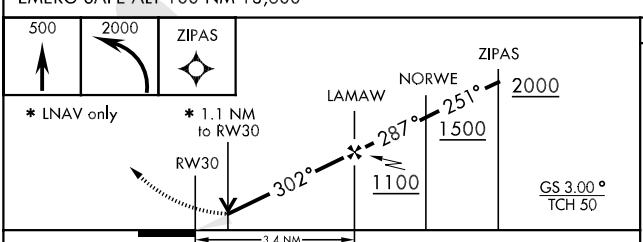
EL CENTRO NAF (KNJK)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -14°C(6°F) or above 42°C(108°F). DME/DME RNP-0.3 NA.

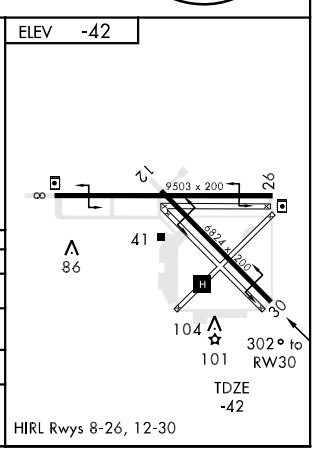
MISSED APPROACH: Climb to 500, then climbing left turn to 2000 direct ZIPAS and hold.

ATIS ★	LOS ANGELES CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2





CATEGORY	A	B	C	D
LPV DA	158-¾	200	(200-¾)	
LNAV/ VNAV DA	280-1	322	(400-1)	
LNAV MDA	360-1	402	(500-1)	
CIRCLING	420-1 462 (500-1)		420-1½ 462 (500-1½)	520-2 562 (600-2)



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 26

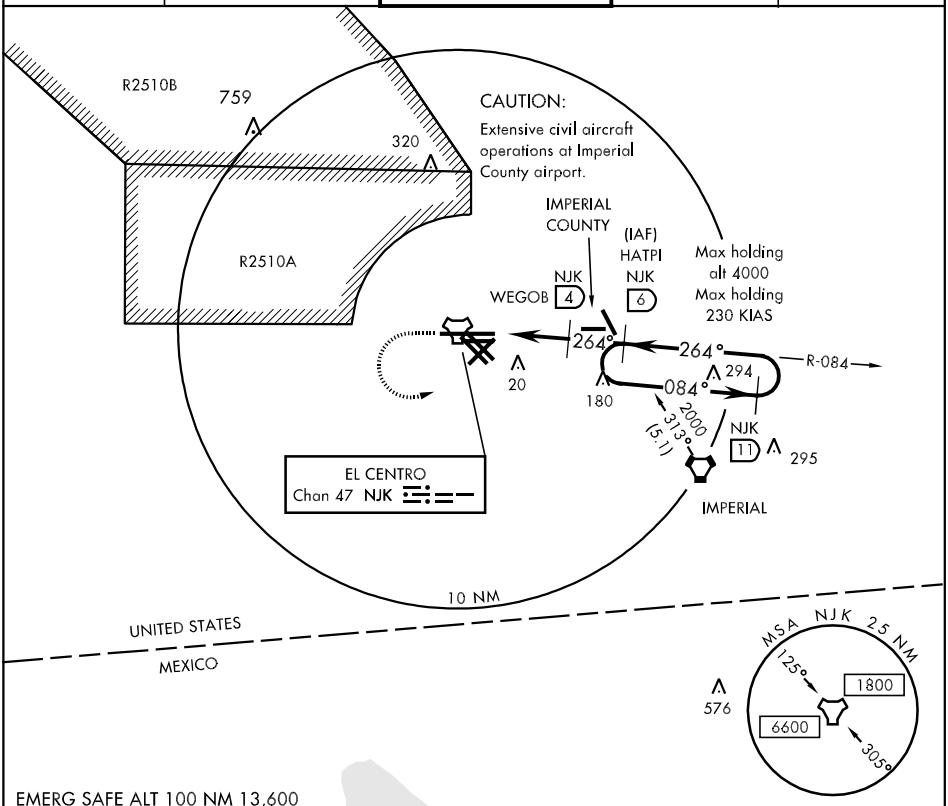
TACAN NJK Chan 47	APCH CRS 264°	Rwy ldg 9503 TDZE -45 Arpt Elev -42

AL-472 [USN]

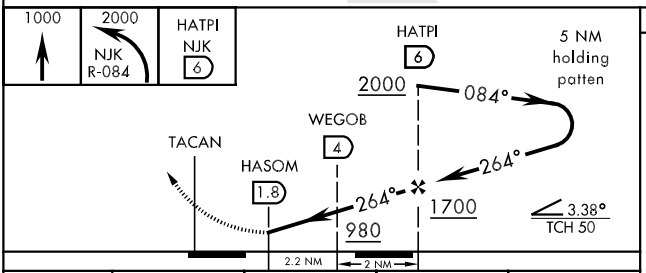
EL CENTRO NAF (KNJK)

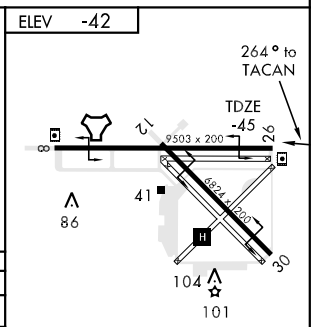
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000, intercept NJK TACAN R-084 to HATPI and hold.

ATIS ★	LOS ANGELES CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2



EMERG SAFE ALT 100 NM 13,600





CATEGORY	A	B	C	D
S-26	280-1		325 (400-1)	
CIRCLING	420-1 462 (500-1)		420-1½ 462 (500-1½)	520-2 562 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 30

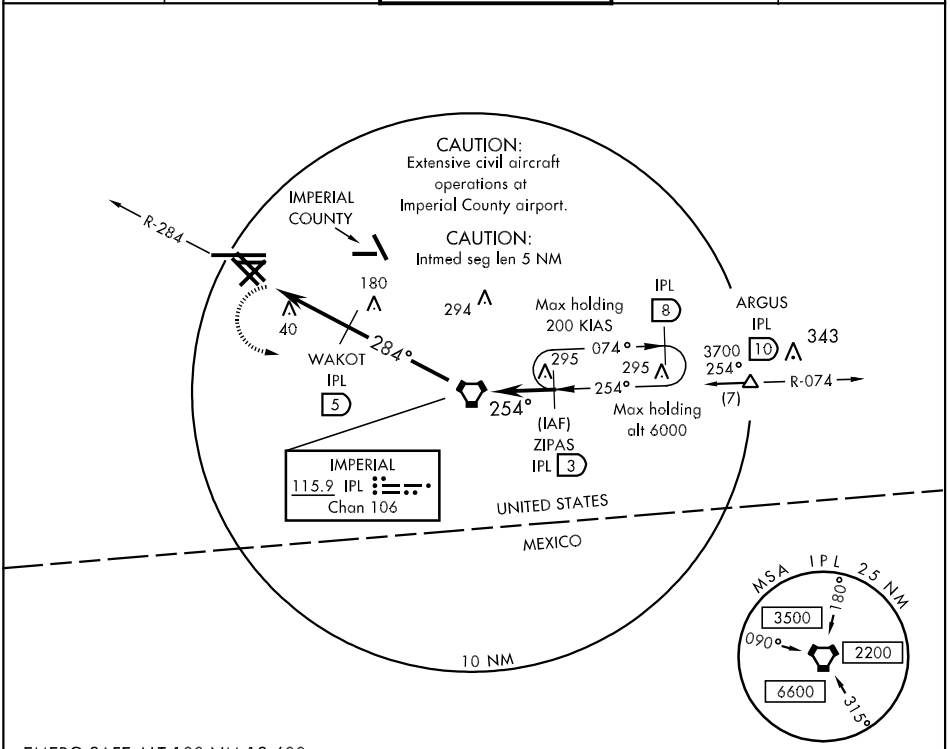
VORTAC IPL	APCH CRS	Rwy Idg	6824
115.9	284°	TDZE	-42
Chan 106		Arpt Elev	-42

AL-472 [USN]

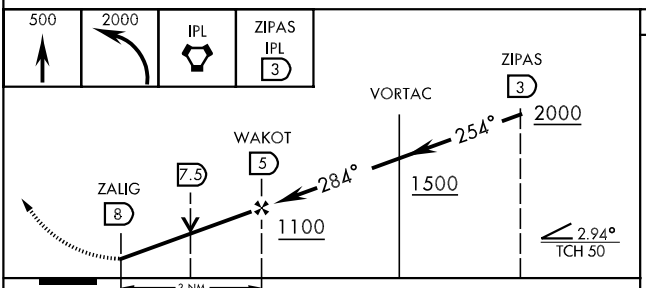
EL CENTRO NAF (KNJK)

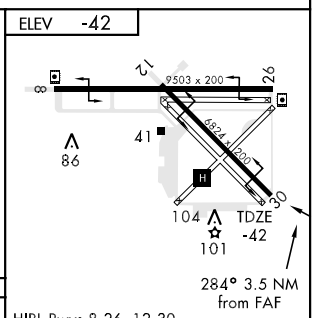
MISSED APPROACH: Climb to 500, then climbing left turn to 2000, direct IPL VORTAC, then via IPL R-074 to ZIPAS and hold.

ATIS ★	LOS ANGELS CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2



EMERG SAFE ALT 100 NM 13,600





HIRL Rwys 8-26, 12-30

CATEGORY	A	B	C	D
S-30	300-1 342 (400-1)			300-1¼ 342 (400-1¼)
CIRCLING	420-1 462 (500-1)		420-1½ 462 (500-1½)	520-2 562 (600-2)

FAF to MAP 3.0 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5639 (FAA)

EL MONTE (EMT)
EL MONTE, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS
118.75
EL MONTE TOWER★
121.2
GND CON
125.9

D

338

FIELD
ELEV
296

34°05.5′N

RWY 01-19
S-12.5

19

192.7°

HANGARS

TWR
364

HANGARS

3995 X 75

VAR 12.7° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL

354

0.4% UP

34°05′N

012.7°

HANGARS

ELEV
282

1

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

118°02.5′W

118°02′W

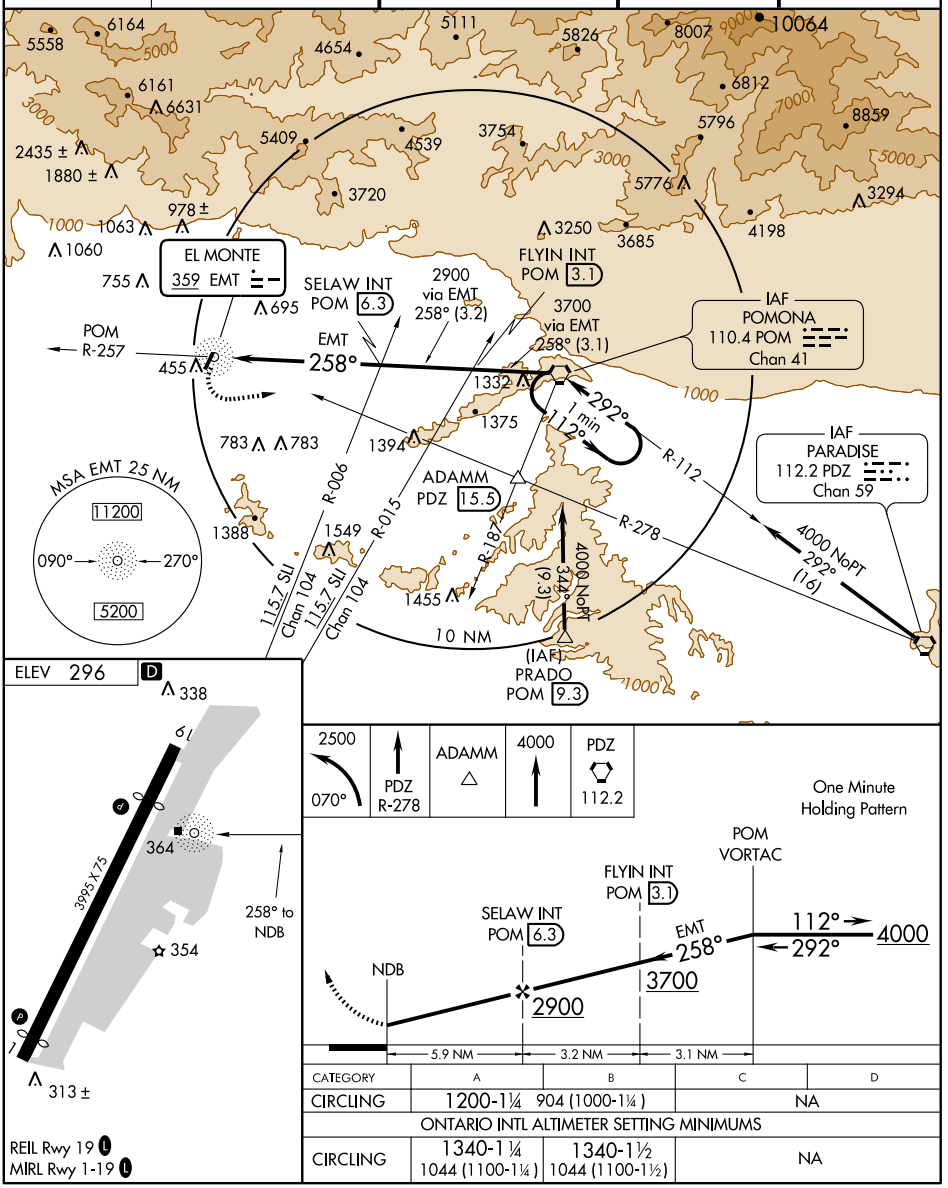
NDB EMT 359	APP CRS 258°	Rwy Idg N/A TDZE N/A Apt Elev 296

NDB or GPS-C
EL MONTE (EMT)

When local altimeter setting not received, use Ontario Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via heading 070° and PDZ R-278 to ADAMM Int, then continue climb to 4000 to PDZ VORTAC.

ATIS	SOCAL APP CON	EL MONTE TOWER★	GND CON	UNICOM
118.75	125.5 349.0	121.2 (CTAF) L	125.9	122.95



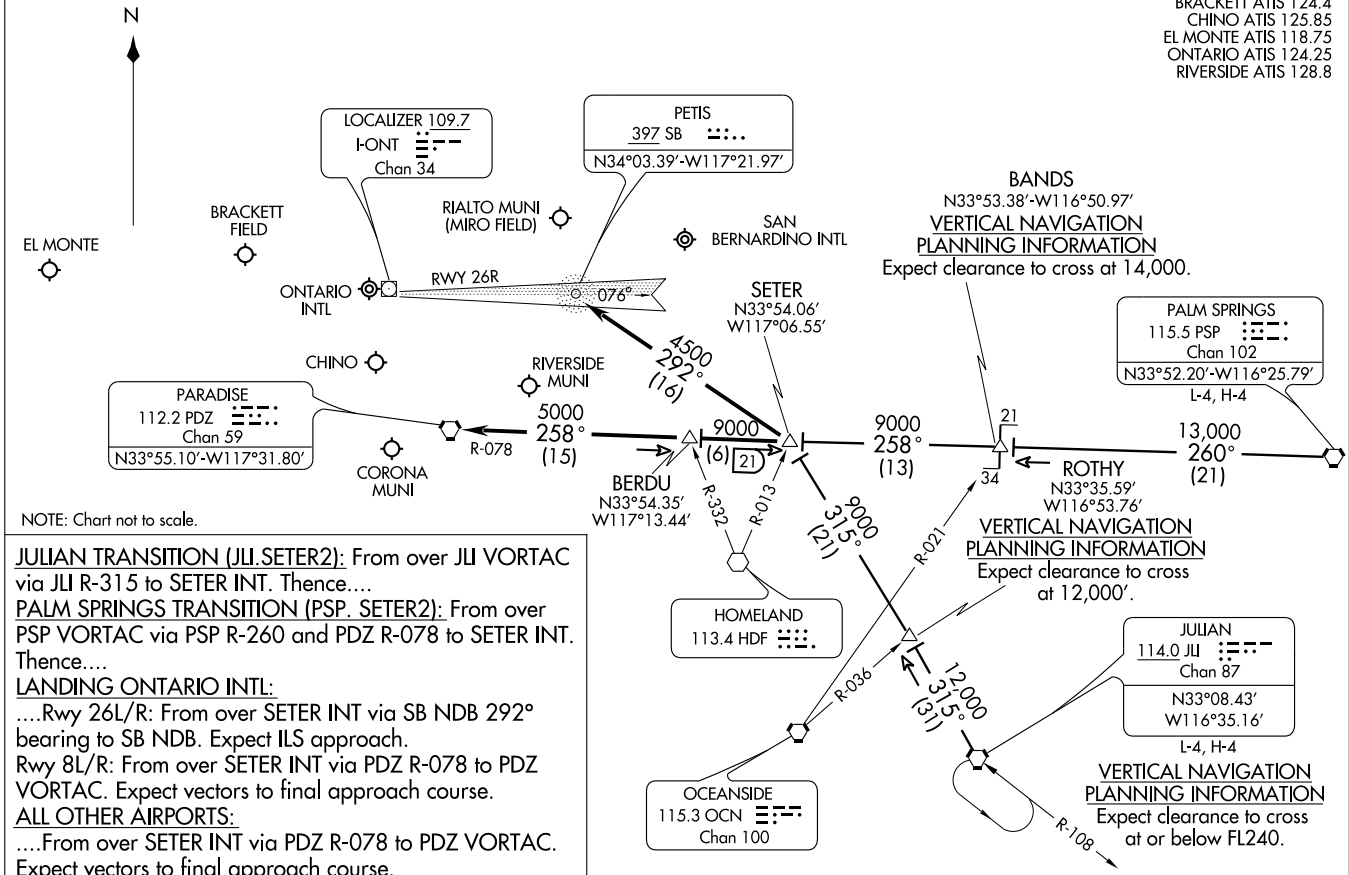
CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 904 (1000-1¼)		NA	
ONTARIO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1340-1¼ 1044 (1100-1¼)	1340-1½ 1044 (1100-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

VORTAC PDZ 112.2 Chan 59	APP CRS 096°	Rwy Idg N/A TDZE N/A Apt Elev 296

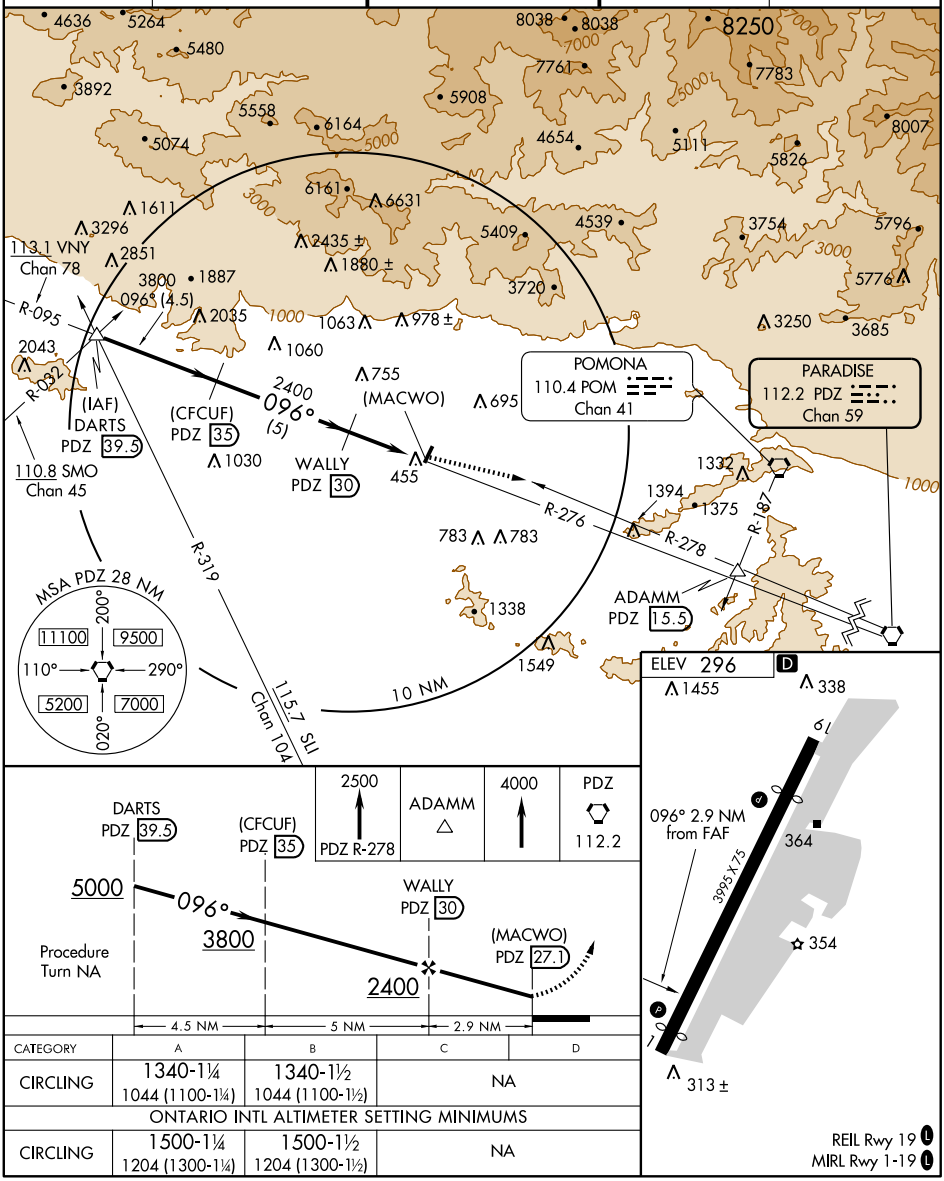
VOR/DME or GPS-B

EL MONTE (EMT)

When local altimeter setting not received, use Ontario Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via PDZ R-278 to ADAMM Int, then continue climb to 4000 to PDZ VORTAC.

ATIS	SOCAL APP CON	EL MONTE TOWER ★	GND CON	UNICOM
118.75	125.5 349.0	121.2 (CTAF) L	125.9	122.95



CATEGORY	A	B	C	D
CIRCLING	1340-1¼ 1044 (1100-1¼)	1340-1½ 1044 (1100-1½)	NA	
ONTARIO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1500-1¼ 1204 (1300-1¼)	1500-1½ 1204 (1300-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC POM 110.4 Chan 41	APP CRS 258°	Rwy Idg N/A TDZE N/A Apt Elev 296

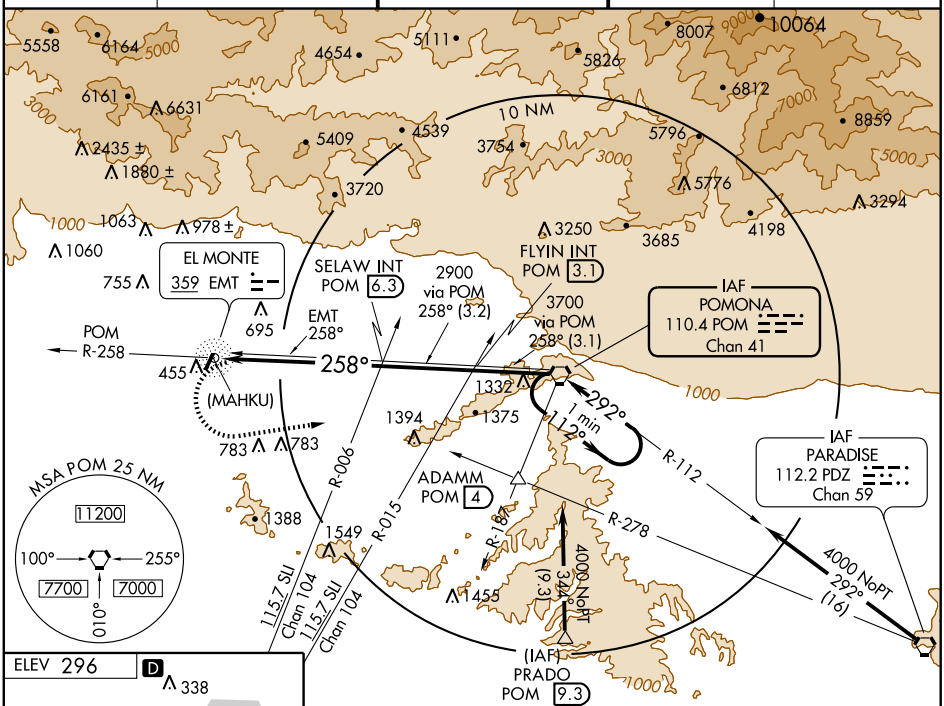
VOR or GPS-A

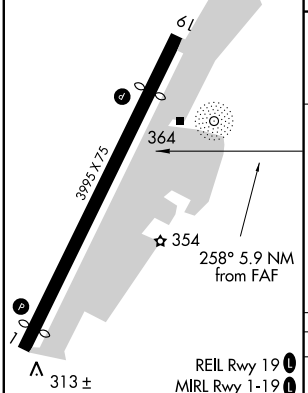
EL MONTE (EMT)

When local altimeter setting not received, use Ontario Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via heading 070° and PDZ R-278 to ADAMM Int, then continue climb to 4000 to PDZ VORTAC.

ATIS	SOCAL APP CON	EL MONTE TOWER ★	GND CON	UNICOM
118.75	125.5 349.0	121.2 (CTAF) L	125.9	122.95

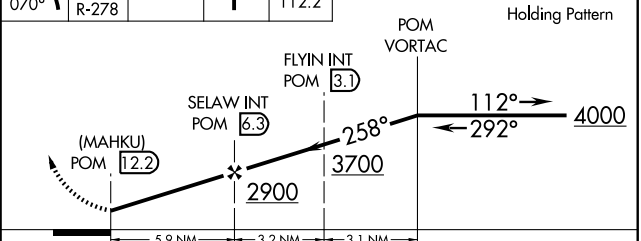




FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2500		ADAMM	4000	PDZ
070°	PDZ R-278	△	↑	112.2

One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	1260-1¼ 964 (1000-1¼)	1260-1½ 964 (1000-1½)	NA	

ONTARIO INTL ALTIMETER SETTING MINIMUMS

CIRCLING	1400-1¼ 1104 (1200-1¼)	1400-1½ 1104 (1200-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
020°	TDZE	N/A
	Apt Elev	7

RNAV (GPS)-B

EUREKA/MURRAY FIELD (EKA)

T
A NA

DME/DME RNP -0.3 NA.
Use Arcata altimeter setting when not received, use Crescent City altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct FOT VORTAC and hold.

SEATTLE CENTER	UNICOM
124.85 306.3	122.7 (CTAF) L

882 3404 1934 2386 3049 3049 3729 2340 2544

285 (MAP) MABFI
1700 (3) 689±
(FAF) SHUKS
2300 (3.6) 755
CIRTO
200° 020°
4 NM
(IF/IAF) FOTURNA FOT
3000 NoPT 320° (A)
(IAF) TUNGS

MSA MABFI 25 NM
7200

ELEV 7
86±
12
3000 X 75
59
30
47±
020° to MABFI
MIRL Rwy 12-30 L

4 NM Holding Pattern
VORTAC
3000
200°
020°
020°
CIRTO
SHUKS
MABFI
2300
1700
3.6 NM
3 NM
3 NM
3000 FOT

CATEGORY	A	B	C	D
CIRCLING	980-1¼ 973 (1000-1¼)	980-1½ 973 (1000-1½)	1060-3 1053 (1100-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
115°	TDZE	7
	Apt Elev	7

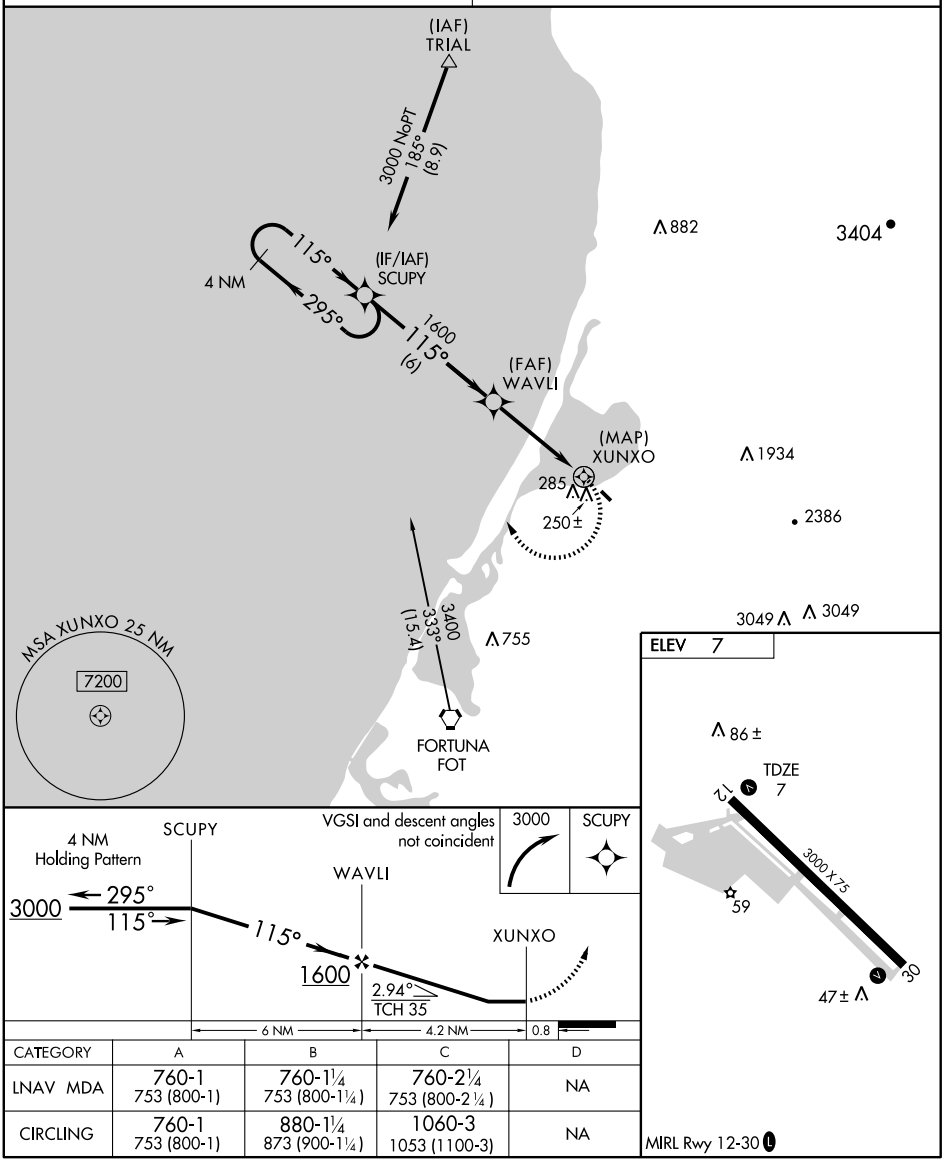
RNAV (GPS) RWY 12

EUREKA/MURRAY FIELD (EKA)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Arcata altimeter setting, when not received, use Crescent City altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SCUPY and hold.

SEATTLE CENTER	UNICOM
124.85 306.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 753 (800-1)	760-1¼ 753 (800-1¼)	760-2¼ 753 (800-2¼)	NA
CIRCLING	760-1 753 (800-1)	880-1¼ 873 (900-1¼)	1060-3 1053 (1100-3)	NA

MIRL Rwy 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FOT 114.0 Chan 87	APP CRS 016°	Rwy Idg N/A TDZE N/A Apt Elev 7

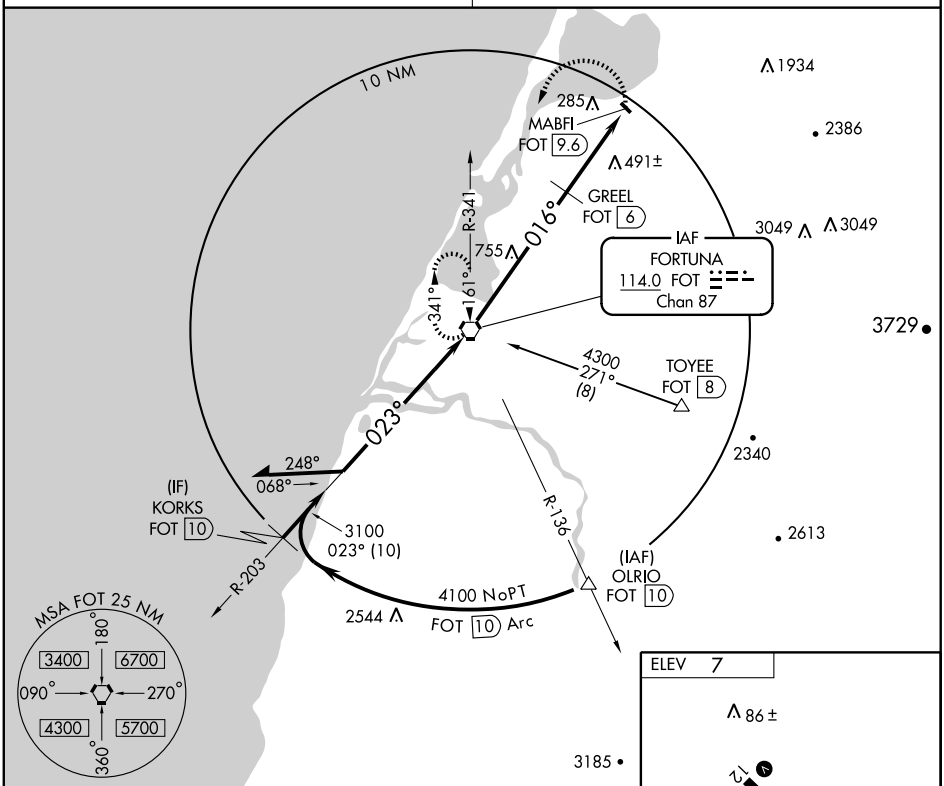
VOR-A

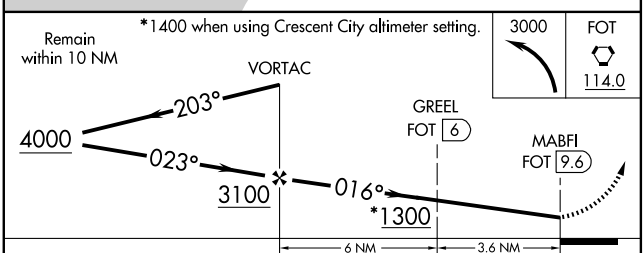
EUREKA/ MURRAY FIELD (EKA)

Use Arcata altimeter setting; when not received, use Crescent City altimeter setting and increase all MDA 100 feet and increase GREEL fix minimums visibility Cats. A and B ¼ mile.

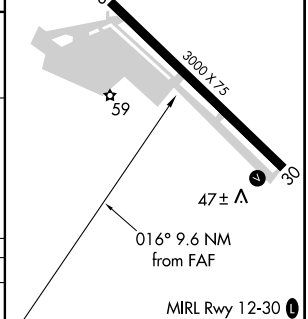
MISSED APPROACH: Climbing left turn to 3000 direct FOT VORTAC and hold.

SEATTLE CENTER	UNICOM
124.85 306.3	122.7 (CTAF) L



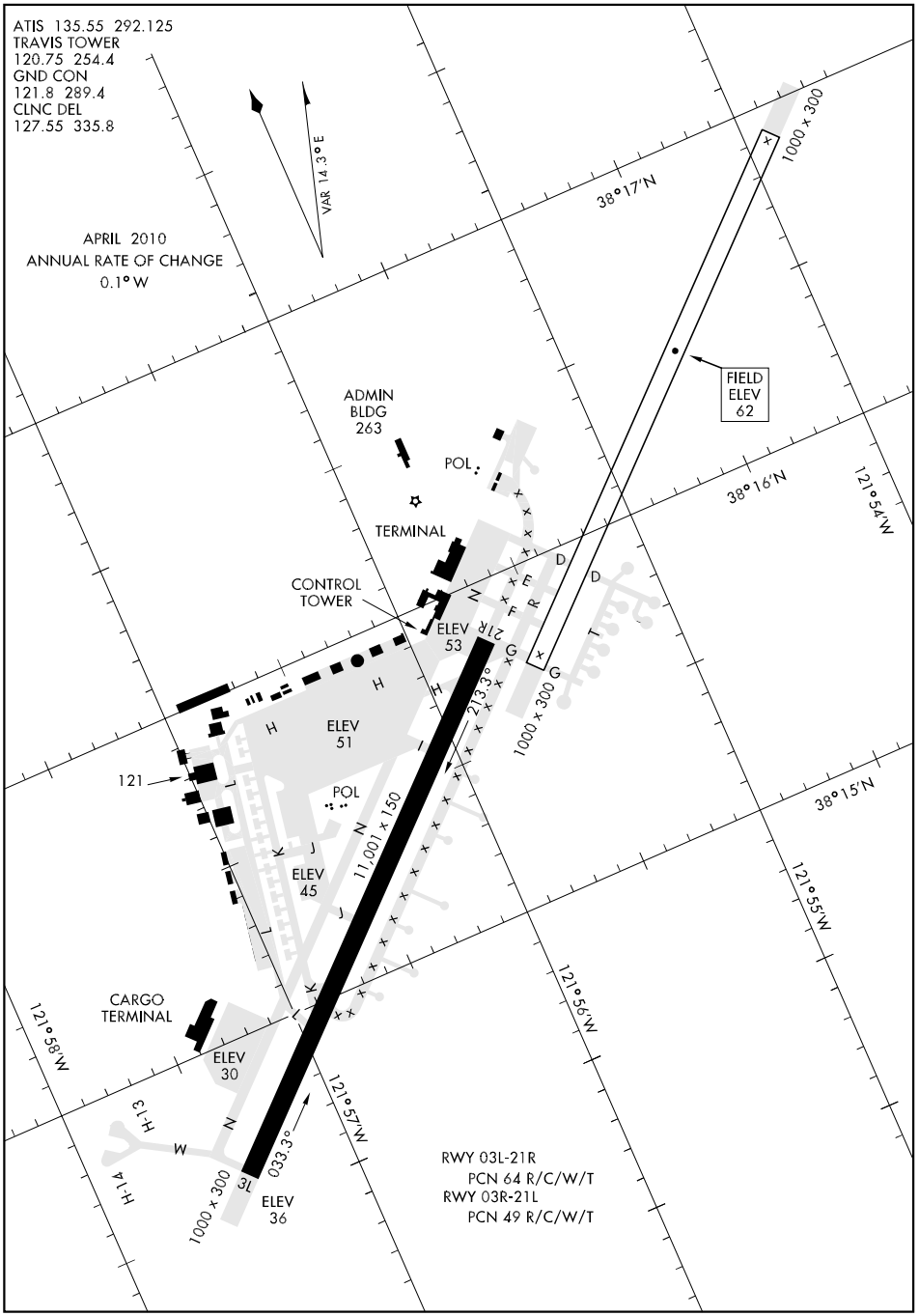


CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1293 (1300-1¼)	1300-1½ 1293 (1300-1½)	1300-3 1293 (1300-3)	NA
GREEL FIX MINIMUMS				
CIRCLING	860-1 853 (900-1)	880-1¼ 873 (900-1¼)	1060-3 1053 (1100-3)	NA



FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 3L

LOC I-TXV	APCH CRS	Rwy Idg 11,001
108.35	032°	TDZE 36
		Arpt Elev 62

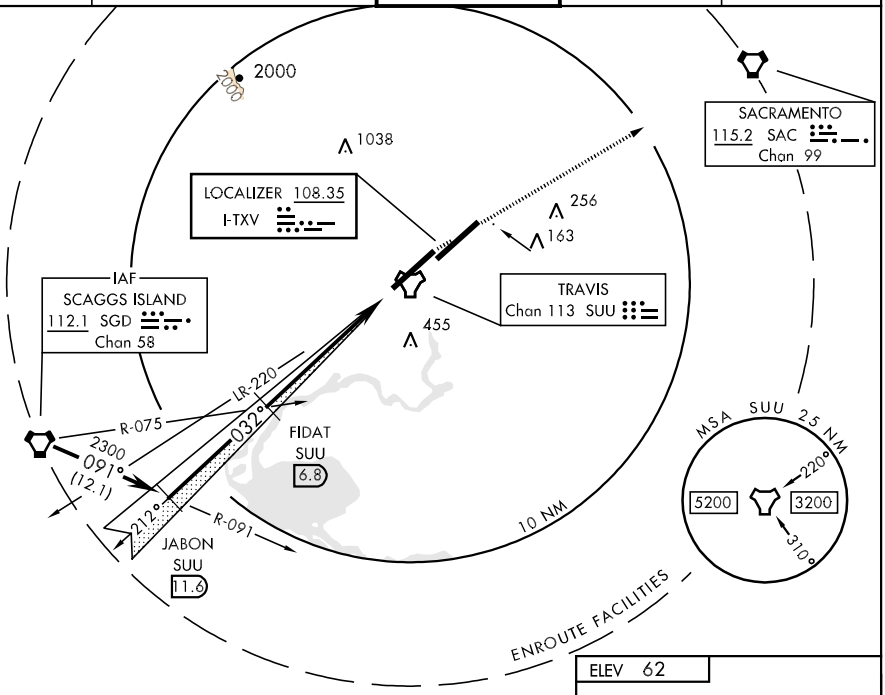
AL-488 [USAF]

TRAVIS AFB (KSUU)

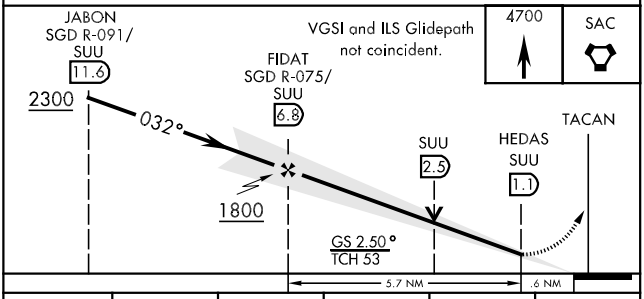
* Circling not authorized NW of Rwy 3L-21R.

MISSED APPROACH: Climb to 4700 direct SAC VORTAC.
Prior to reaching SAC expect further clearance from ATC.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8



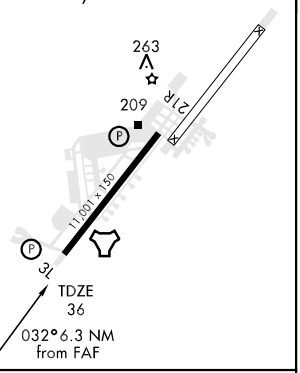
EMERG SAFE ALT 100 NM
12,600 FROM "SUU" TACAN



CATEGORY	A	B	C	D	E
S-ILS 3L	236/40		200	(200-¾)	
S-LOC 3L	620/50	584 (600-1)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)	620-2 584 (600-2)
CIRCLING *	620-1	558 (600-1)	620-1½ 558 (600-1½)	800-2¼ 738 (800-2¼)	1440-3 1378(1400-3)

ELEV 62

TDZL/CL Rwy 21L
HIRL all Rwy



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 21R

LOC I-MZP	APCH CRS	Rwy Idg 11,001 TDZE 53 Arpt Elev 62
108.35	212°	

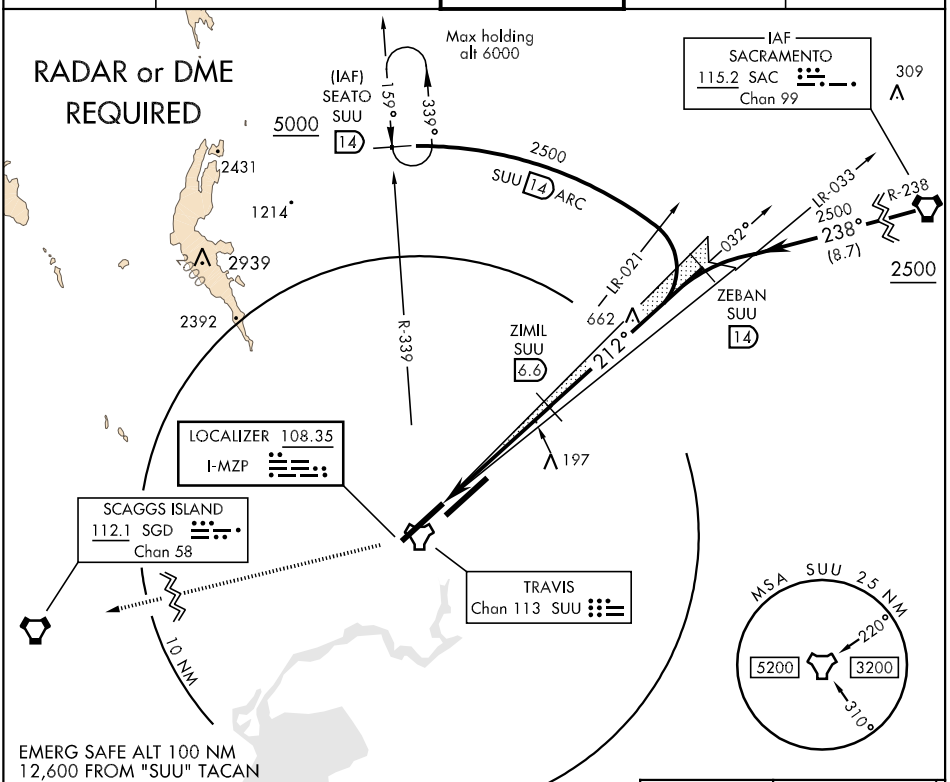
AL-488 [USAF]

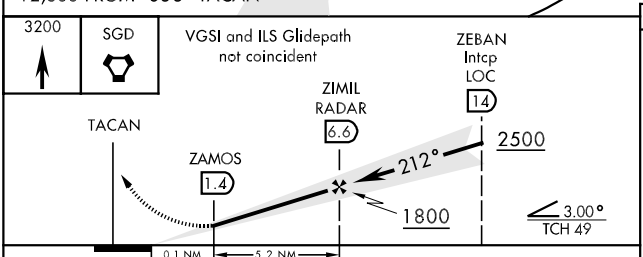
TRAVIS AFB (KSUU)

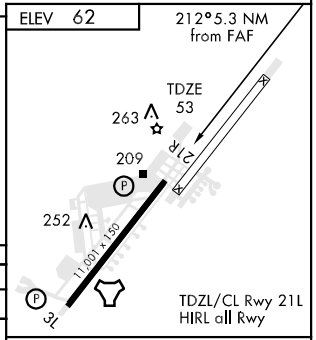
* Circling not authorized NW of Rwys 3L-21R.

MISSED APPROACH: Climb to 3200 direct SGD VORTAC. Prior to reaching SGD expect further clearance from ATC.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8







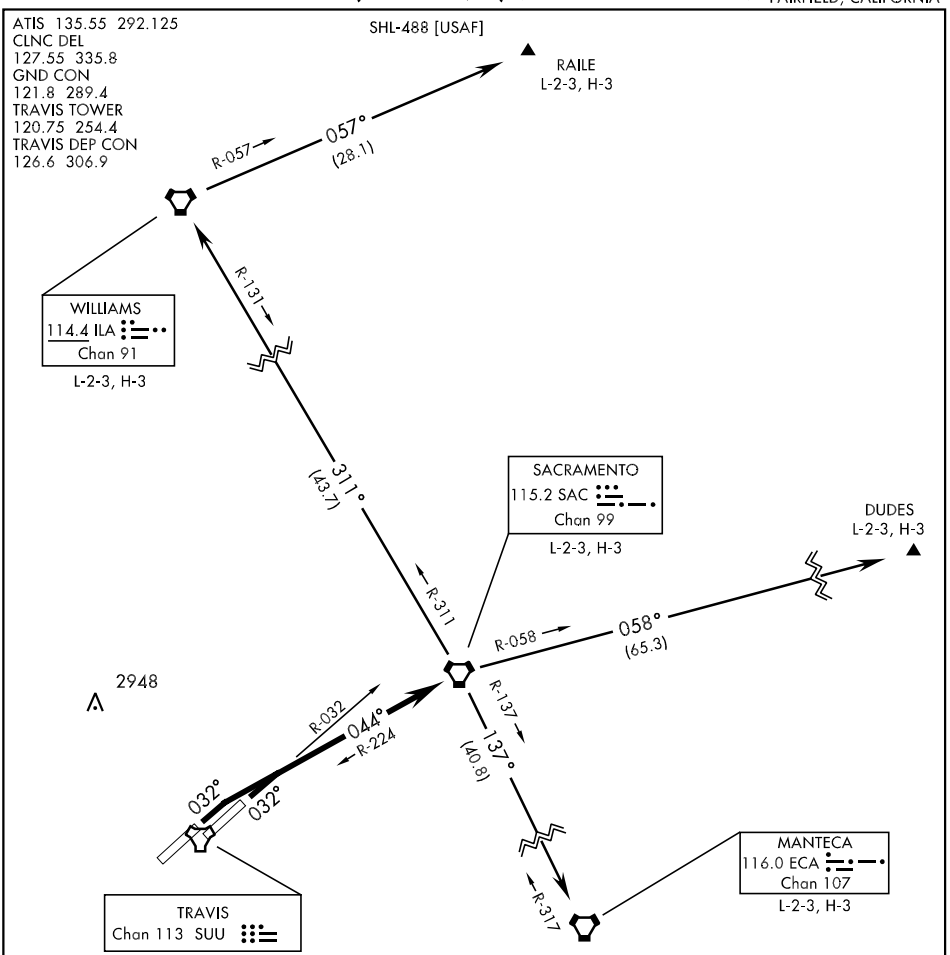
CATEGORY	A	B	C	D	E
S-ILS 21R	303-1 250 (300-1)				
S-LOC 21R	500-1 447 (500-1)		500-1 ¼ 447 (500-1¼)	500-1½ 447 (500-1½)	
CIRCLING *	500-1 438 (500-1)	520-1 458 (500-1)	520-1½ 458 (500-1½)	800-2 ¼ 738 (800-2¼)	1440-3 1378(1400-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

MENTO-ONE DEPARTURE (RWY 3L/R) (MENTO1 • MENTO)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb via heading 032° to intercept and fly SAC VORTAC R-224 to SAC. Then via assigned transition.

DUDES TRANSITION (MENTO1• DUDES): Turn right intercept and fly SAC R-058 to 65.3 DME (DUDES).

MANTECA TRANSITION (MENTO1•ECA): Turn right intercept and fly SAC R-137 to ECA VORTAC R-317 to ECA.

RAILE TRANSITION (MENTO1•RAILE): Turn left intercept and fly SAC R-311 to ILA VORTAC R-131 to ILA then turn right intercept and fly ILA R-057 to 28.1 DME (RAILE).

WILLIAMS TRANSITION (MENTO1•ILA): Turn left intercept and fly SAC R-311 to ILA R-131 to ILA.

MENTO-ONE DEPARTURE (RWY 3L/R) (MENTO1 • MENTO)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

OAKEY TWO ARRIVAL

(LIN.OAKEY2) 10266

NORCAL APP CON
124.8 263.15
TRAVIS APP CON
(N) 126.6 291.0
(S) 119.9 322.325
ATIS 116.4 292.125

TRAVIS
116.4 TZZ
N38°20.65'-W121°48.64'

SACRAMENTO
115.2 SAC
Chan 99

MUSTANG
117.9 FMG
Chan 126

MINA
115.1 MVA
Chan 98
N38°33.92'-W118°01.97'
L-9, H-3

SCAGGS ISLAND
112.1 SGD
Chan 58
N38°10.76'
W122°22.39'

LINDEN
114.8 LIN
Chan 95
N38°04.47'-W121°00.23'

CONCORD
117.0(T) CCR
Chan 117

OAKEY
N38°03.40'
W121°40.31'

DUCKE
N37°53.86'
W120°06.06'

MANTECA
116.0 ECA
Chan 107

TIOGA
N37°55.98'
W119°25.68'

TURLO
N37°25.78'
W120°21.23'

COALDALE
117.7 OAL
Chan 124
N38°00.20'-W117°46.23'
L-9, H-3

CLOVIS
112.9 CZQ
Chan 76
N36°53.06'-W119°48.91'
L-3-9, H-3

EL NIDO
114.2 HYP
Chan 89

R-085 265° (34)
R-071
R-142 322° (18)
R-177
3000 251° (32)
R-087 8000 267° (44)
R-124
R-068
250° (32)
R-158
FL180 224° (76)
FL 180 250° (79)
(50)
42
50
R-332
R-355
4000 307° (42)

N

NOTE: Chart not to scale.

CLOVIS TRANSITION (CZQ.OAKEY2): From over CZQ VORTAC via CZQ R-307 and LIN R-124 to LIN VORTAC. Thence....

COALDALE TRANSITION (OAL.OAKEY2): From over OAL VORTAC via OAL R-250 and LIN R-087 to LIN VORTAC. Thence....

MINA TRANSITION (MVA.OAKEY2): From over MVA VORTAC via MVA R-224, OAL R-250 and LIN R-087 to LIN VORTAC. Thence....

.... From over LIN VORTAC via LIN R-251 to OAKEY INT. Then via TZZ R-142 to TZZ VOR. Expect VOR or ILS Rwy 21L approach. For Rwy 3L/R. Via SGD R-085 to SGD VORTAC. Expect VOR or ILS Rwy 3L approach.

(LIN.OAKEY2) 10266
OAKEY TWO ARRIVAL

ST-488 (FAA)

TRAVIS AFB
FAIRFIELD, CALIFORNIA

OAKEY TWO ARRIVAL
(LIN.OAKEY2) 10266

FAIRFIELD, CALIFORNIA
TRAVIS AFB

RNAV (GPS) RWY 3L

APCH CRS	Rwy ldg	11,001
032°	TDZE	36
	Arpt Elev	62

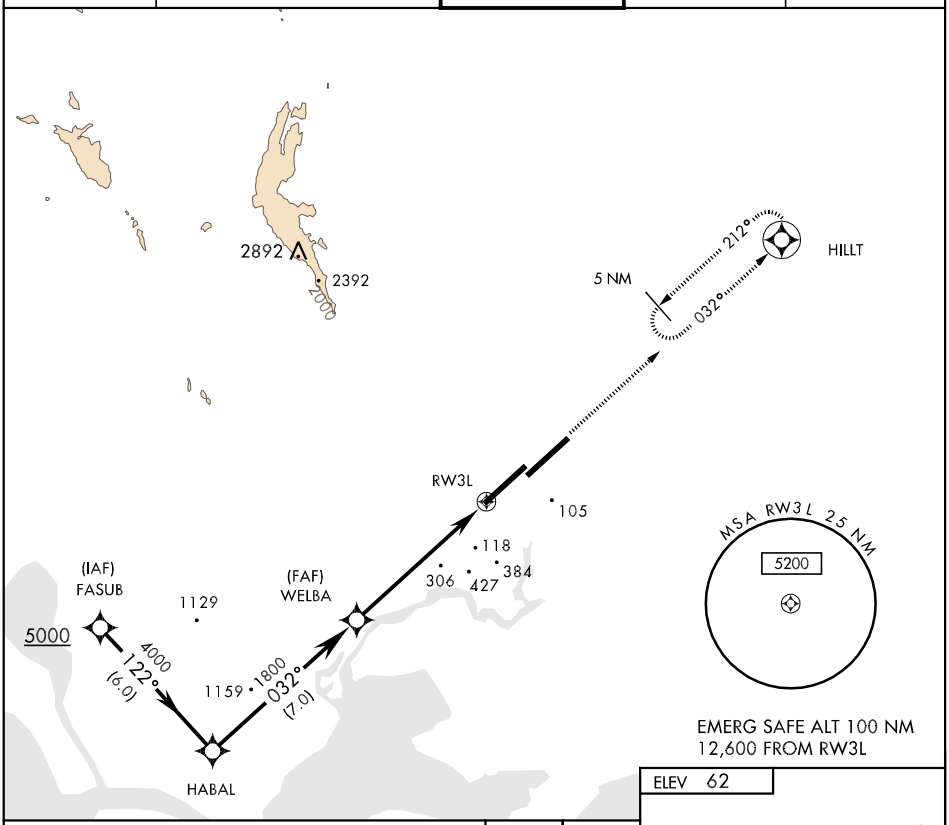
AL-488 [USAF]

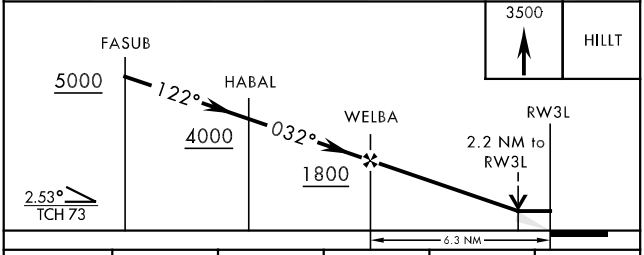
TRAVIS AFB (KSUU)

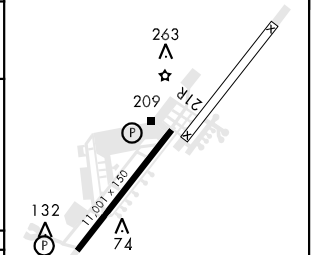
* Circling not authorized NW of Rwys 3L-21R.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing straight ahead to 3500 direct HILLT and hold.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8







CATEGORY	A	B	C	D	E
LNAV MDA	680/50 644 (700-1)		680-1¾ 644 (700-1¾)	680-2 644 (700-2)	680-2¼ 644 (700-2¼)
CIRCLING *	680-1 618 (700-1)		680-1¾ 618 (700-1¾)	800-2¼ 738 (800-2¼)	1440-3 1378(1400-3)

38°16′N-121°56′W

RNAV (GPS) RWY 3L

SW-2, 21 OCT 2010 to 18 NOV 2010

FAIRFIELD, CALIFORNIA

RNAV (GPS) RWY 21R

APCH CRS	Rwy Idg	11,001
212°	TDZE	53
	Arpt Elev	62

AL-488 [USAF]

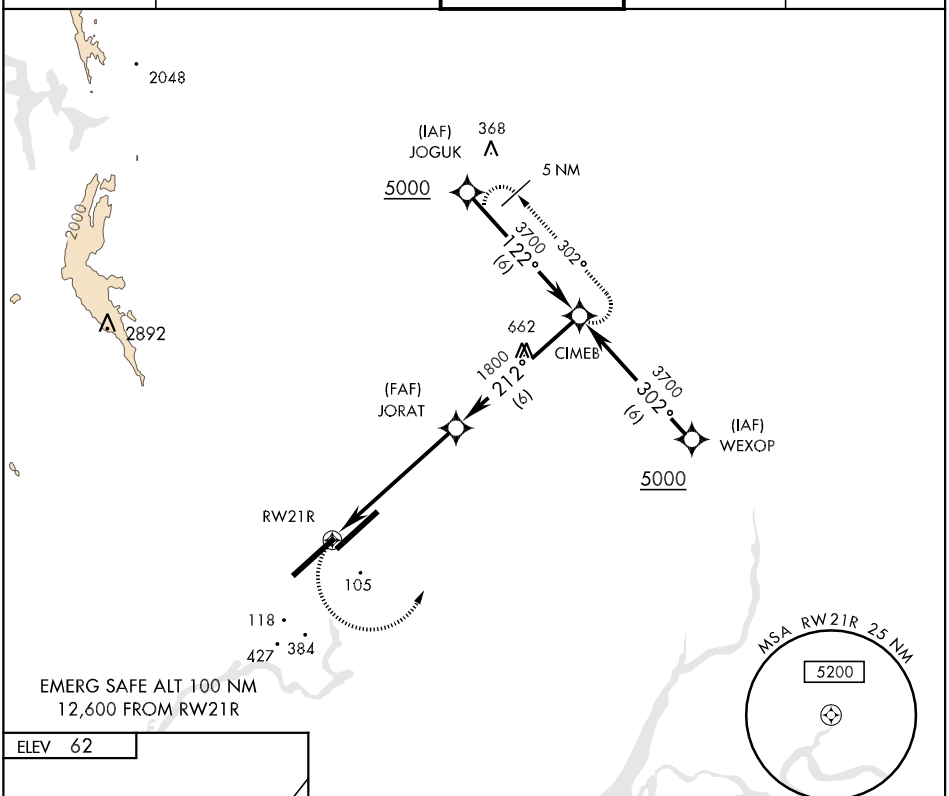
TRAVIS AFB (KSUU)

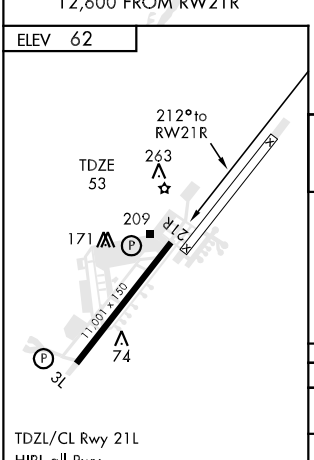
* Circling not authorized NW of Rwy 3L-21R.

DME/DME RNP-0.3 NA

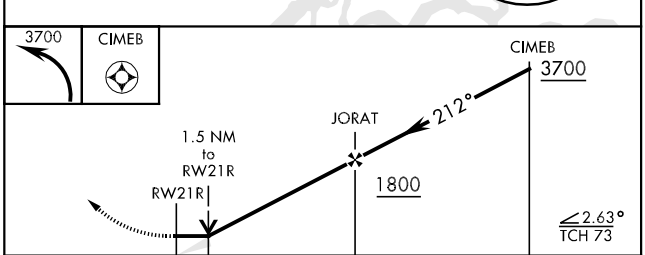
MISSED APPROACH: Climbing left turn to 3700 direct CIMEB and hold. Climb in holding authorized.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8





TDZL/CL Rwy 21L
HIRL all Rwy



CATEGORY	A	B	C	D	E
LNAV MDA	560-1 507 (500-1)		560-1½ 507 (500-1½)		560-1¾ 507 (500-1¾)
CIRCLING *	560-1 498 (500-1)		560-1½ 498 (500-1½)	800-2¼ 738 (800-2¼)	1440-3 1378(1400-3)

FAIRFIELD, CALIFORNIA

Orig 10126

38°16'N-121°56'W

TRAVIS AFB (KSUU)

RNAV (GPS) RWY 21R

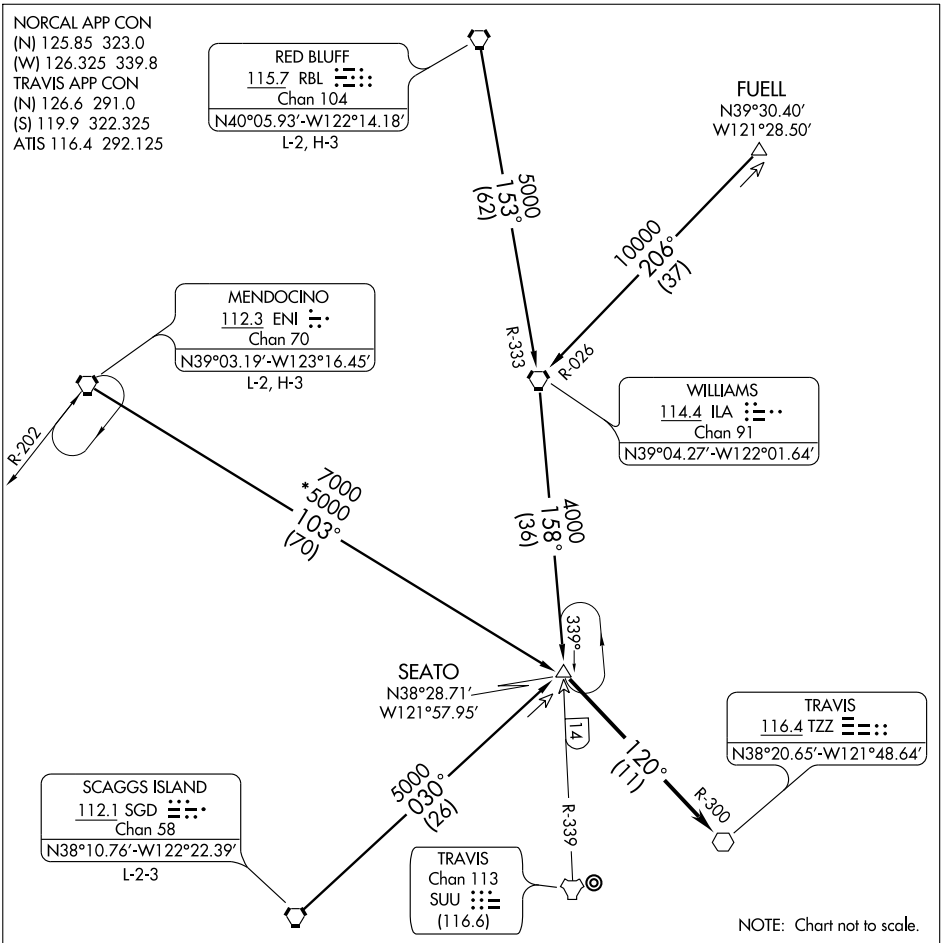
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

SEATO TWO ARRIVAL

ST-488 (FAA)

TRAVIS AFB
FAIRFIELD, CALIFORNIA



FUELL TRANSITION (FUELL.SEATO2): From over FUELL DME via ILA R-026 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . .

MENDOCINO TRANSITION (ENI.SEATO2): From over ENI VORTAC via ENI R-103 to SEATO INT. Thence . . . .

RED BLUFF TRANSITION (RBL.SEATO2): From over RBL VORTAC via RBL R-153 and ILA R-333 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . .

SCAGGS ISLAND TRANSITION (SGD.SEATO2): From over SGD VORTAC via SGD R-030 to SEATO INT. Thence . . . .

. . . . From over SEATO INT via TZZ R-300 to TZZ VOR. Expect vectors for VOR or ILS Rwy 21L approach. For Rwys 3L/R expect vectors for VOR or ILS 3L approach.

LOST COMMUNICATIONS: For Rwys 3L/R execute VOR or ILS Rwy 21L approach, circle to land Rwy 3L.

SEATO TWO ARRIVAL

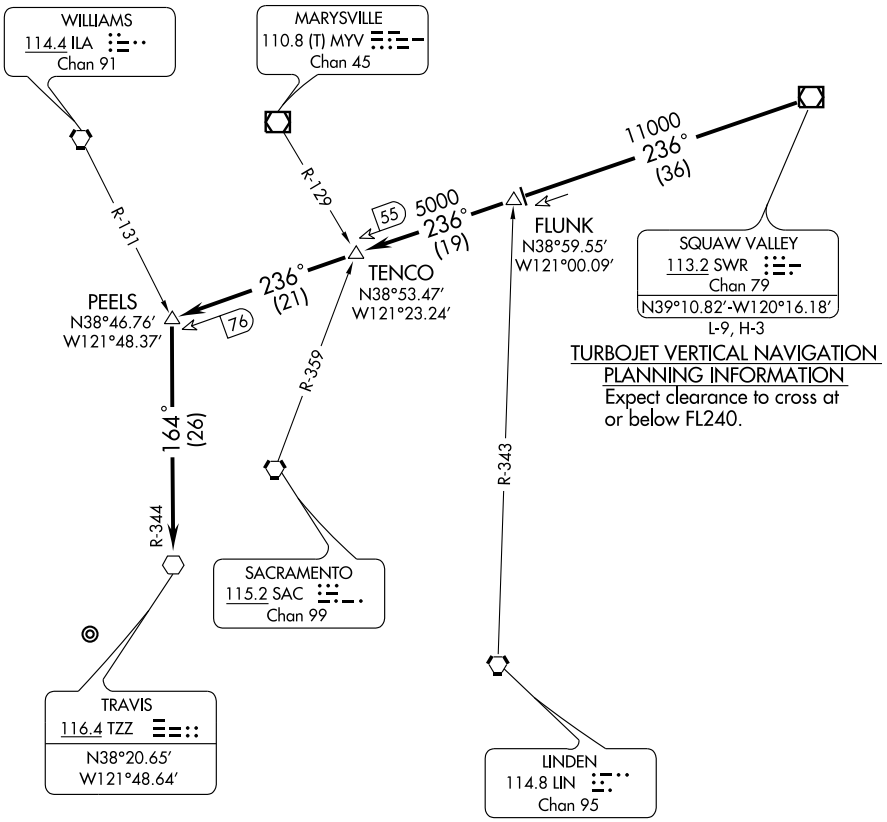
FAIRFIELD, CALIFORNIA
TRAVIS AFB

(SEATO.SEATO2) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

NORCAL APP CON
120.45 353.7
TRAVIS APP CON
(N) 126.6 395.8
(S) 119.9 322.325
ATIS 116.4 292.125



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL240.

NOTE: Chart not to scale.

From over SWR VORTAC via SWR R-236 to PEELS INT, then via TZZ R-344 to TZZ VOR. Expect VOR or ILS Rwy 21L Approach. For Rwy 3L/R: Expect vectors for VOR Rwy 3L Approach.

SW-2, 21 OCT 2010 to 18 NOV 2010

FAIRFIELD, CALIFORNIA

TACAN RWY 3L

TACAN	APCH CRS	Rwy ldg	11,001
SUU		TDZE	36
Chan 113	042°	Arpt Elev	62

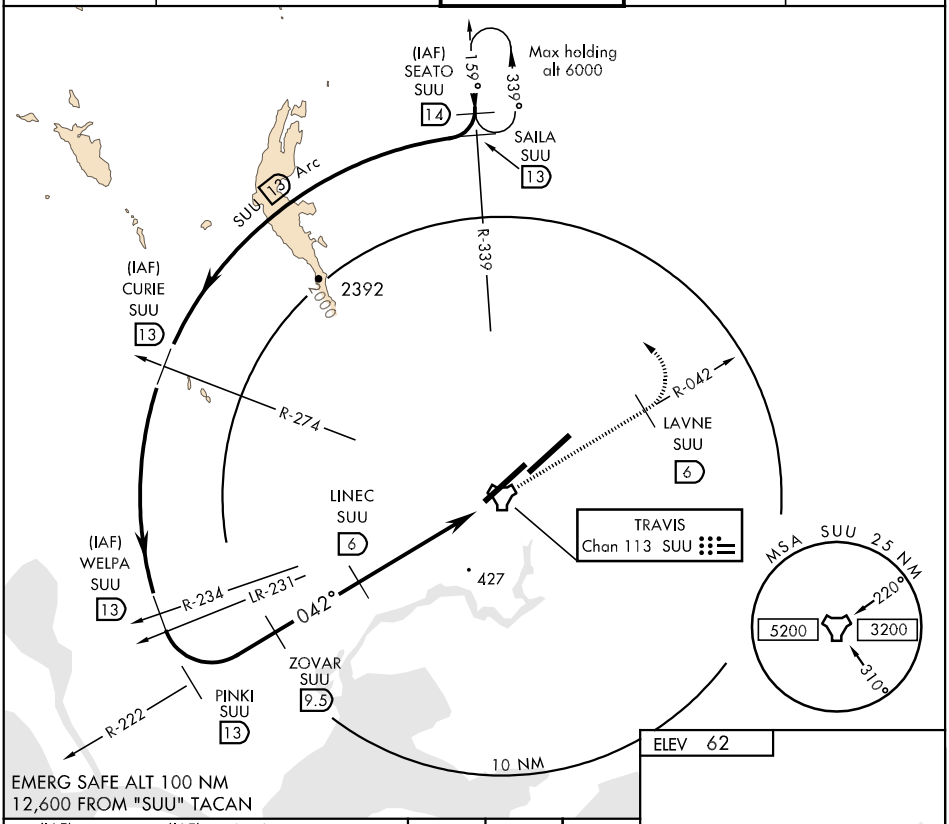
AL-488 [USAF]

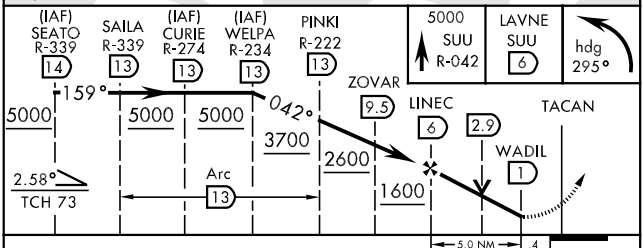
TRAVIS AFB (KSUU)

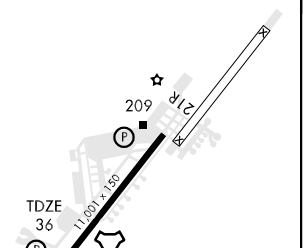
* Circling not authorized NW of Rwys 3L-21R.

MISSED APPROACH: Climb to 5000 via SUU TACAN R-042 to LAVNE, then turn left via 295° course to intercept SUU R-339 to SEATO and hold, continue climb in hold to 5000.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8







CATEGORY	A	B	C	D	E
S-3L	740/50 704 (700-1)		740-2 704 (700-2)	740-2¼ 704 (700-2¼)	740-2½ 704 (700-2½)
CIRCLING *	740-1 678 (700-1)		740-2 678 (700-2)	800-2¼ 738 (800-2¼)	1440-3 1378(1400-3)

FAIRFIELD, CALIFORNIA

38°16'N-121°56'W

TRAVIS AFB (KSUU)

Amdt 1 10098

TACAN RWY 3L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 21R

TACAN SUU Chan 113	APCH CRS 202°	Rwy Idg 11,001 TDZE 53 Arpt Elev 62

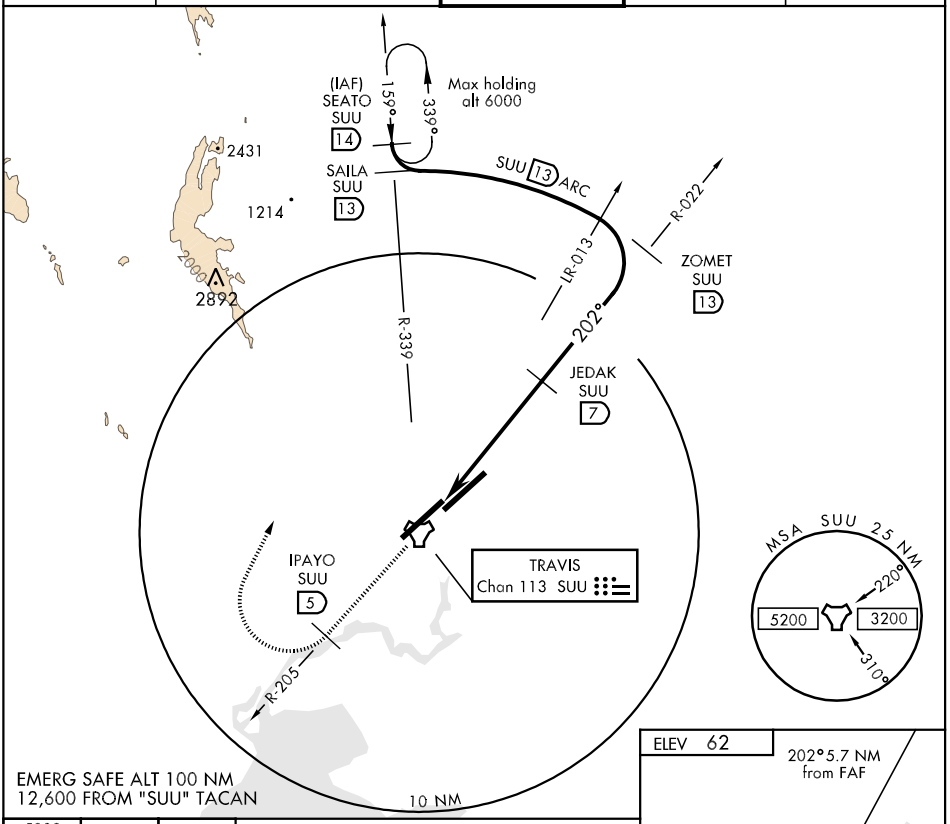
AL-488 [USAF]

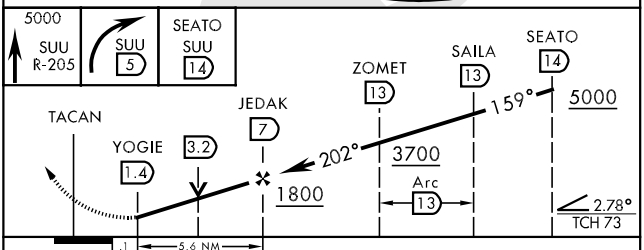
TRAVIS AFB (KSUU)

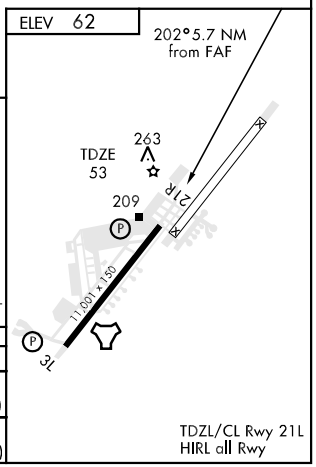
* Circling not authorized NW of Rwys 3L-21R.

MISSED APPROACH: Climb to 5000 via SUU TACAN R-205 to IPAYO, then turn right via 010° course to intercept SUU R-339 to SEATO and hold, continue climb in hold to 5000.

ATIS	TRAVIS APP CON	TRAVIS TOWER	GND CON	CLNC DEL
135.55 292.125	119.9 (S) 126.6 (N) 291.0	120.75 254.4	121.8 289.4	127.55 335.8





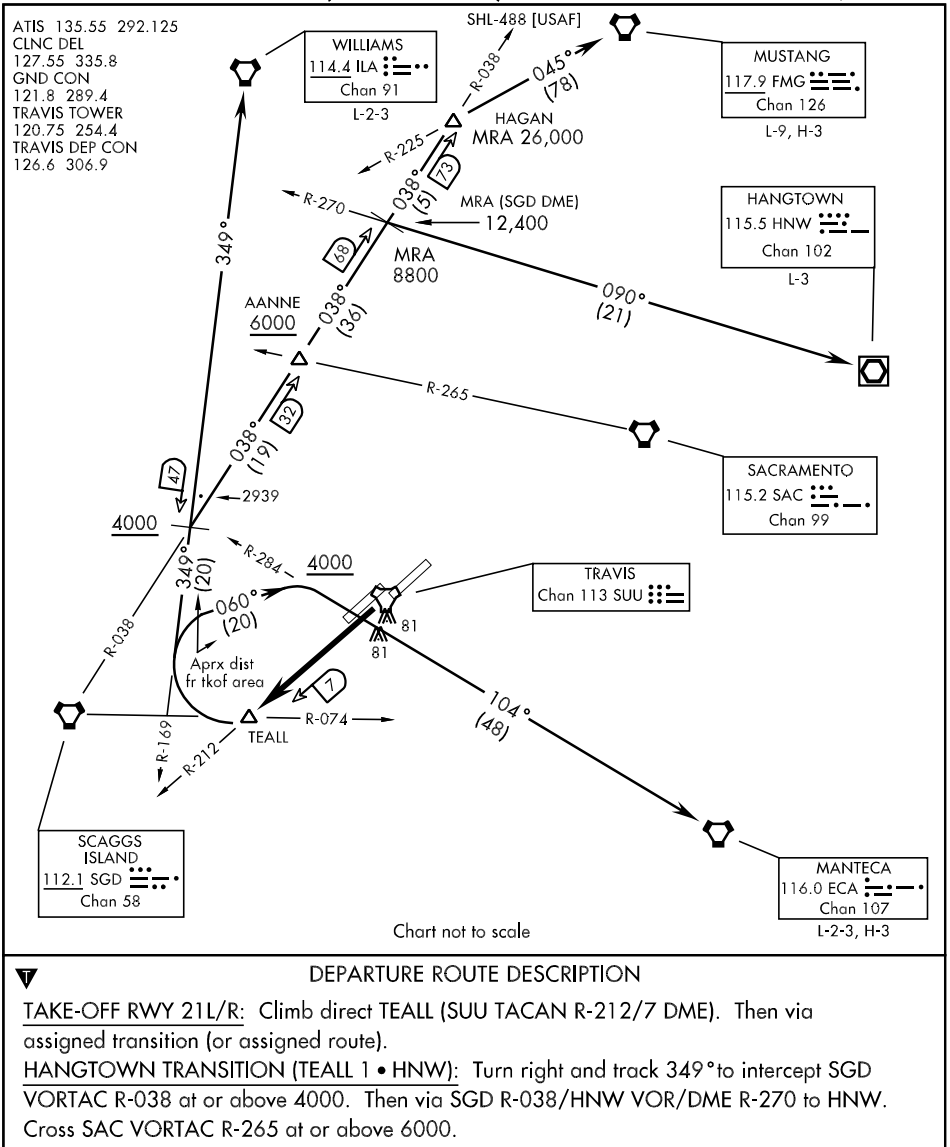


CATEGORY	A	B	C	D	E
S-21R	680-1 627 (700-1)		680-1¾ 627 (700-1¾)	680-2 627 (700-2)	680-2¼ 627 (700-2¼)
CIRCLING *	680-1 618 (700-1)		680-1¾ 618 (700-1¾)	800-2¼ 738 (800-2¼)	1440-3 1378(1400-3)

TDZL/CL Rwy 21L
HIRL all Rwy

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TEALL-ONE DEPARTURE (RWY 21 L/R) (TEALL1 • TEALL)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 21L/R: Climb direct TEALL (SUU TACAN R-212/7 DME). Then via assigned transition (or assigned route).

HANGTOWN TRANSITION (TEALL 1 • HNW): Turn right and track 349°to intercept SGD VORTAC R-038 at or above 4000. Then via SGD R-038/HNW VOR/DME R-270 to HNW. Cross SAC VORTAC R-265 at or above 6000.

MANTECA TRANSITION (TEALL 1 • ECA): Turn right and track 060°to intercept ECA VORTAC R-284 at or above 4000 direct ECA.

MUSTANG TRANSITION (TEALL 1 • FMG): Turn right and track 349°to intercept SGD VORTAC R-038 at or above 4000. Then via SGD R-038 and FMG VORTAC R-225 to FMG. Cross SAC VORTAC R-265 at or above 6000.

WILLIAMS TRANSITION (TEALL 1 • ILA): Turn right to intercept ILA VORTAC R-169 to ILA. Cross ILA 47 DME at or above 4000.

TEALL-ONE DEPARTURE (RWY 21 L/R) (TEALL1 • TEALL)

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2160
181°	TDZE	708
	Apt Elev	708

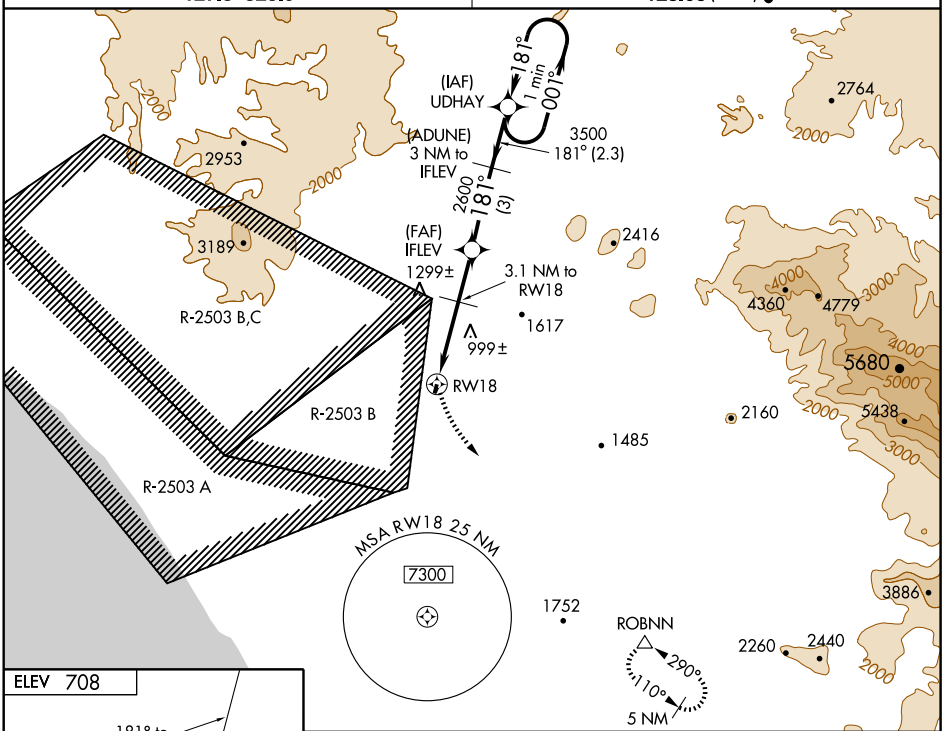
GPS RWY 18

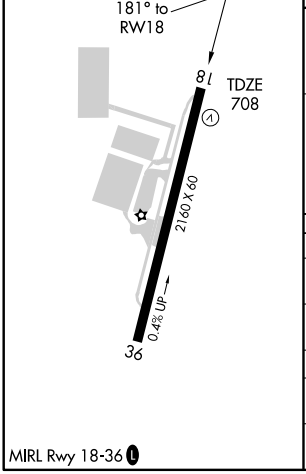
FALLBROOK COMMUNITY AIRPARK (L18)

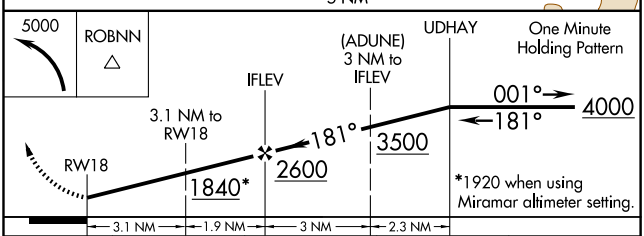
T
A NA
Circling not authorized west of Rwy 18-36.
Obtain local altimeter setting on CTAF; when not received, use MCAS Miramar altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN WP and hold.

SOCAL APP CON	UNICOM
127.3 323.0	123.05 (CTAF)







CATEGORY	A	B	C	D
S-18	1260-1	552 (600-1)		NA
CIRCLING	1260-1	552 (600-1)		NA
MCAS MIRAMAR ALTIMETER SETTING MINIMUMS				
S-18	1360-1	652 (700-1)		NA
CIRCLING	1360-1	652 (700-1)		NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PXN 112.6 Chan 73	APP CRS 044°	Rwy Idg N/A TDZE N/A Apt Elev 157

VOR/DME or GPS-A

FIREBAUGH (F34)

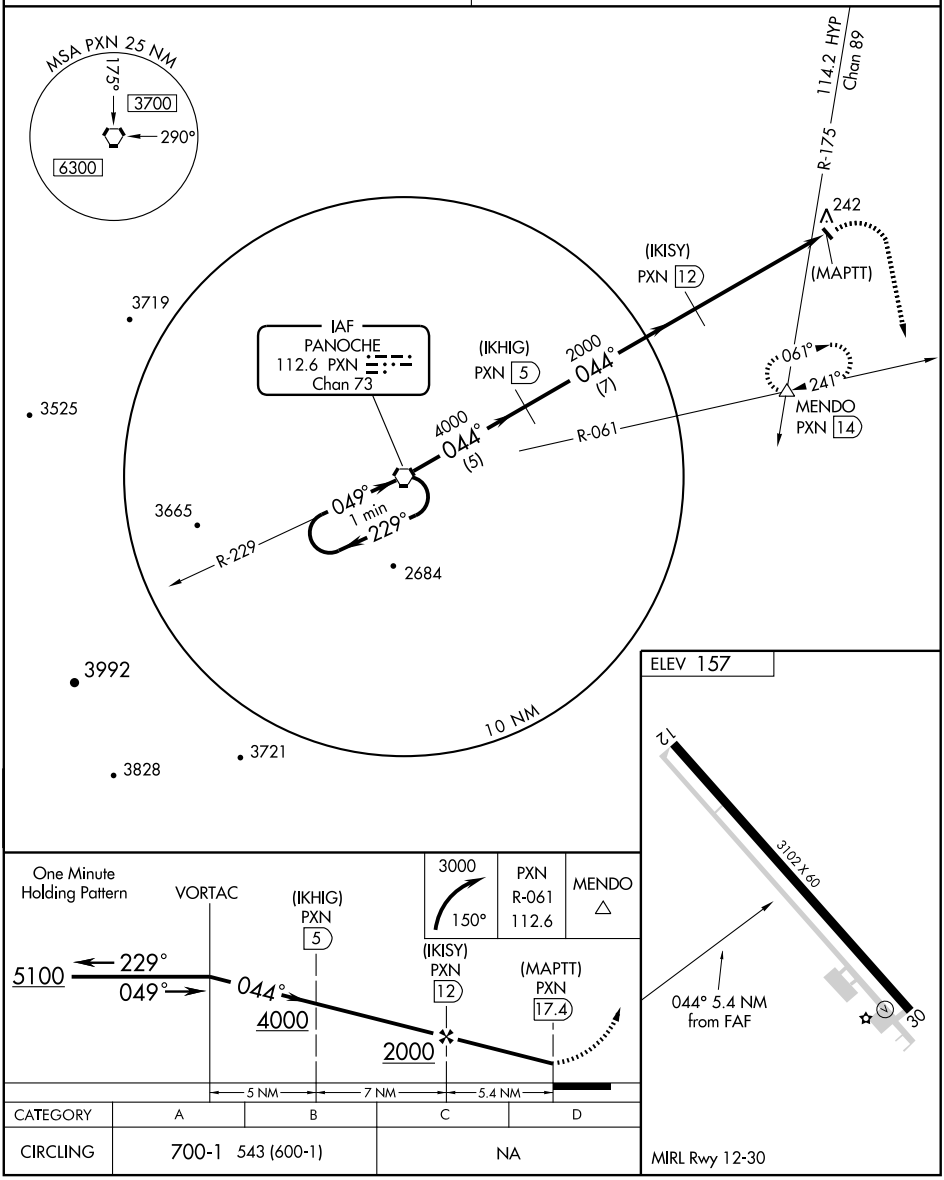
NA

Use Madera altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 150° and PXN R-061 to MENDO Int/PXN 14 DME and hold.

NORCAL APP CON	CTAF
120.95 269.45	122.9

SW-2, 21 OCT 2010 to 18 NOV 2010



APP CRS	Rwy Idg	4005
110°	TDZE	382
	Apt Elev	392

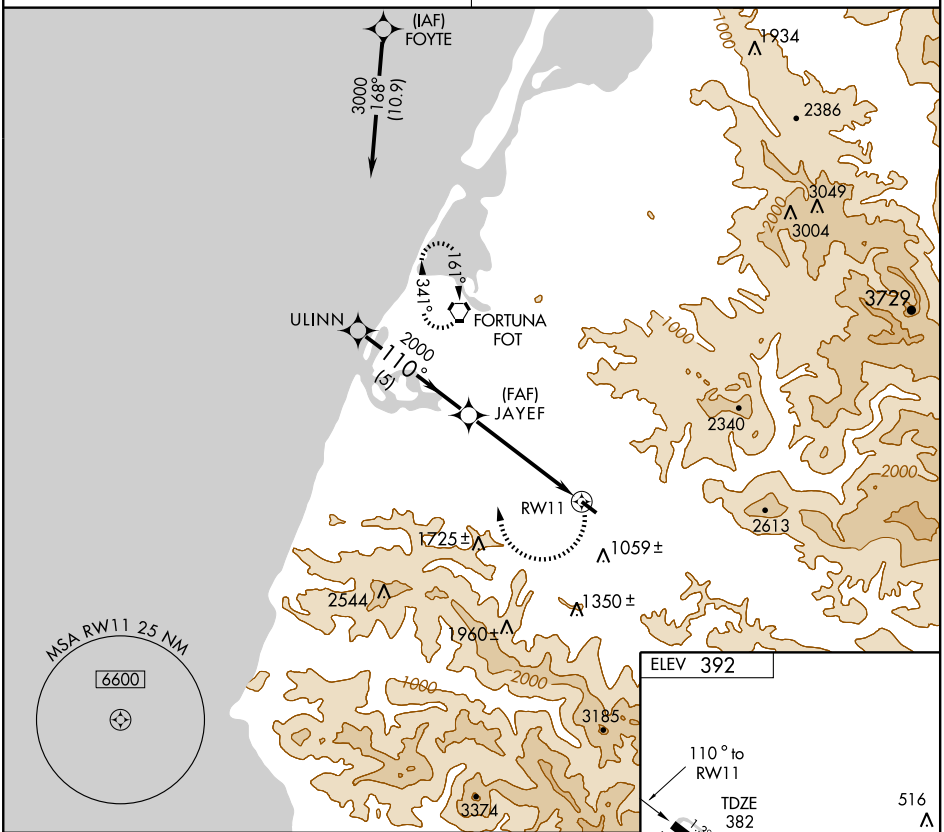
GPS RWY 11
FORTUNA/ROHNERVILLE (FOT)

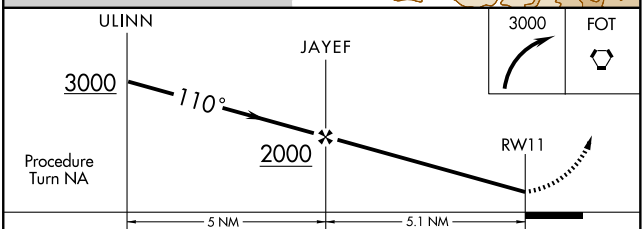
T
A NA

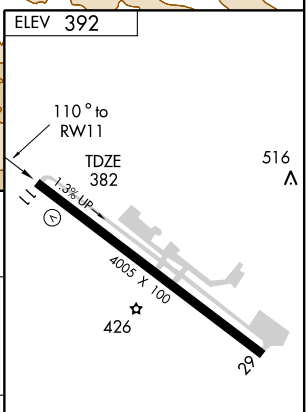
Use Arcata altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct FOT VORTAC and hold.

SEATTLE CENTER	CTAF
124.85 306.3	122.9 L







CATEGORY	A	B	C	D
S-11	1140-1 758 (800-1)	1160-1 ¼ 778 (800-1 ¼)	1200-2 ½ 818 (900-2½)	1560-3 1178 (1200-3)
CIRCLING	1140-1 748 (800-1)	1160-1 ¼ 768 (800-1 ¼)	1320-2 ¾ 928 (1000-2¾)	1560-3 1168 (1200-3)

REIL Rwys 11 and 29
MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4005
276°	TDZE	392
	Apt Elev	392

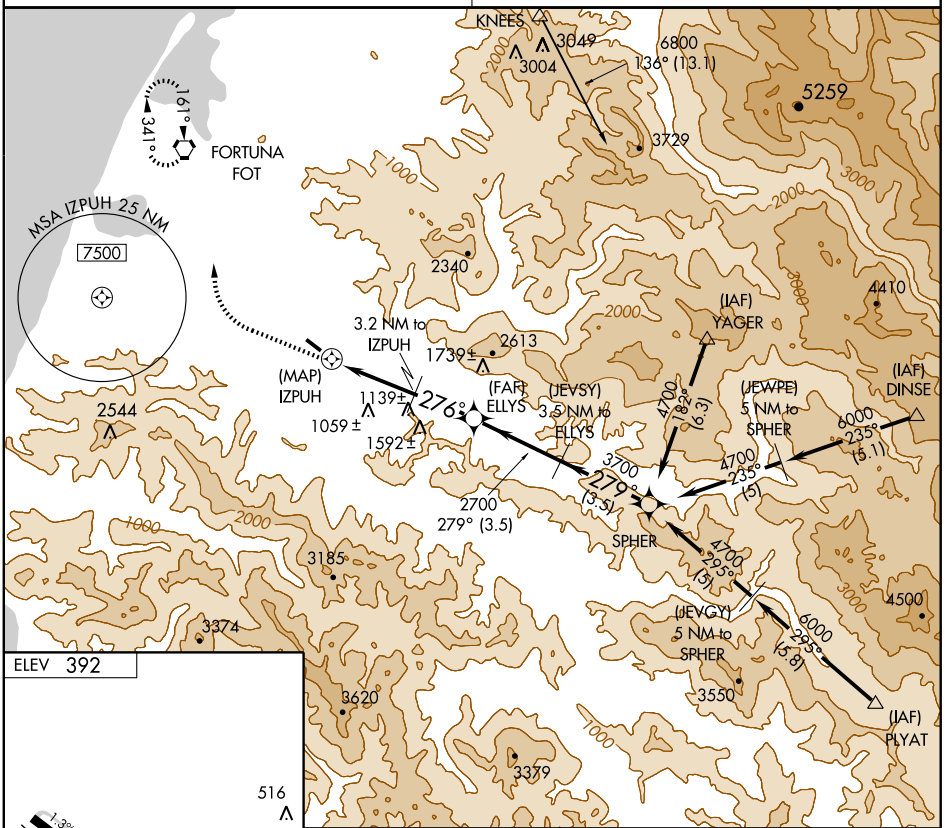
GPS RWY 29

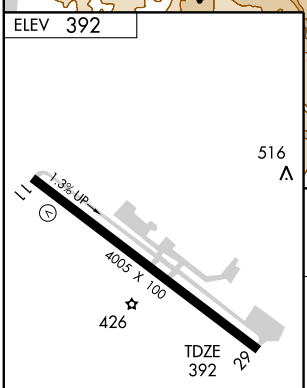
FORTUNA/ROHNERVILLE (FOT)

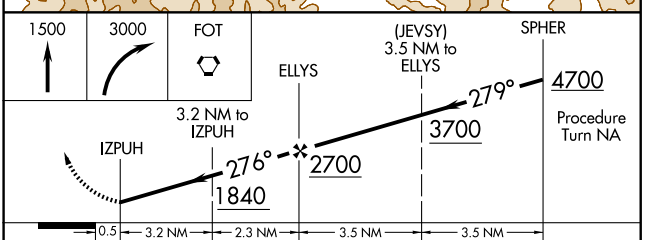
Use Arcata altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOT VORTAC and hold.

SEATTLE CENTER	CTAF
124.85 306.3	122.9 L







CATEGORY	A	B	C	D
S-29	1160-1 768 (800-1)	1160-1¼ 768 (800-1¼)	1160-2¼ 768 (800-2¼)	1160-2½ 768 (800-2½)
CIRCLING	1160-1 768 (800-1)	1160-1¼ 768 (800-1¼)	1320-2¾ 928 (1000-2¾)	1460-3 1068 (1100-3)

REIL Rwys 11 and 29
MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FOT 114.0 Chan 87	APP CRS 128°	Rwy Idg 4005 TDZE 382 Apt Elev 392

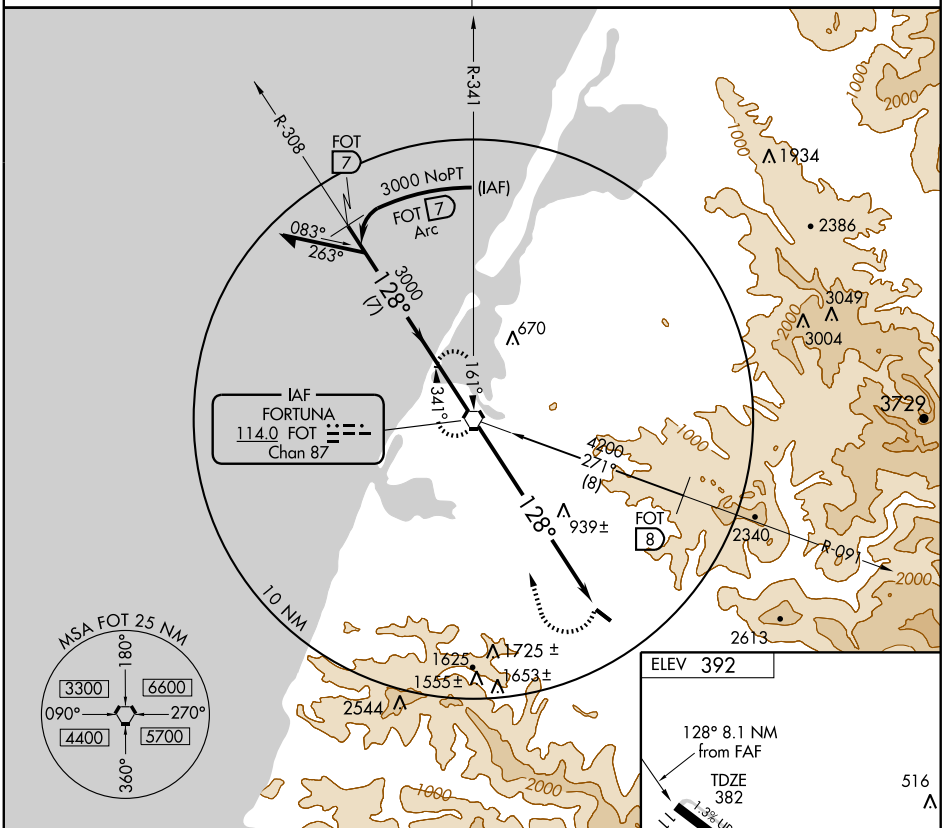
VOR RWY 11

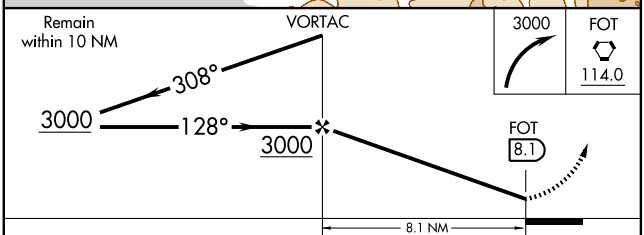
FORTUNA/ROHNERVILLE (FOT)

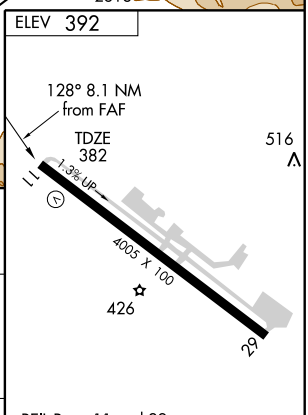
Use Arcata altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 3000 direct FOT VORTAC and hold.

SEATTLE CENTER	CTAF
124.85 306.3	122.9 L







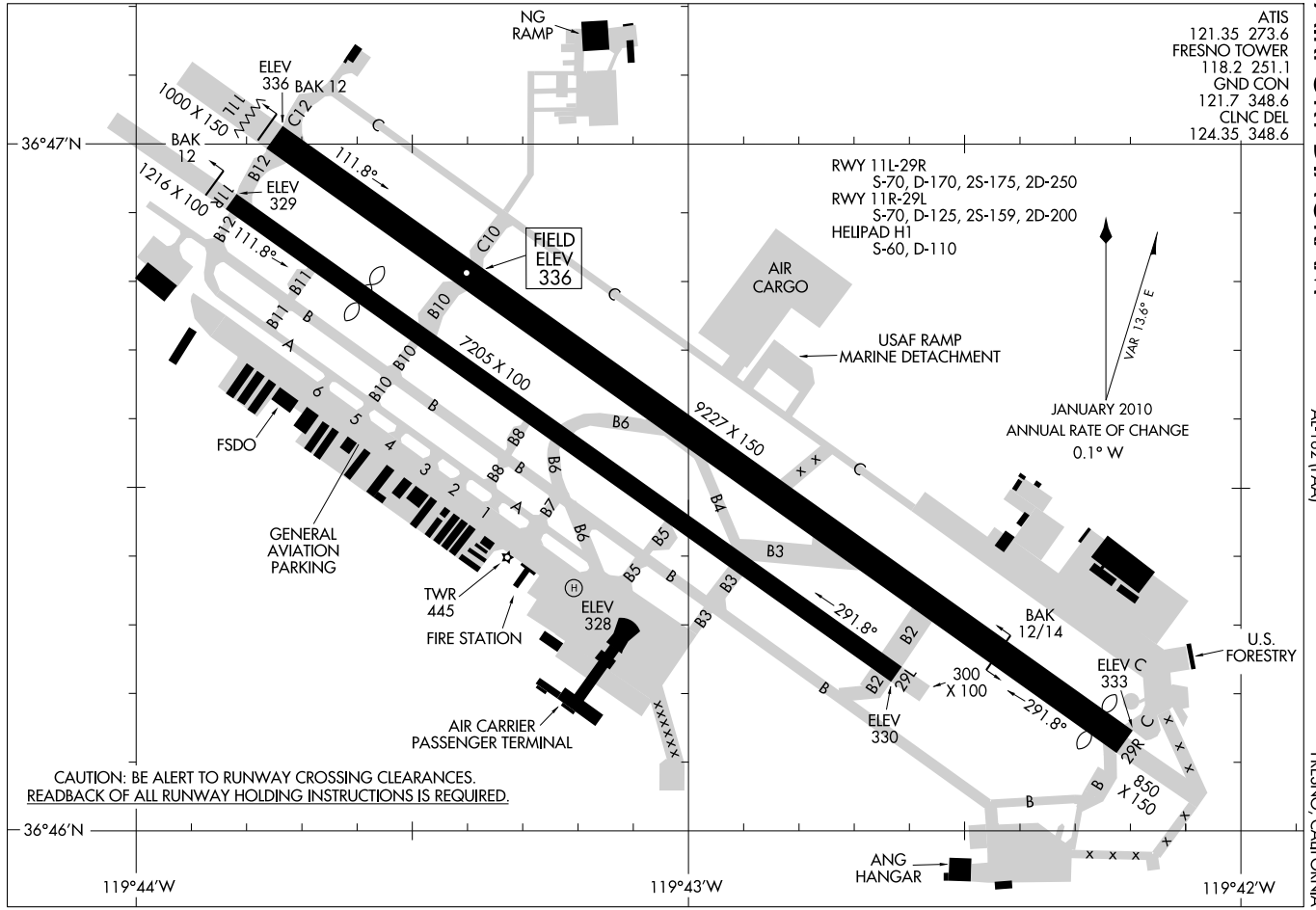
REIL Rwys 11 and 29
MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-11	1640-1¼ 1258 (1300-1¼)	1680-1½ 1298 (1300-1½)	1720-3 1338 (1400-3)	
CIRCLING	1640-1¼ 1248 (1300-1¼)	1680-1½ 1288 (1300-1½)	1720-3 1338 (1400-3)	

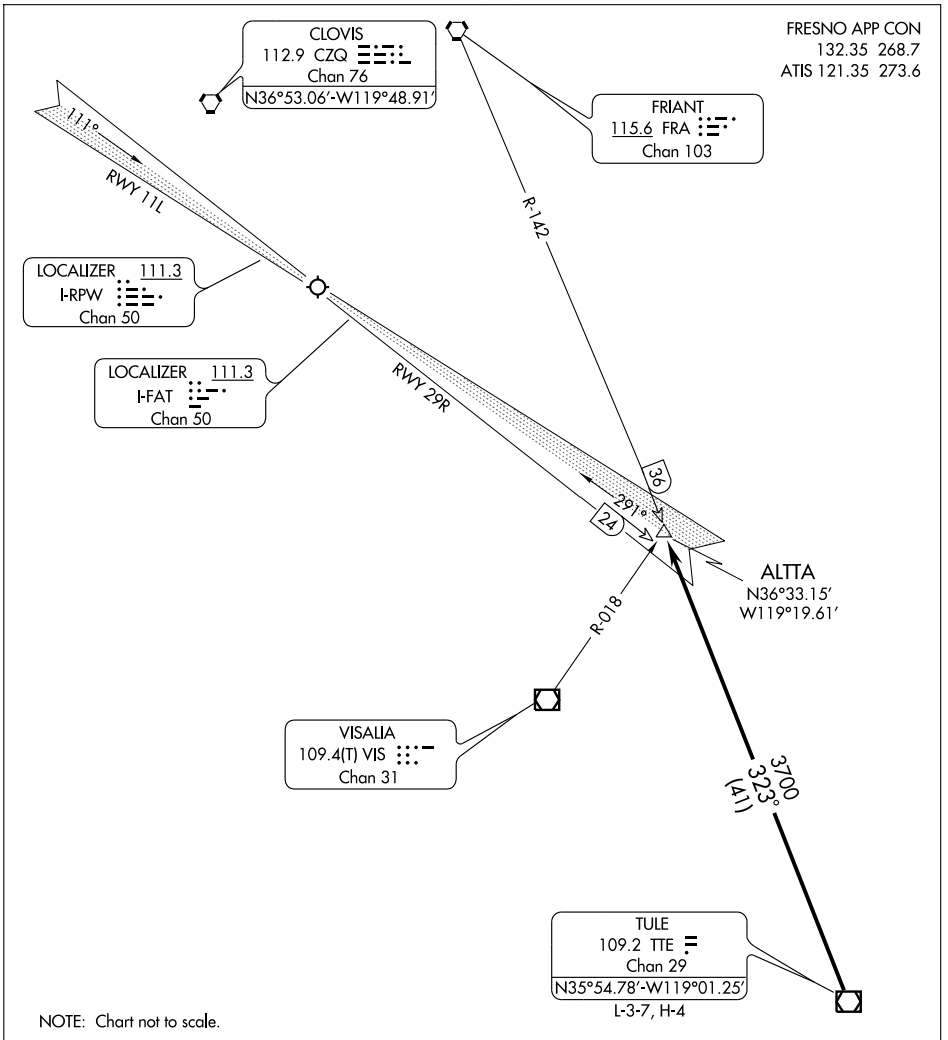
FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



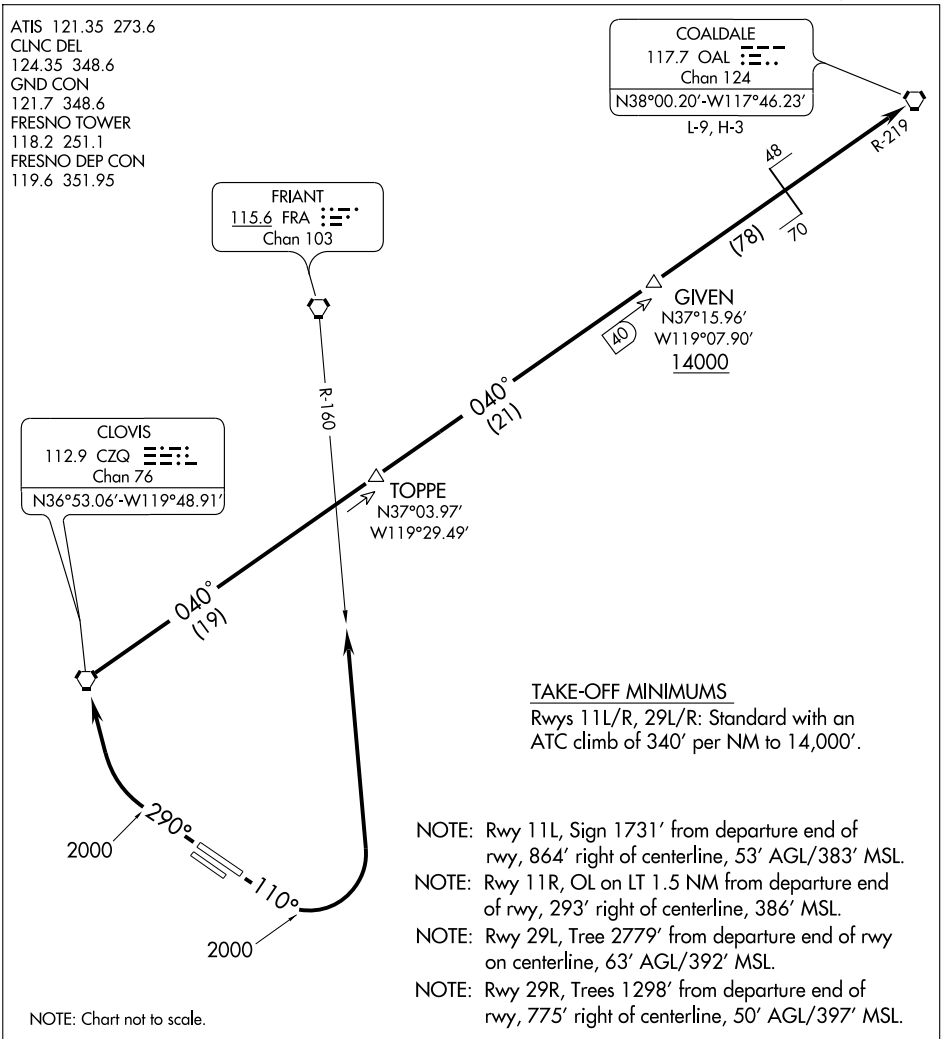
10210 AIRPORT DIAGRAM FRESNO YOSEMITE INTL (FAT) FRESNO, CALIFORNIA



From over TTE VOR/DME via TTE R-323 and FRA R-142 to ALTTA DME fix. Expect ILS or LOC Rwy 29R approach. For Rwy 11L operations: Expect routing via CZQ VORTAC and radar vectors to Fresno Localizer Rwy 11L approach.

LOST COMMUNICATIONS: Rwy 11L: Execute VOR/DME or TACAN Rwy 11L approach.

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

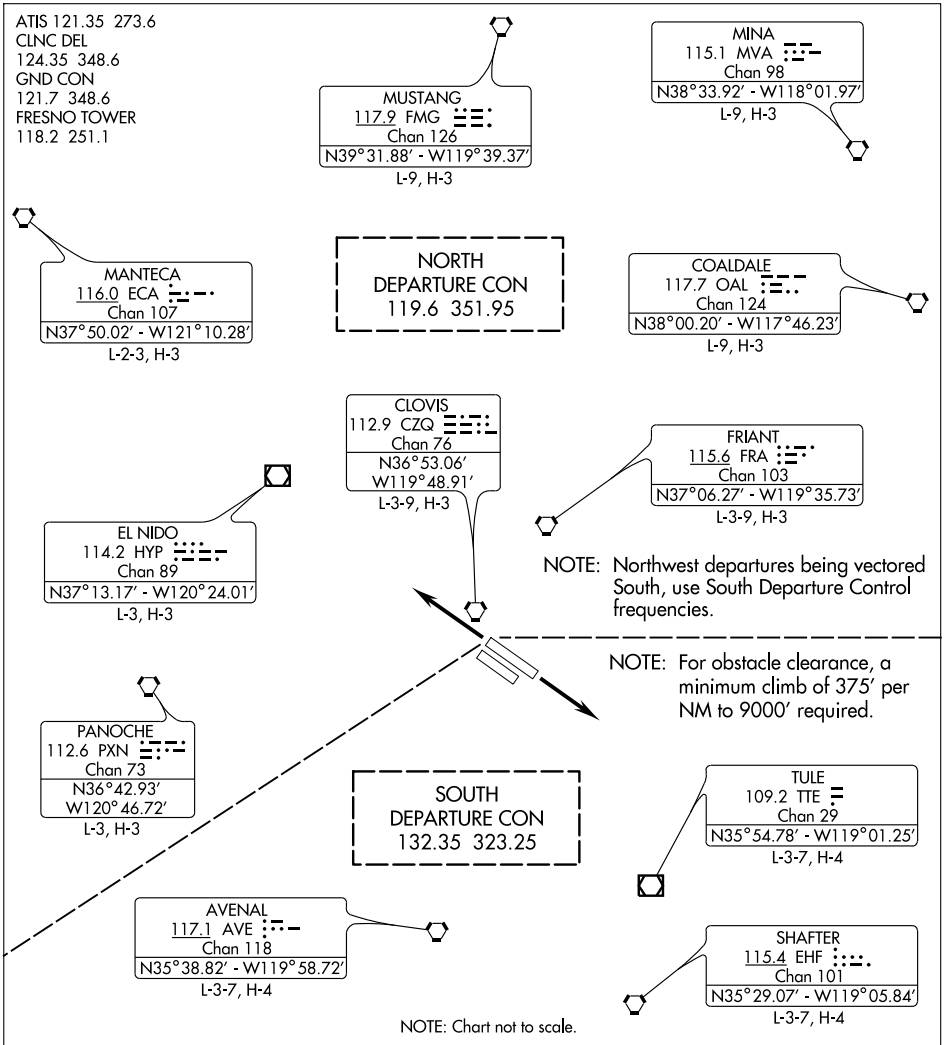
TAKE-OFF RUNWAYS 11L/R: Climb via 110° heading to 2000', then climbing left turn via FRA R-160 and CZQ R-040. Thence . . . .

TAKE-OFF RUNWAYS 29L/R: Climb via 290° heading to 2000', then climbing right turn direct CZQ VORTAC. Thence . . . .

. . . . Intercept and proceed via CZQ R-040 and OAL R-219 to OAL VORTAC. Cross GIVEN DME at or above 14000'. Expect clearance to filed altitude after GIVEN DME.

SW-2, 21 OCT 2010 to 18 NOV 2010

FRESNO FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

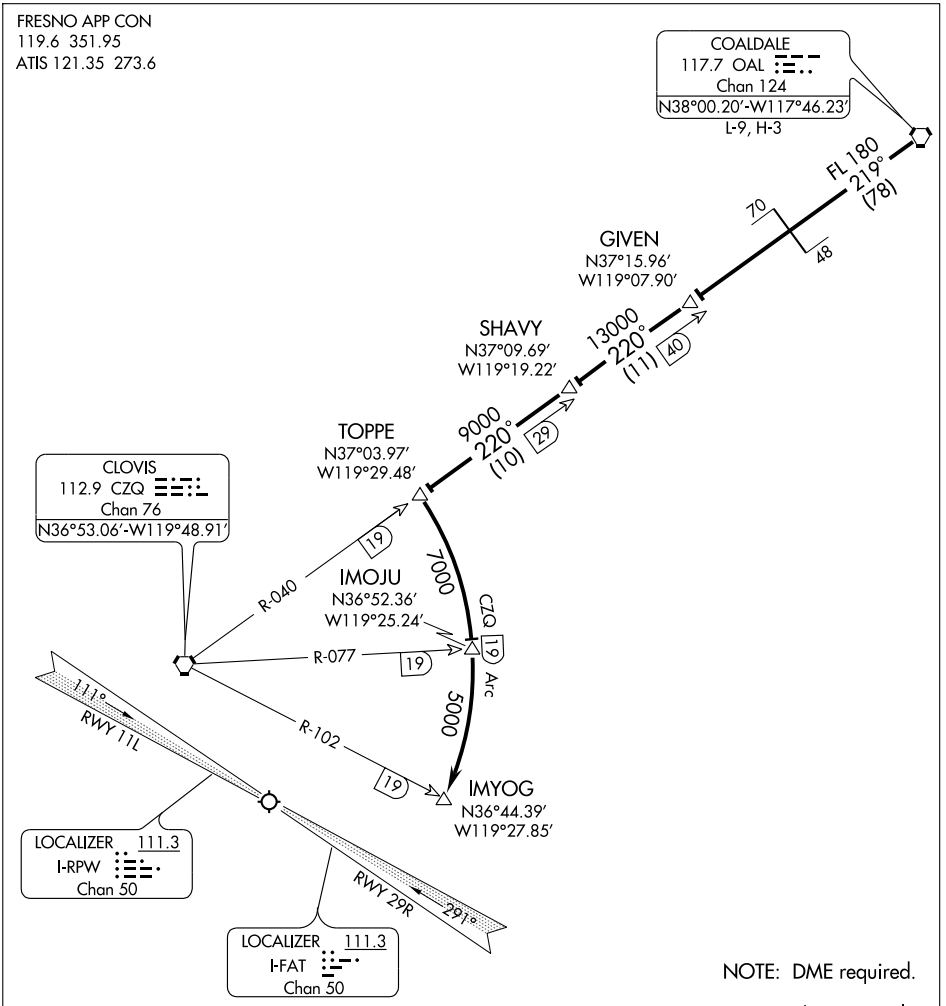
TAKE-OFF RUNWAYS 11L/R AND 29L/R: Fly runway heading for vectors to assigned route/fix. Expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no radio contact for two minutes, aircraft enroute to FRA, MVA, FMG and OAL proceed direct CZQ VORTAC, then direct FRA VORTAC, cross FRA VORTAC at or above 9000′, thence via (assigned route) to filed altitude.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

GIVEN SIX ARRIVAL

ST-162 (FAA)



From over OAL VORTAC via OAL R-219 and CZQ R-040 to TOPPE DME fix, thence . . . .

. . . . RWY 11L: arrivals can expect radar vectors from TOPPE DME fix to FRESNO Rwy 11L localizer.

. . . . RWY 29R: south via CZQ 19 DME arc to IMYOG R-102/19 DME, then via radar vectors to intercept the FRESNO ILS Rwy 29R localizer course.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FAT	APCH CRS				
111.3 Chan 50	291°	Rwy ldg	29R 8915	29L 7205	
		TDZE	29R 333	29L 330	
		Arpt Elev	336		

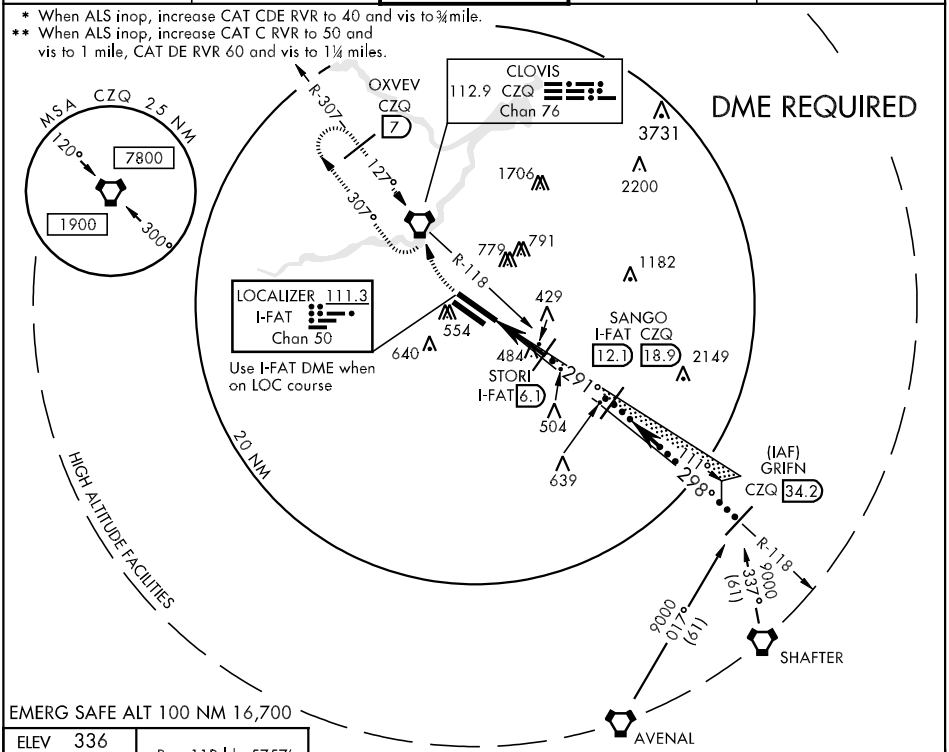
JAL-162 [USAF] FRESNO YOSEMITE INTL (KFAT)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct CZQ VORTAC and hold. (TACAN aircraft continue climb to 3000 via CZQ R-307 to OXVEV/7 DME and hold northwest, right turns, 127° inbound), or as directed by ATC.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	132.35 323.25	118.2 251.1	121.7 348.6	124.35 348.6

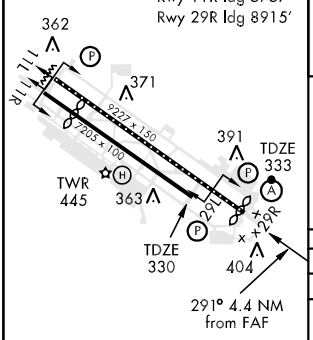
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR 60 and vis to 1¼ miles.

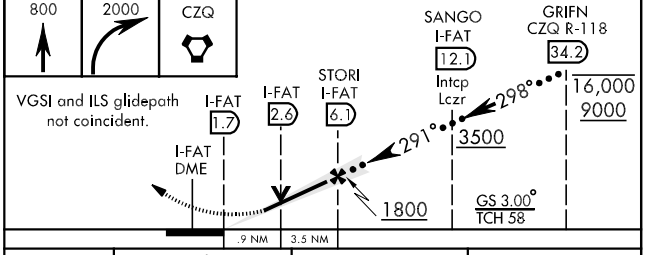


EMERG SAFE ALT 100 NM 16,700

ELEV 336

Rwy 11R ldg 5757′
Rwy 29R ldg 8915′





CATEGORY	C	D	E
S-ILS 29R*	533/18 200 (200-⅜)		533/24 200 (200-½)
S-LOC 29R**	680/24 347 (400-½)	680/40 347 (400-¾)	
SIDE STEP RWY 29L	740-1½ 410 (500-1½)	740-2 410 (500-2)	740-2¾ 410 (500-2¾)
CIRCLING	820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010

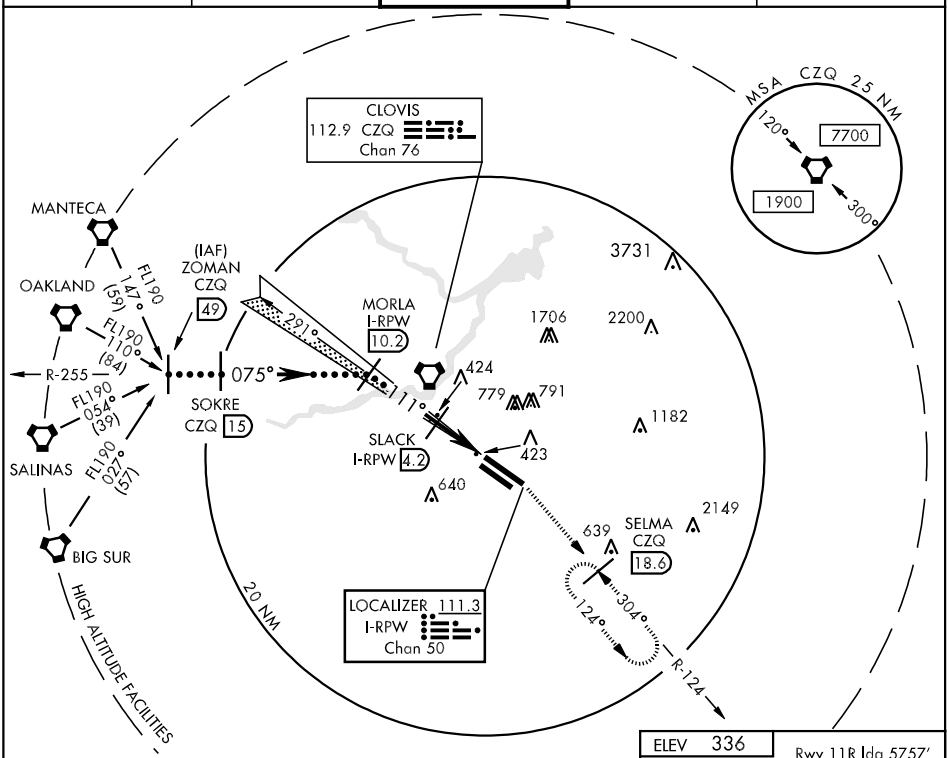
HI-LOC/DME RWY 11L

LOC/DME I-RPW	APCH CRS	Rwy ldg	11L 9227	11R 5757
111.3 Chan 50	111°	TDZE	11L 336	11R 333
		Arpt Elev	336	

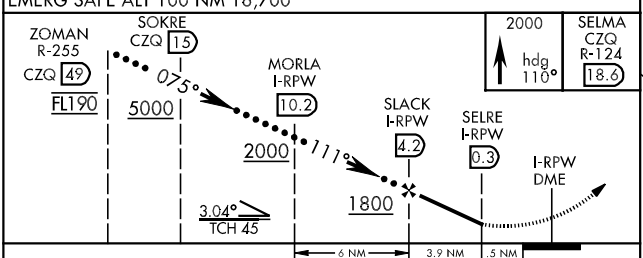
JAL-162 [USAF] FRESNO YOSEMITE INTL (KFAT)

MISSED APPROACH: Climb to 2000 via heading 110° and CZQ VORTAC R-124 to SELMA 18.6 DME and hold.

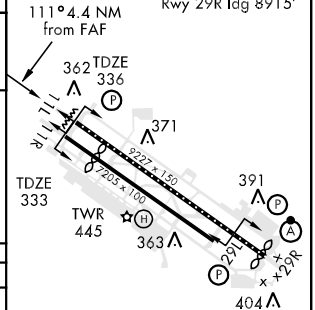
ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6



EMERG SAFE ALT 100 NM 16,700



CATEGORY	C	D	E
S-11L	680/50 344 (400-1)	680/60 344 (400-1¼)	
SIDE STEP RWY 11R	680-1½ 347 (400-1½)	680-2 347 (400-2)	
CIRCLING	820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)



REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

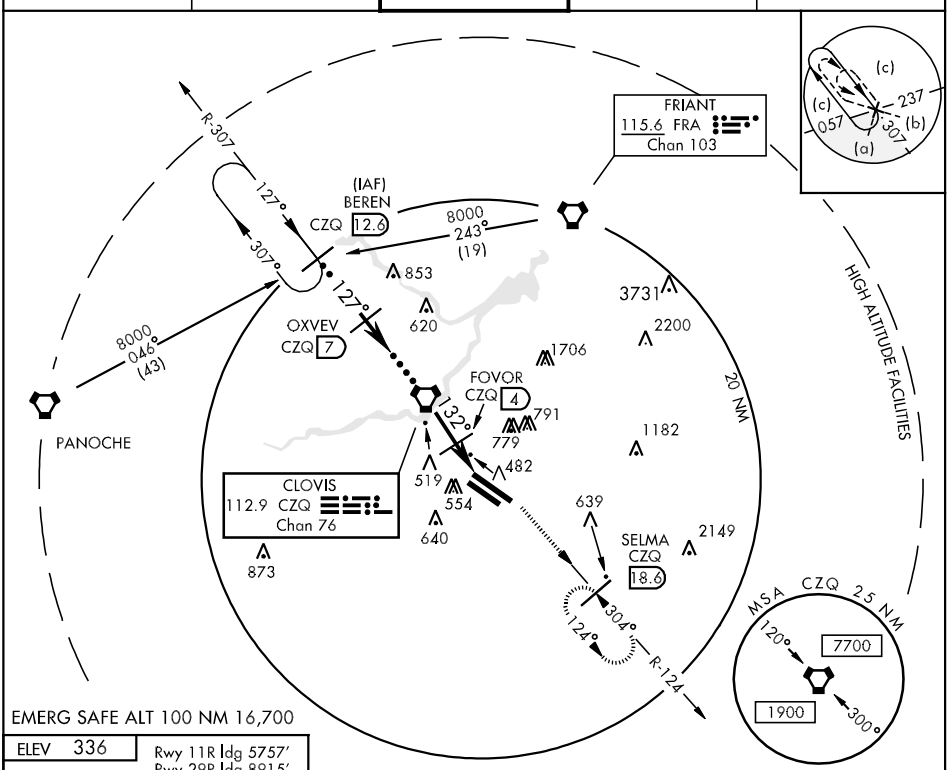
HI-VOR/DME or TACAN RWY 11L

VORTAC CZQ	APCH CRS	Rwy Idg	11L	9227	11R	5757
112.9	132°	TDZE	11L	336	11R	333
Chan 76		Arpt Elev		336		

JAL-162 [USAF] FRESNO YOSEMITE INTL (KFAT)

MISSED APPROACH: Climbing left turn to 2000 via CZQ R-124 to SELMA 18.6 DME and hold.

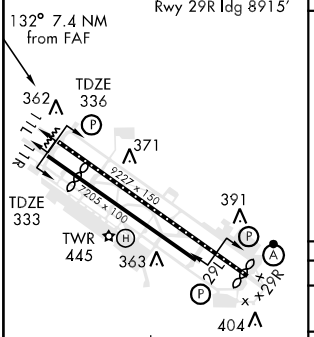
ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6



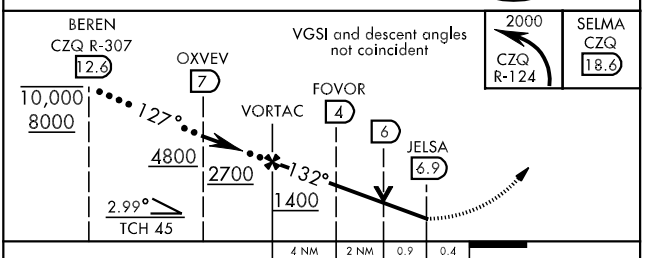
EMERG SAFE ALT 100 NM 16,700

ELEV 336

Rwy 11R ldg 5757'
Rwy 29R ldg 8915'



REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/CL Rwy 29R



CATEGORY	C	D	E
S-11L	800/60 464 (500-1¼)	800-1½ 464 (500-1½)	800-1¾ 464 (500-1¾)
SIDESTEP 11R	800-1½ 467 (500-1½)	800-2	467 (500-2)
CIRCLING	820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 29R

VORTAC CZQ	APCH CRS	Rwy ldg	29R 8915	29L 7205
112.9	306°	TDZE	29R 333	29L 330
Chan 76		Arpt Elev	336	

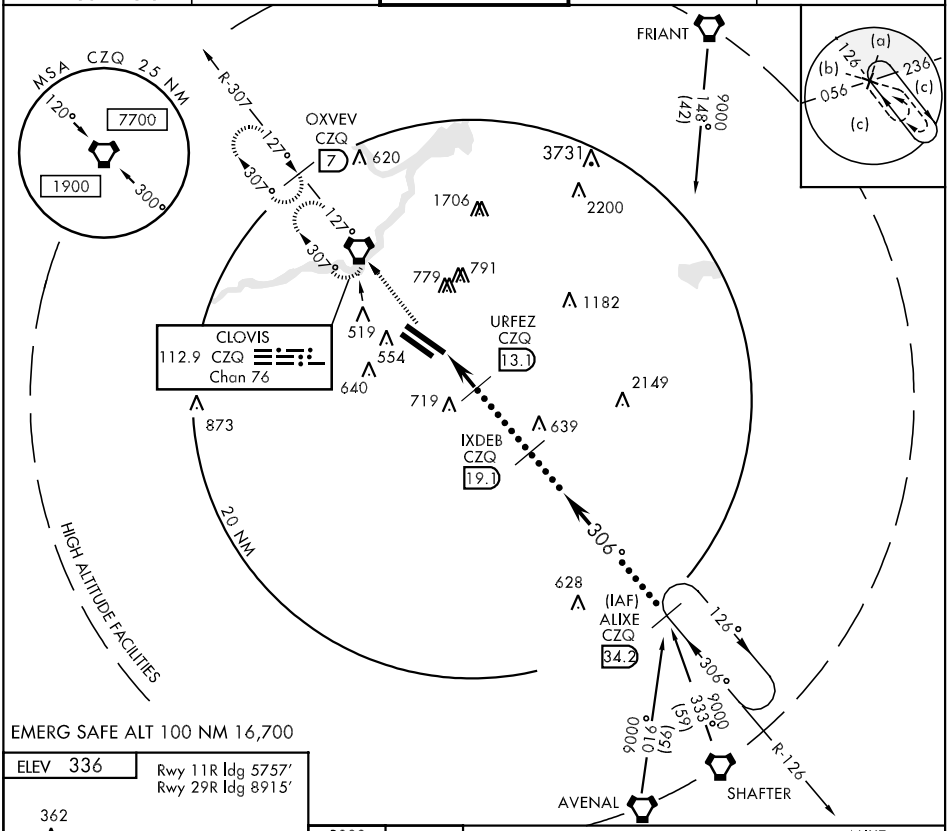
JAL-162 [USAF] FRESNO YOSEMITE INTL (KFAT)

*When ALS inop, increase CAT C RVR to 60, CAT DE vis to 1½.

ALSF-2

MISSED APPROACH: Climb to 2000 via CZQ VORTAC R-126 to CZQ VORTAC and hold. (TACAN acft continue climb to 3000 via CZQ R-307 to OXVEV 7 DME and hold NW, RT 127° inbound).

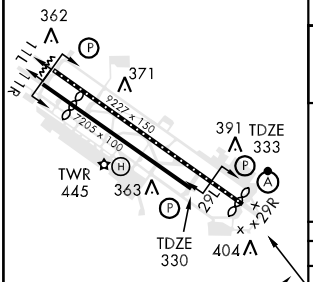
ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	132.35 323.25	118.2 251.1	121.7 348.6	124.35 348.6



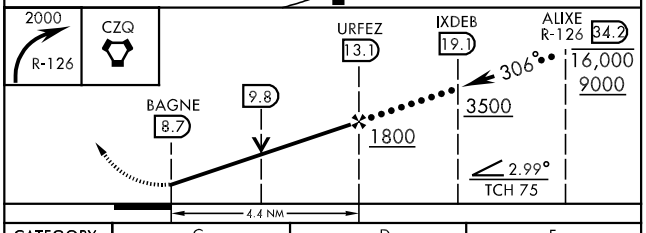
EMERG SAFE ALT 100 NM 16,700

ELEV 336

Rwy 11R ldg 5757′
Rwy 29R ldg 8915′



REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/CL Rwy 29R



CATEGORY	C	D	E
S-29R*	760/40 427 (500-¾)	760/50	427 (500-1)
SIDESTEP 29L	760-1½ 430 (500-1½)	760-2	430 (500-2)
CIRCLING	820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FAT	APP CRS	Rwy 29R ldg	TDZE	Apt Elev	Rwy 29L ldg	TDZE	Apt Elev
111.3 Chan 50	291°	8915	333	336	7205	330	336

ILS or LOC/DME RWY 29R

FRESNO YOSEMITE INTL (FAT)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to RVR 6000. Hold in lieu of PT not authorized for Cat E aircraft.

ALSF-2 Rwy 29R

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct CZQ VORTAC and hold. (TACAN aircraft climb to 3000 via CZQ VORTAC R-307 to OXVEV/CZQ 7 DME and hold NW, RT, 127° inbound.)

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6

TACAN MISSED APCH FIX

OXVEV CZQ 7

127° 307° 112.9 CZQ R-307 Chan 76

CLOVIS 112.9 CZQ Chan 76

R-307 27° 307°

Radar required for terminal route CLOVIS (CZQ) VORTAC to STORI INT.

2000 to STORI 122° (13)

ALTERNATE MISSED APCH FIX

115.6 FRA Chan 103

NIVEE FRA 8

022° 202° R-202

779

LOCALIZER 111.3 I-FAT Chan 50

554 515 505 660

IM

(IAF) STORI I-FAT 6.1

Maximum holding airspeed 200 KIAS

429± 484± 489±

291° 111° 1 min

(IF) SANGO I-FAT 12.1

1800 (6.1)

10 NM

2108

MSA CZQ 25 NM

120° 7700 1900 300°

DME REQUIRED

2600 NoPT 291° (12)

(IAF) ALTTA I-FAT 24.1

ELEV 336

362 371 391 363 404

TDZE 333 TDZE 330 TWR 445

9727 X 150 0°/205 X 100

11L 29R 11R 29L

291° 4.4 NM from FAF

800 2000 CZQ 112.9

STORI I-FAT 6.1

VGSI and ILS glidepath not coincident

One Minute Holding Pattern

I-FAT 1.7 I-FAT 2.6 IM

1800 111° 291° 1800 1800

GS 3.00° TCH 58

0.1 0.8 3.5 NM

CATEGORY	A	B	C	D	E
S-ILS 29R	533/18 200 (200-½)				533/24 200 (200-½)
S-LOC 29R	680/24 347 (400-½)			680/40 347 (400-¾)	
SIDESTEP RWY 29L	740-1 410 (500-1)		740-1½ 410 (500-1½)	740-2 410 (500-2)	
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FAT	APP CRS	Rwy Idg	8915
111.3	291°	TDZE	333
Chan 50		Apt Elev	336

ILS RWY 29R (CAT II)
FRESNO YOSEMITE INTL (FAT)

ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct CZQ VORTAC and hold. (TACAN aircraft climb to 3000 via CZQ VORTAC R-307 to OXVEV/CZQ 7 DME and hold NW, RT, 127° inbound.)

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6

TACAN MISSED APCH FIX
OXVEV CZQ 7
112.9 CZQ Chan 76
127° 307° R-307

CLOVIS
112.9 CZQ Chan 76
R-307 127° 307°

Radar required for terminal route CLOVIS (CZQ) VORTAC to STORI INT.

ALTERNATE MISSED APCH FIX
NIVEE FRA 8
115.6 FRA Chan 103
022° 202° R-202

2000 to STORI
122° (13)

779

LOCALIZER 111.3
I-FAT
Chan 50

554 515 505 660

IM

(IAF) STORI
I-FAT 6.1

429± 484± 489±

Maximum holding airspeed 200 KIAS

291° 111° 1 min

10 NM

2108

(IF) SANGO
I-FAT 12.1

1800 (6.1)

291° 111°

2600 NoPT 291° (12)

(IAF) ALTTA
I-FAT 24.1

MSA CZQ 25 NM
120° 300°
7700
1900

DME REQUIRED

ELEV 336

362 371 391 TDZE 333 TWR 445 363 404
07/25 X 100
9227 X 150
11L 29R

800 | 2000 | CZQ 112.9

STORI I-FAT 6.1

One Minute Holding Pattern

1800

DH RA 102

IM

333 MSL

291° 111° 1800 1800

VGSI and ILS glidepath not coincident

GS 3.00° TCH 58

1050′ 820′ 4.3 NM

CATEGORY	A	B	C	D
S-ILS 29R	RA 102/12	100	DA 433	

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FAT	APP CRS	Rwy Idg	8915
111.3	291°	TDZE	333
Chan 50		Apt Elev	336

ILS RWY 29R (CAT III)
FRESNO YOSEMITE INTL (FAT)

ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct CZQ VORTAC and hold. (TACAN aircraft climb to 3000 via CZQ VORTAC R-307 to OXVEV/CZQ 7 DME and hold NW, RT, 127° inbound.)

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6

TACAN MISSED APCH FIX
OXVEV CZQ 7
112.9 CZQ Chan 76
R-307 127° 307°

CLOVIS 112.9 CZQ Chan 76

Radar required for terminal route CLOVIS (CZQ) VORTAC to STORI INT.

ALTERNATE MISSED APCH FIX
NIVEE FRA 8
115.6 FRA Chan 103
R-202 022° 202°

2000 to STORI 122° (13)

779

LOCALIZER 111.3
I-FAT
Chan 50

554 515 505 660

IM

(IAF) STORI I-FAT 6.1
Maximum holding airspeed 200 KIAS

429± 484± 489±

1 min 291° 111°

10 NM

2108

(IF) SANGO I-FAT 12.1

1800 291° (6.1)

111°

2600 NoPT 291° (12)

(IAF) ALTTA I-FAT 24.1

MSA CZQ 25 NM
120° 7700 1900 300°

DME REQUIRED

ELEV 336

362 371 391 404 363

TDZE 333

TWR 445

07L 25R 07R 29L 29R

9227 X 150
07L25R 7205 X 100

800	2000	CZQ 112.9

STORI I-FAT 6.1
One Minute Holding Pattern
1800 111° 291° 1800

IM 435 291° 1800

333 MSL

VGSI and ILS glidepath not coincident

GS 3.00° TCH 58

1050' 850' 4.3 NM

CATEGORY	A	B	C	D
S-ILS 29R	CAT IIIa	RVR 07		
S-ILS 29R	CAT IIIb	RVR 06		
S-ILS 29R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

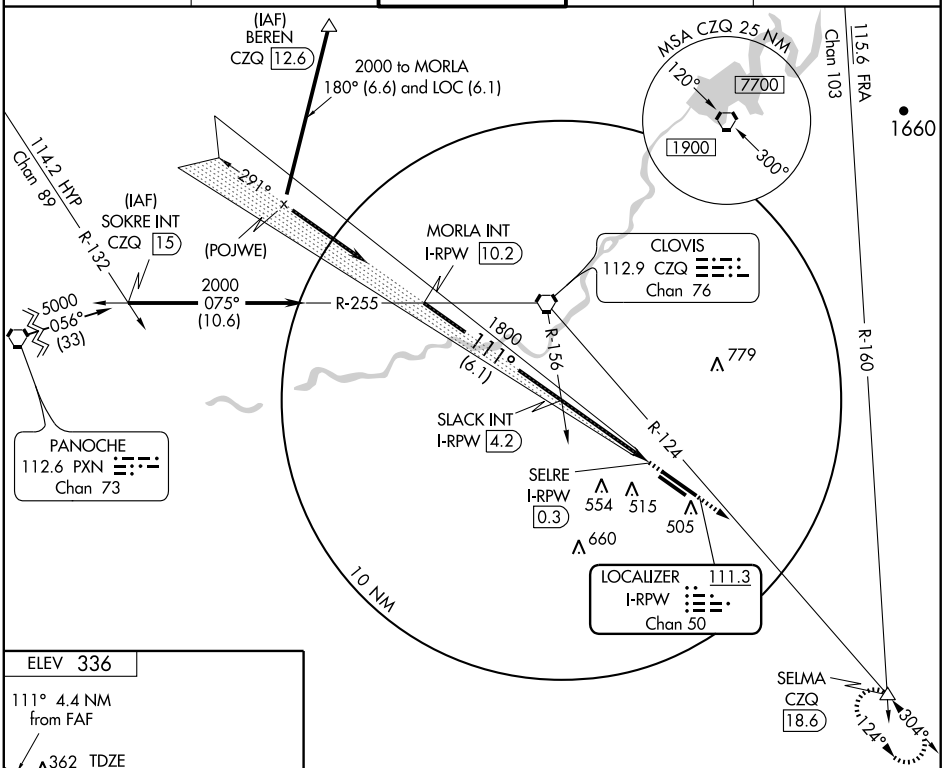
LOC/DME I-RPW	APP CRS	Rwy 11L Idg	9227	Rwy 11R Idg	5757
111.3	111°	TDZE	336	TDZE	333
Chan 50		Apt Elev	336	Apt Elev	336

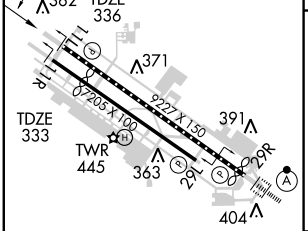
LOC RWY 11L

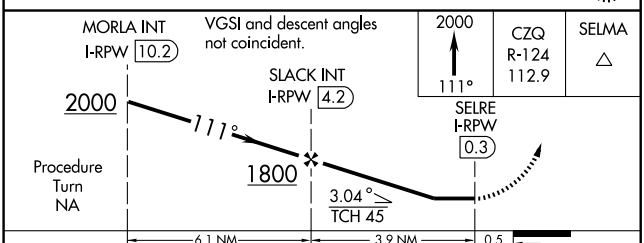
FRESNO YOSEMITE INTL (FAT)

MISSED APPROACH: Climb to 2000 via heading 111° and CZQ R-124 to SELMA and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6







REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D	E
S-11L	680/50 344 (400-1)			680/60 344 (400-1¼)	
SIDESTEP 11R	680-1 347 (400-1)		680-1½ 347 (400-1½)	680-2 347 (400-2)	
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9227
CH 77505	111°	TDZE	336
W11A		Apt Elev	336

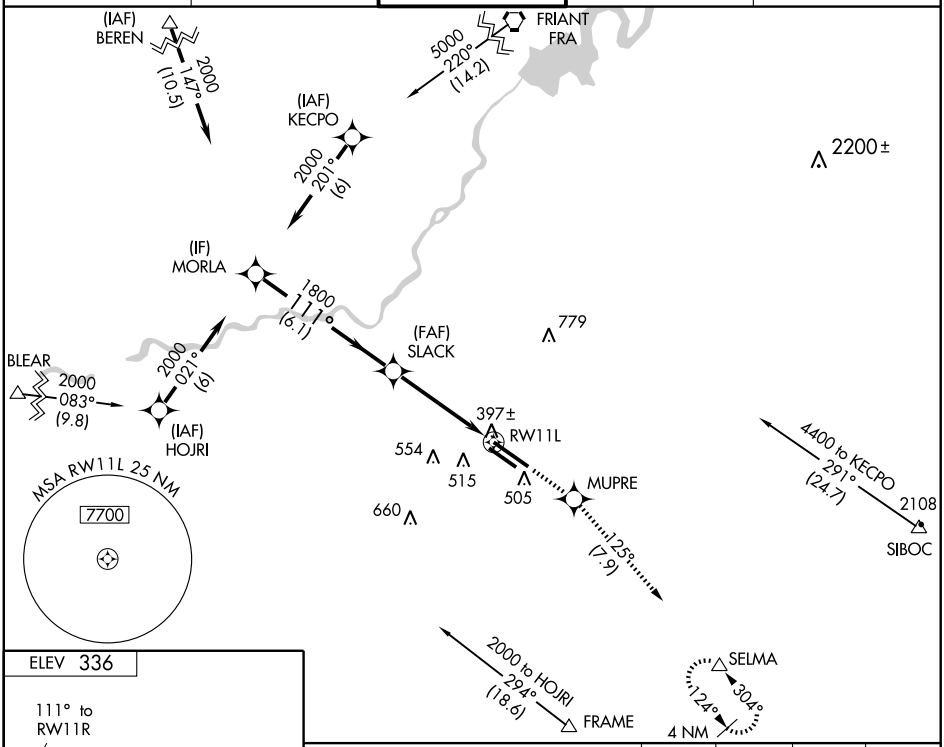
RNAV (GPS) RWY 11L

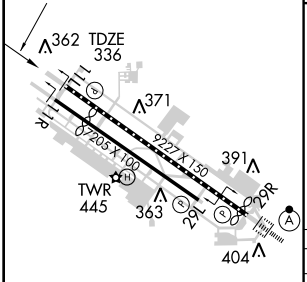
FRESNO YOSEMITE INTL (FAT)

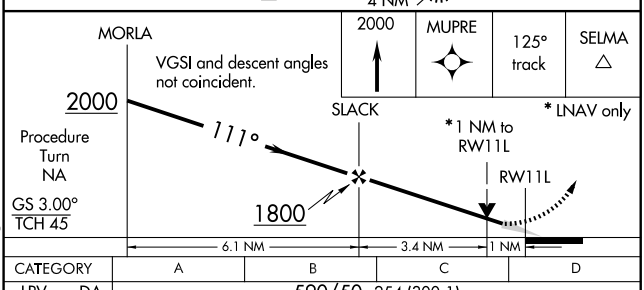
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct MUPRE and via 125° track to SELMA and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6







CATEGORY	A	B	C	D
LPV DA	590/50 254 (300-1)			
LNAV/VNAV DA	760-1½ 424 (500-1½)			
LNAV MDA	680/50 344 (400-1)			680/60 344 (400-1¼)
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	920-2 584 (600-2)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5757
113°	TDZE	333
	Apt Elev	336

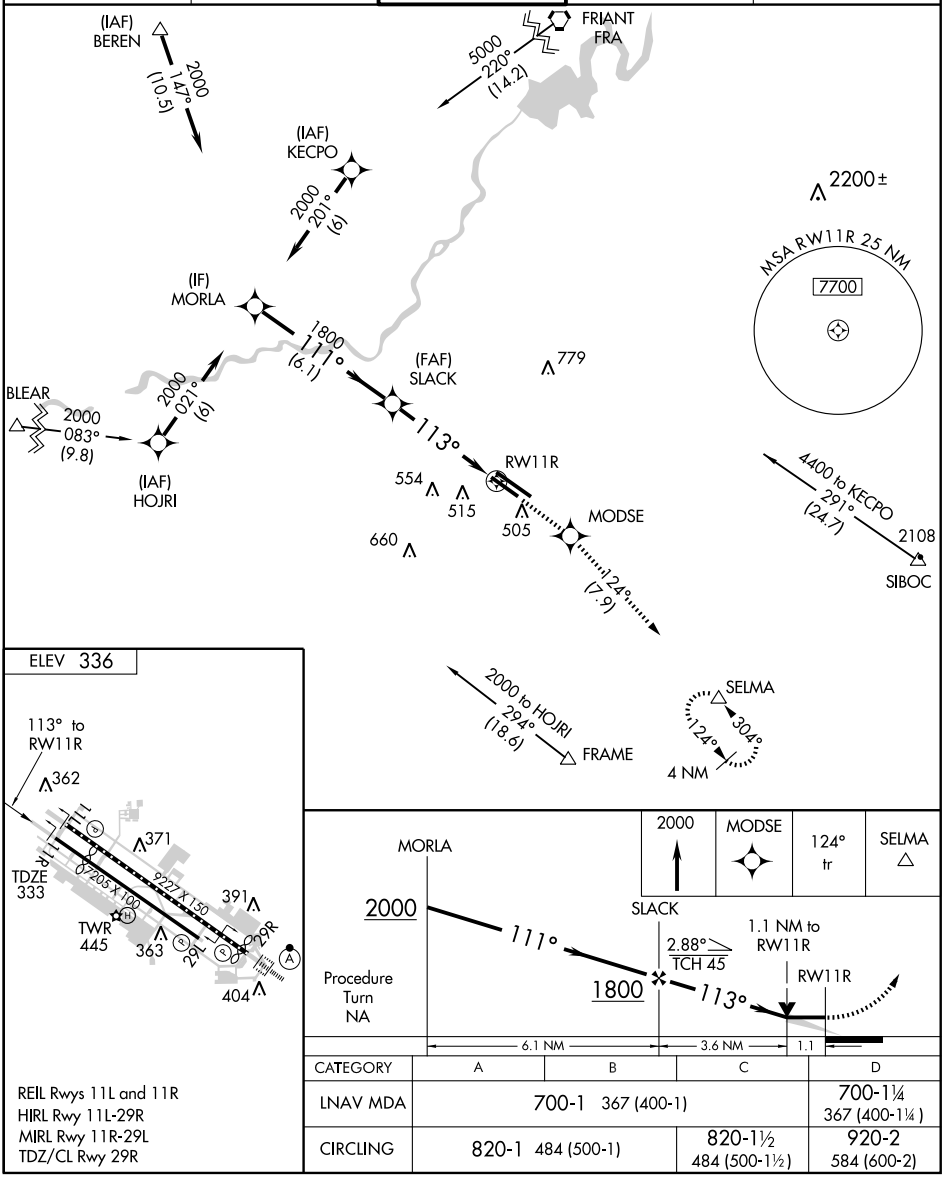
RNAV (GPS) RWY 11R

FRESNO YOSEMITE INTL (FAT)

DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct MODSE and via 124° track to SELMA and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6



CATEGORY	A	B	C	D
LNAV MDA	700-1 367 (400-1)			700-1¼ 367 (400-1¼)
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	920-2 584 (600-2)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7205
290°	TDZE	330
	Apt Elev	336

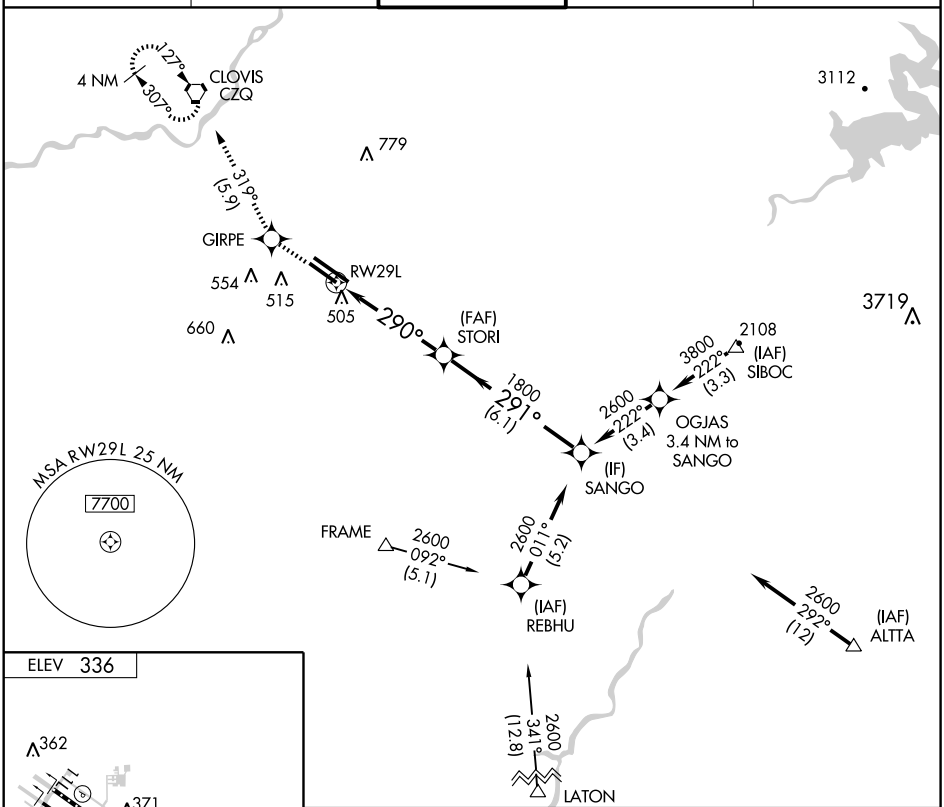
RNAV (GPS) RWY 29L

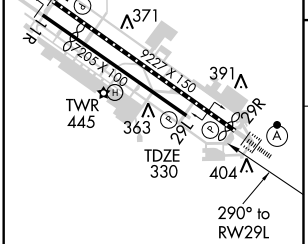
FRESNO YOSEMITE INTL (FAT)

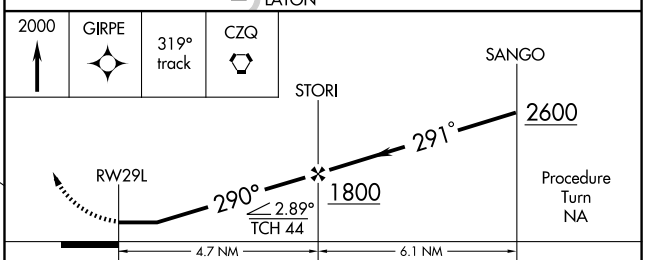
DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct GIRPE and via 319° track to CZQ VORTAC and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6







CATEGORY	A	B	C	D
LNAV MDA	760-1	430 (500-1)	760-1¼ 430 (500-1¼)	760-1½ 430 (500-1½)
CIRCLING	820-1	484 (500-1)	820-1½ 484 (500-1½)	920-2 584 (600-2)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8915
CH 81803	291°	TDZE	333
W29A		Apt Elev	336

RNAV (GPS) RWY 29R

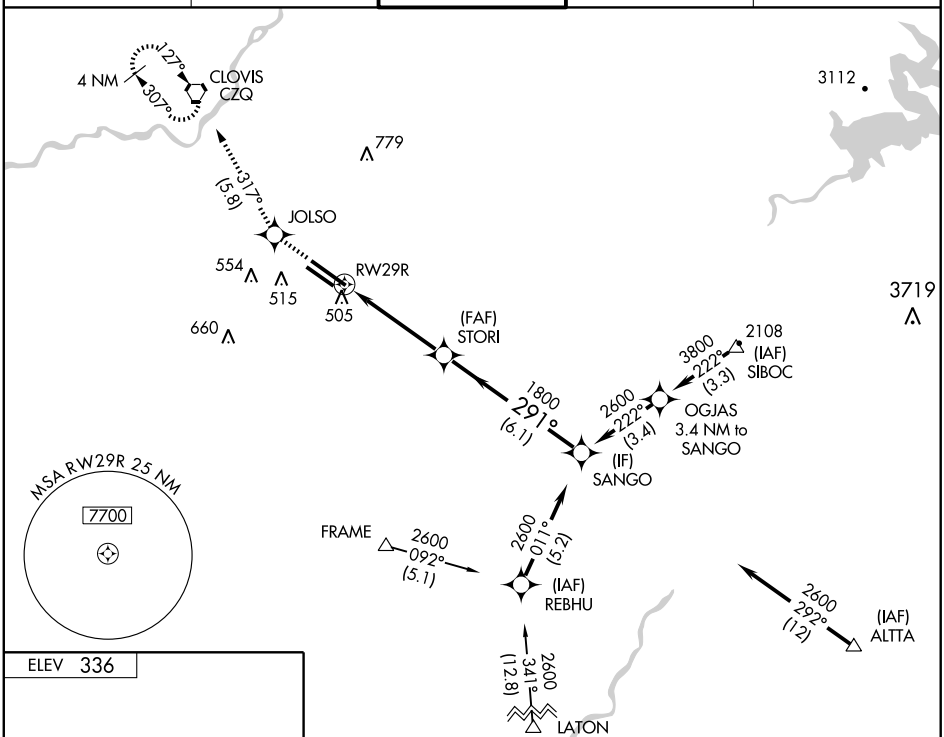
FRESNO YOSEMITE INTL (FAT)

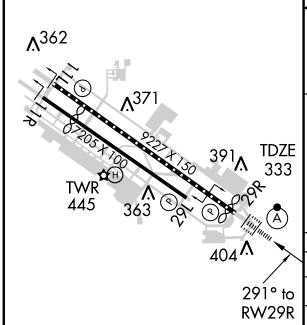
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 4000, all Cats.

ALSF-2

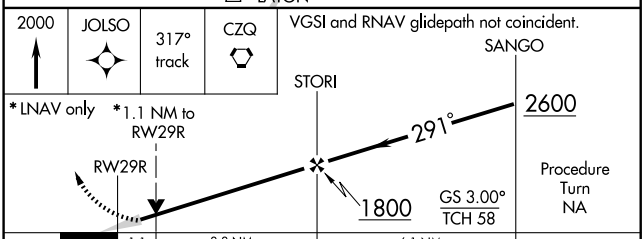
MISSED APPROACH: Climb to 2000 direct JOLSO and via 317° track to CZQ VORTAC and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6





REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R



CATEGORY	A	B	C	D
LPV DA	590/24 257 (300-½)			
LNAV/VNAV DA	760/50 427 (500-1)			
LNAV MDA	760/24 427 (500-½)		760/40 427 (500-¾)	760/50 427 (500-1)
CIRCLING	820-1½ 484 (500-1½)			920-2 584 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

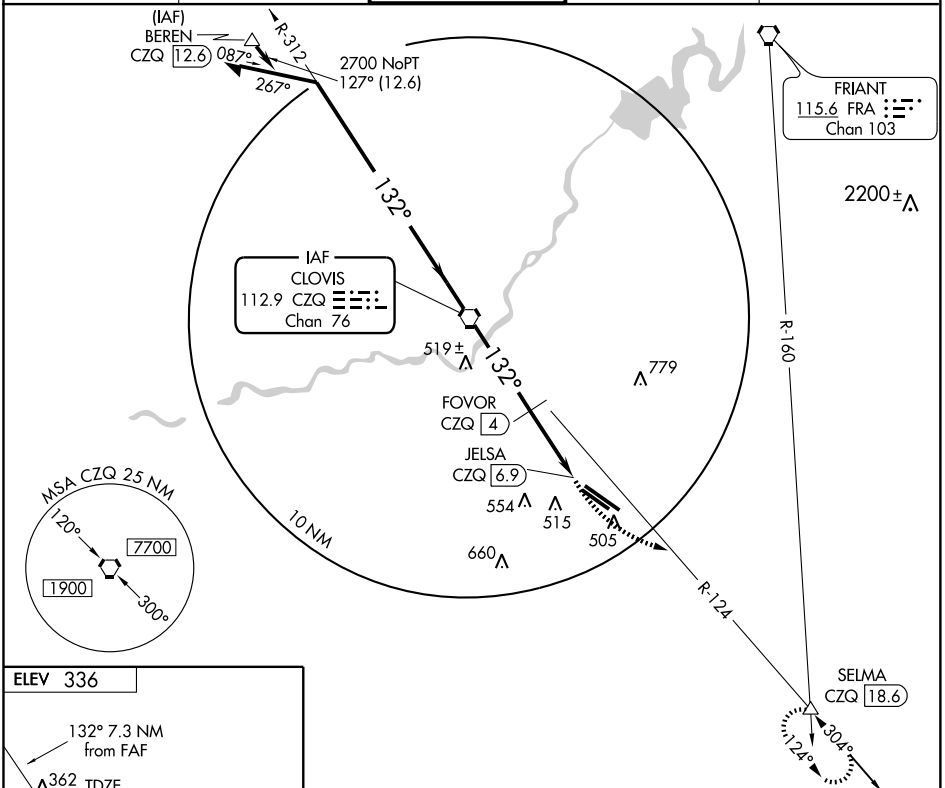
VORTAC CZQ 112.9 Chan 76	APP CRS 132°		11L	11R
		Rwy Idg	9227	5757
		TDZE	336	333
		Apt Elev	336	336

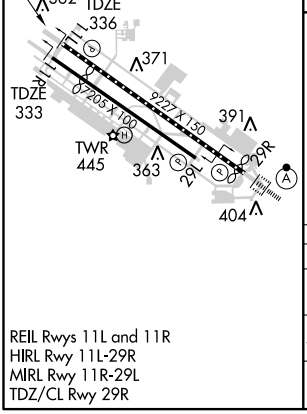
VOR/DME or TACAN RWY 11L

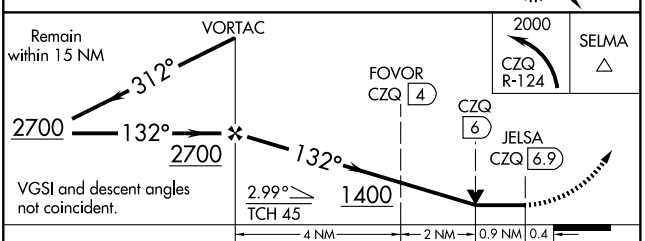
FRESNO YOSEMITE INTL (FAT)

MISSED APPROACH: Climbing left turn to 2000 via CZQ VORTAC R-124 to SELMA/CZQ 18.6 DME and hold.

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6







CATEGORY	A	B	C	D	E
S-11L	800/50 464 (500-1)		800/60 464 (500-1¼)	800-1½ 464 (500-1½)	800-1¾ 464 (500-1¾)
SIDESTEP 11R	800-1 467 (500-1)		800-1½ 467 (500-1½)	800-2 467 (500-2)	
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 29R

VORTAC CZQ 112.9 Chan 76	APP CRS 306°	Rwy 29R Idg 8915 TDZE 333 Apt Elev 336	Rwy 29L Idg 7205 TDZE 330 Apt Elev 336

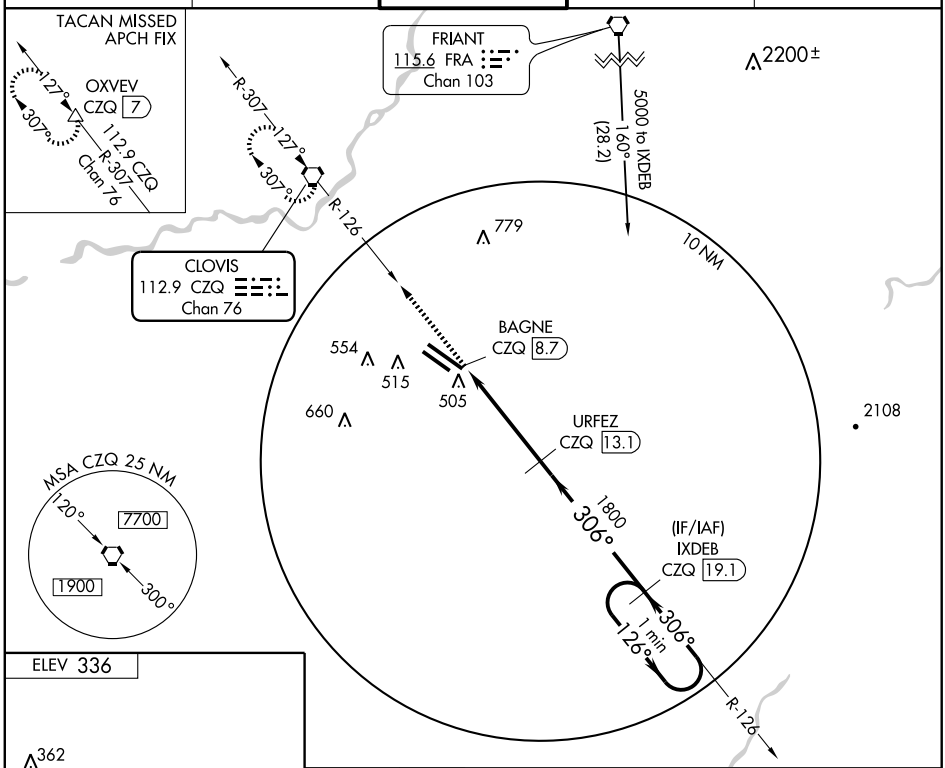
FRESNO YOSEMITE INTL (FAT)

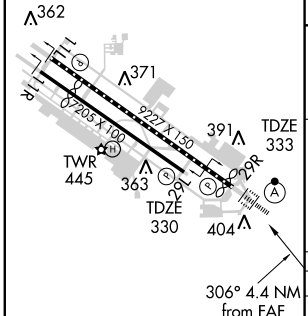
For inoperative ALSF-2, increase S-29R Cat E visibility to 1½.

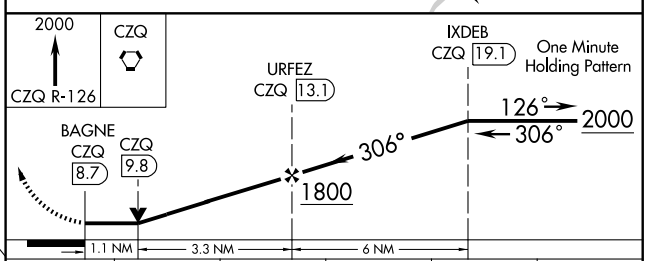
ALSF-2 Rwy 29R

MISSED APPROACH: Climb to 2000 via CZQ R-126 to CZQ VORTAC and hold. (TACAN aircraft continue climb to 3000 via CZQ R-307 to OXVEV/7 DME and hold (NW, RT, 127° inbound).

ATIS	FRESNO APP CON	FRESNO TOWER	GND CON	CLNC DEL
121.35 273.6	119.6 351.95	118.2 251.1	121.7 348.6	124.35 348.6







CATEGORY	A	B	C	D	E
S-29R	760/24	427 (500-½)	760/40 427 (500-¾)	760/50	427 (500-1)
SIDESTEP 29L	760-1	430 (500-1)	760-1½ 430 (500-1½)	760-2	430 (500-2)
CIRCLING	820-1	484 (500-1)	820-1½ 484 (500-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

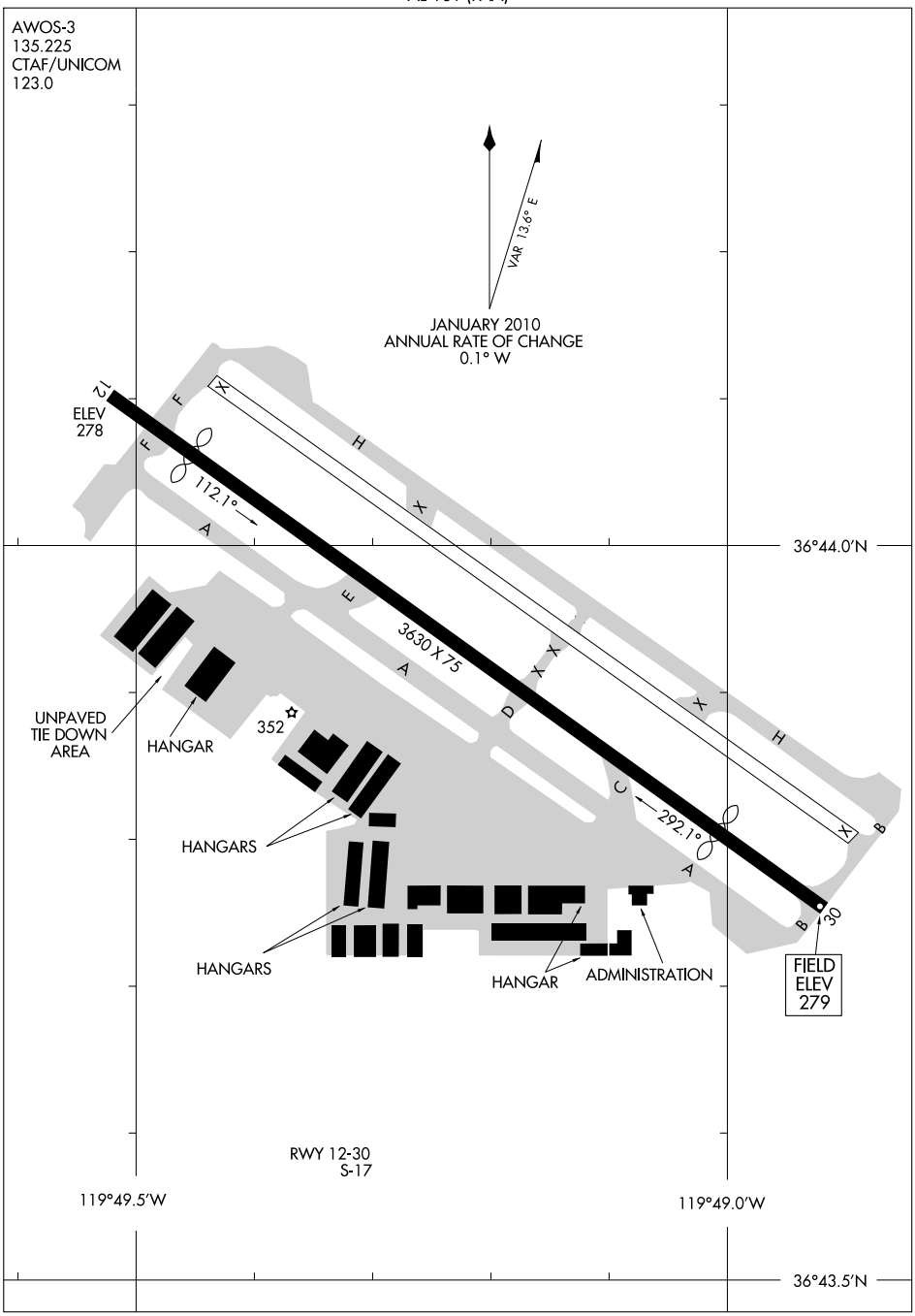
REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-161 (FAA)

FRESNO CHANDLER EXECUTIVE (FCH)
FRESNO, CALIFORNIA



SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3212
111°	TDZE	279
	Apt Elev	280

GPS RWY 12

FRESNO CHANDLER EXECUTIVE (FCH)

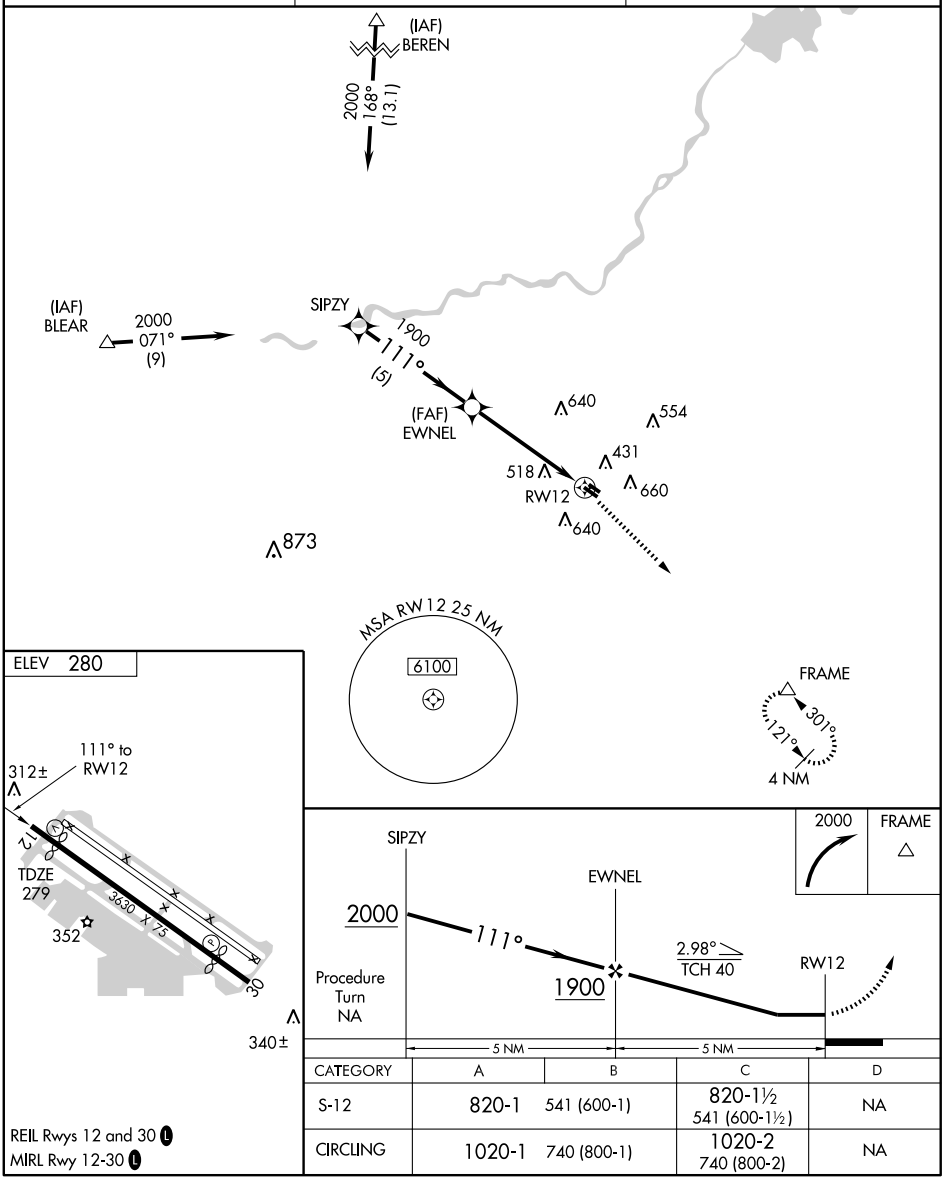
T
A NA

If local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct FRAME WP and hold.

AWOS-3	FRESNO APP CON	UNICOM
135.225	119.0 323.25	123.0 (CTAF) L

SW-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-12	820-1	541 (600-1)	820-1½ 541 (600-1½)	NA
CIRCLING	1020-1	740 (800-1)	1020-2 740 (800-2)	NA

APP CRS	Rwy Idg	3090
301°	TDZE	279
	Apt Elev	280

GPS RWY 30

FRESNO CHANDLER EXECUTIVE (FCH)

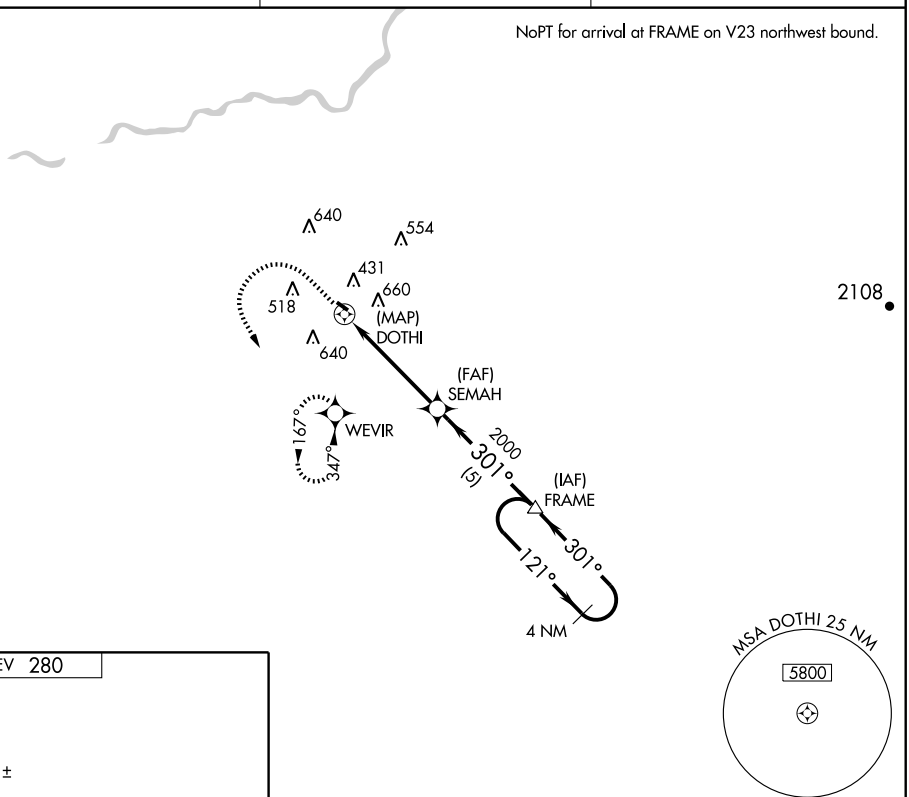
T
A NA

If local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase all MDAs 20 feet.

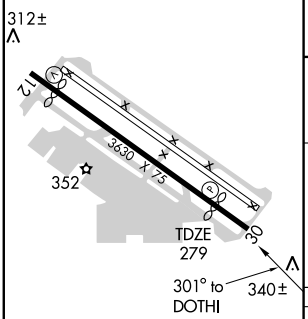
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct WEVIR WP and hold.

AWOS-3	FRESNO APP CON	UNICOM
135.225	119.0 323.25	123.0 (CTAF) L

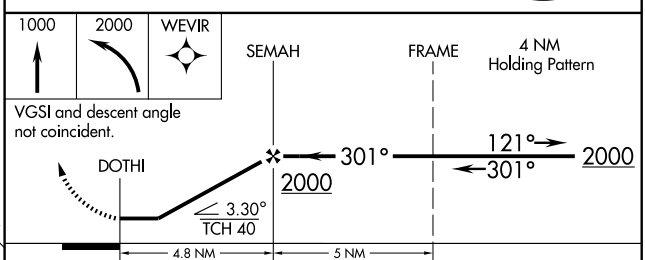
NoPT for arrival at FRAME on V23 northwest bound.



ELEV 280



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-30	900-1	621 (700-1)	900-1¾ 621 (700-1¾)	NA
CIRCLING	1020-1	740 (800-1)	1020-2 740 (800-2)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

NDB FCH 344	APP CRS 030°	Rwy Idg N/A TDZE N/A Apt Elev 280

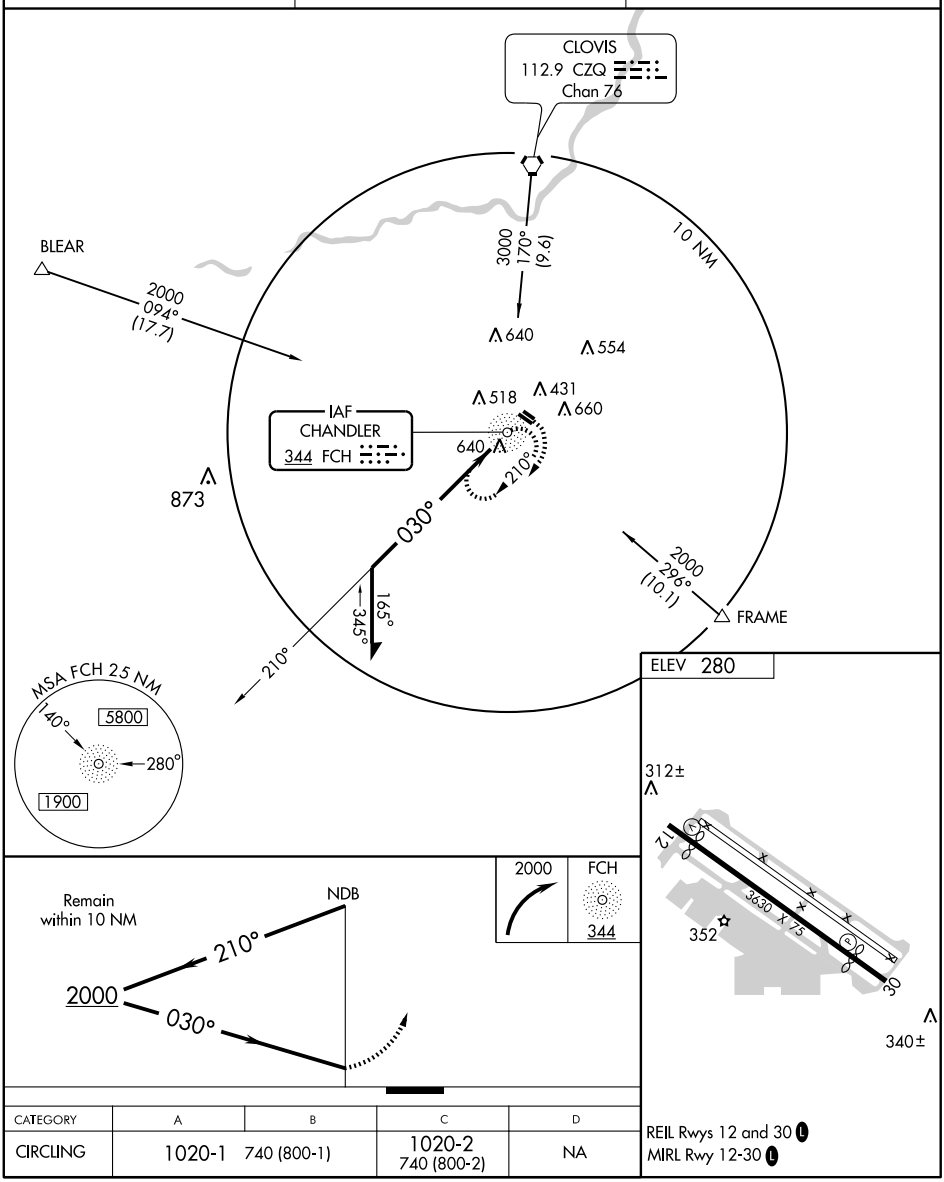
NDB or GPS-B

FRESNO CHANDLER EXECUTIVE (FCH)

T A NA If local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2000 in FCH NDB holding pattern.

AWOS-3	FRESNO APP CON	UNICOM
135.225	119.0 323.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1020-1 740 (800-1)		1020-2 740 (800-2)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CZQ 112.9 Chan 76	APP CRS 347°	Rwy Idg N/A TDZE N/A Apt Elev 280

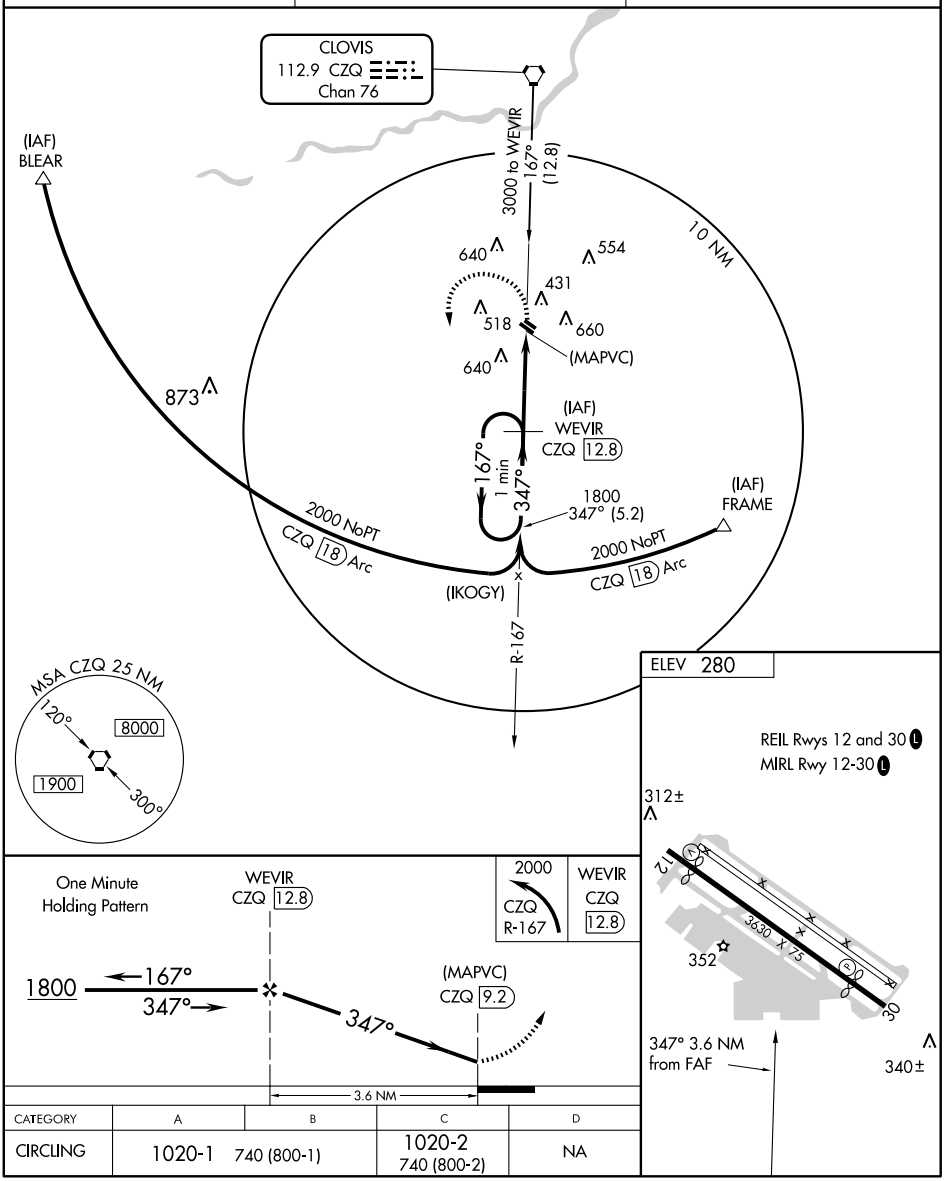
VOR/DME or GPS-C

FRESNO CHANDLER EXECUTIVE (FCH)

If local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via R-167 to WEVIR 12.8 DME and hold.

AWOS-3	FRESNO APP CON	UNICOM
135.225	119.0 323.25	123.0 (CTAF) L



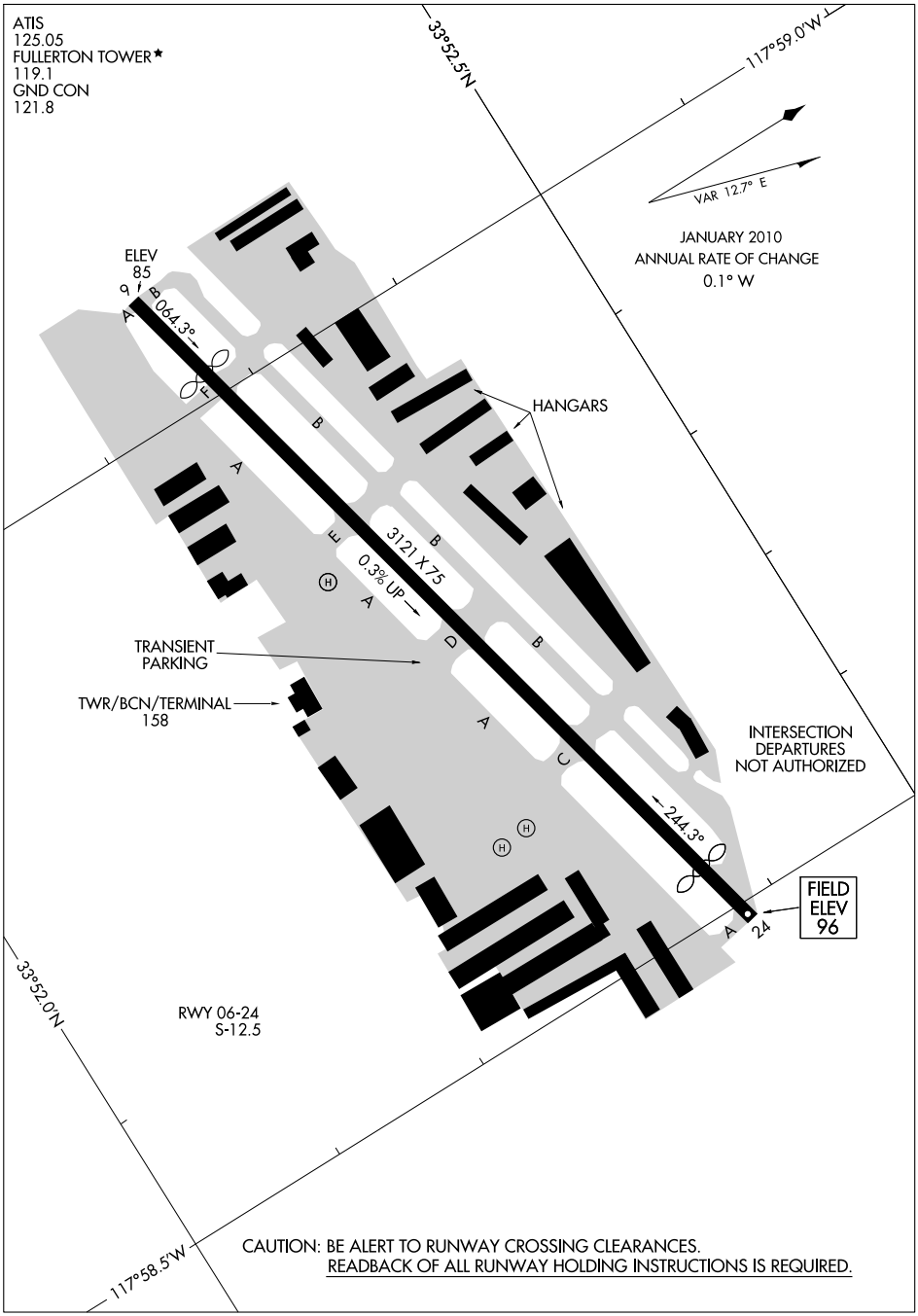
CATEGORY	A	B	C	D
CIRCLING	1020-1 740 (800-1)		1020-2 740 (800-2)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5136 (FAA)

FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

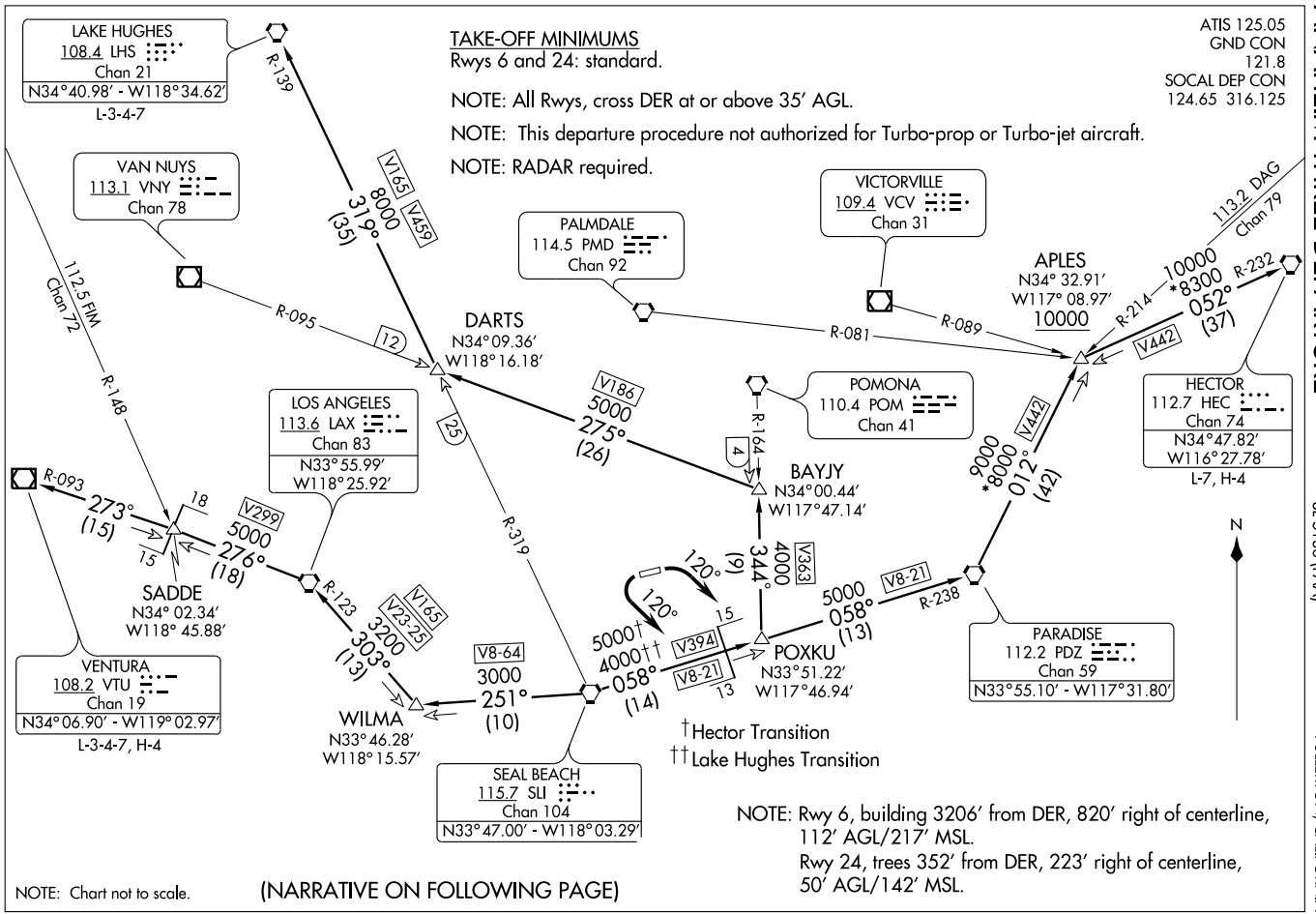
SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

ANAHEIM THREE DEPARTURE

(ANAHM3.SLI) 09015

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn right heading 120° for radar vectors to SLI VORTAC. Thence. . . .

TAKE-OFF RUNWAY 24: Turn left heading 120° for radar vectors to SLI VORTAC. Thence. . . .

. . . .via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

KAYOH FOUR ARRIVAL

(KAYOH.KAYOH4) 07298

LONG BEACH, CALIFORNIA

SOCAL APP CON
133.85 346.35
FULLERTON MUNI ATIS
125.05
LONG BEACH ATIS
127.75
ORANGE COUNTY ATIS
126.0
TORRANCE MUNI ATIS
125.6

HECTOR TRANSITION (HEC.KAYOH4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to DAWNA INT, then via HDF R-353 to HDF VOR then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

PALM SPRINGS TRANSITION (PSP.KAYOH4): From over PSP VORTAC via PSP R-260 to BANDS INT, then via HDF R-054 to HDF VOR, then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

....From over KAYOH INT via SLI R-075 to SLI VORTAC.

Expect radar vectors to final approach course.

HECTOR
112.7 HEC
Chan 74
N34°47.82′
W116°27.78′
L-7, H-4

V8-21-283-587
10,500
211°
(46)

31
44

DAWNA
N34°15.90′-W117°06.78′
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet: Expect clearance to cross at 13,000′.
Non-Turbojet: Expect clearance to cross at 12,000′.

PARADISE
112.2 PDZ
Chan 59

29

R-030

V283-587
10,500
173°
(29)

POMONA
110.4 POM
Chan 41

KAYOH
N33°46.82′
W117°35.41′
VERTICAL NAVIGATION PLANNING INFORMATION
210K

FULLERTON MUNI

LONG BEACH (DAUGHERTY FIELD)

R-164

R-185

R-154

R-353

V283-372

V372
8000
234°
(18)

13,000
260°
(21)

V16-370-372

ST-236 (FAA)

ZAMPERINI FIELD

R-075 4000
(14)

6000
255°
(9)

19
24
(5)

23

8000
257°
(16)

R-054

BANDS
N33°53.38′-W116°50.97′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

LOS ALAMITOS AAF

JOGIT
N33°46.91′
W117°46.85′

JOHN WAYNE ARPT-ORANGE COUNTY

DEJAY
N33°46.77′
W117°29.86′

HOMELAND
113.4 HDF
N33°46.58′-W117°11.12′

R-021

VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or above 8000′.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00′-W118°03.29′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′-W116°25.79′
L-4, H-4

OCEANSIDE
115.3 OCN
Chan 100

N

NOTE: Chart not to scale.

LOC/DME I-FUL	APP CRS	Rwy Idg	2868
108.9	243°	TDZE	95
Chan 26		Apt Elev	96

LOC/DME RWY 24

FULLERTON MUNI (FUL)

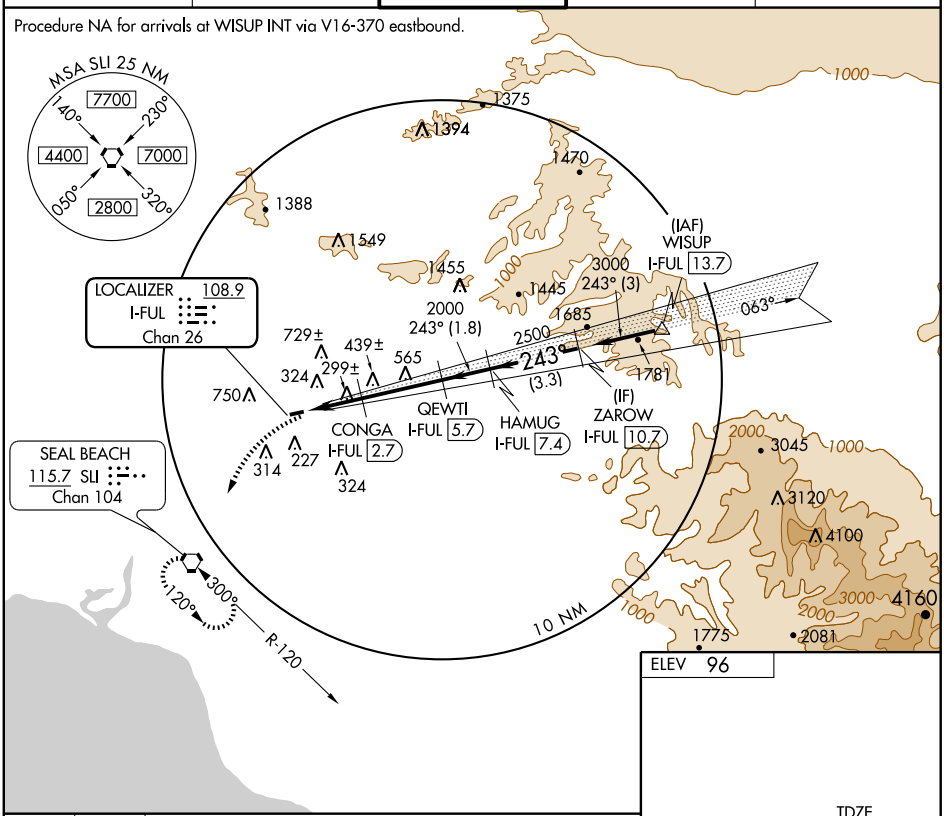
Inoperative table does not apply.

MALSR

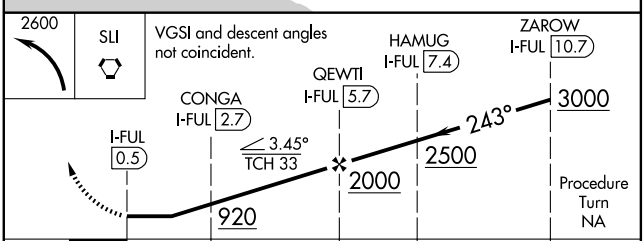
MISSED APPROACH: Climbing left turn to 2600 direct SLI VORTAC and hold.

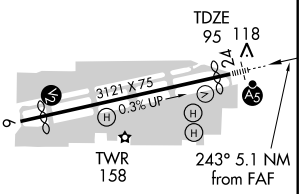
ATIS	SOCAL APP CON	FULLERTON TOWER★	GND CON	UNICOM
125.05	124.65 316.125	119.1 (CTAF) L	121.8	122.95

Procedure NA for arrivals at WISUP INT via V16-370 eastbound.



ELEV 96





CATEGORY	A	B	C	D
S-24	560-1 465 (500-1)		NA	
CIRCLING	760-1 664 (700-1)	840-1¼ 744 (800-1¼)	NA	

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

FULLERTON MUNI (FUL)

APP CRS	Rwy Idg	2868
243°	TDZE	95
	Apt Elev	96

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA

MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS	SOCAL APP CON	FULLERTON TOWER★	GND CON	UNICOM
125.05	124.65 316.125	119.1 (CTAF) L	121.8	122.95

Procedure NA for arrival on POM VORTAC airway radials 104 CW 224.

(IAF) POMONA POM
1375
1394
1470
1388
1549
1455
1445
HAVUR 2.7 NM to AKTAQ
1685
1781
LEYMI
729±
634±
565
324
750
243°
RW24
(FAF) AKTAQ
2000 243° (2.7)
2700 243° (2.3)
314
227
324
3045
3120
4100
1000
2000
3000
SEAL BEACH SLI
238°
058°
4 NM
MSA RW24 25 NM
10800

ELEV 96

243° to RW24
118
3121 X 75
0.3% UP
TDZE 95
TWR 158

1300 2600 SLI

VGSI and descent angles not coincident

AKTAQ
HAVUR 2.7 NM to AKTAQ
LEYMI
243°
3000
2700
2000
RW24
3.51°
TCH 40
Procedure Turn NA
5 NM 2.7 NM 2.3 NM

CATEGORY	A	B	C	D
LNAV MDA	900-1 805 (900-1)	900-1¼ 805 (900-1¼)	NA	
CIRCLING	900-1 804 (900-1)	900-1¼ 804 (900-1¼)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SLI 115.7 Chan 104	APP CRS 020°	Rwy Idg N/A TDZE N/A Apt Elev 96

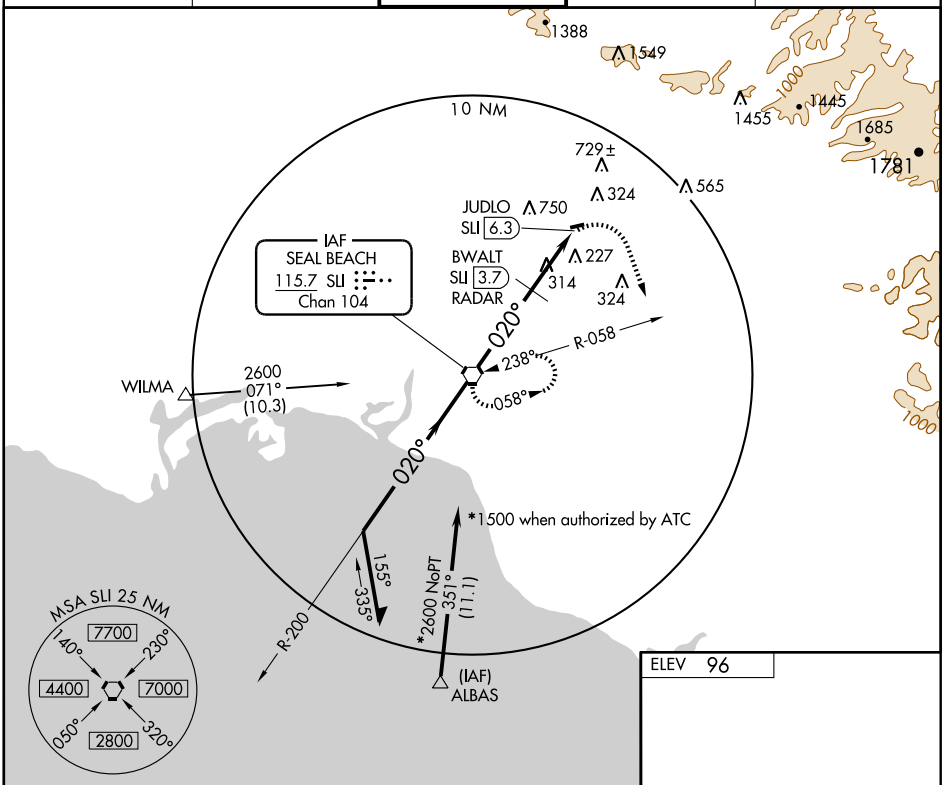
VOR-A

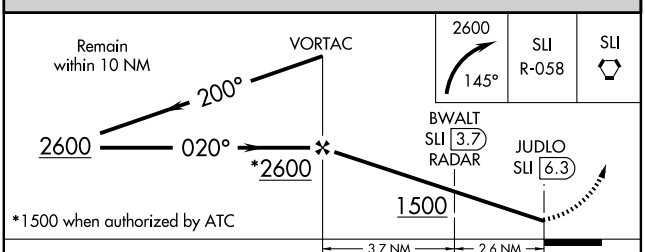
FULLERTON MUNI (FUL)

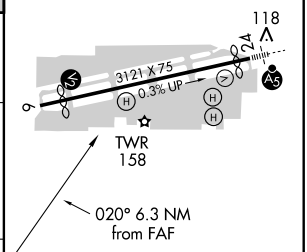
Maximum entry altitude 6000.

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS	SOCAL APP CON	FULLERTON TOWER★	GND CON	UNICOM
125.05	124.65 316.125	119.1 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1404 (1500-1¼)	1500-1½ 1404 (1500-1½)	NA	
BWALT FIX MINIMUMS				
CIRCLING	760-1 664 (700-1)	840-1¼ 744 (800-1¼)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

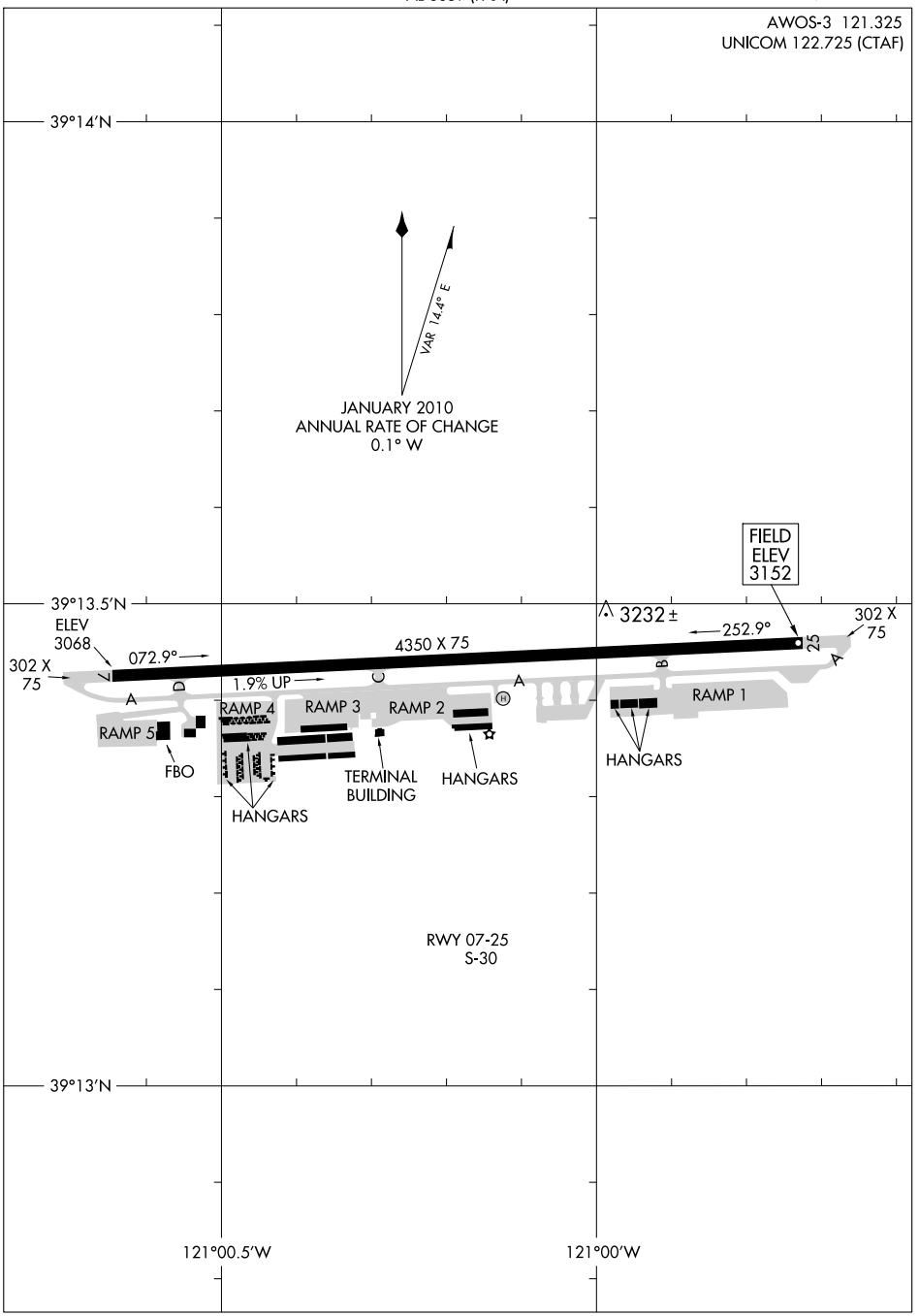
FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)
GRASS VALLEY, CALIFORNIA
AL-6659 (FAA)



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRASS VALLEY, CALIFORNIA
GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)

10210

APP CRS	Rwy Idg	4350
071°	TDZE	3128
	Apt Elev	3152

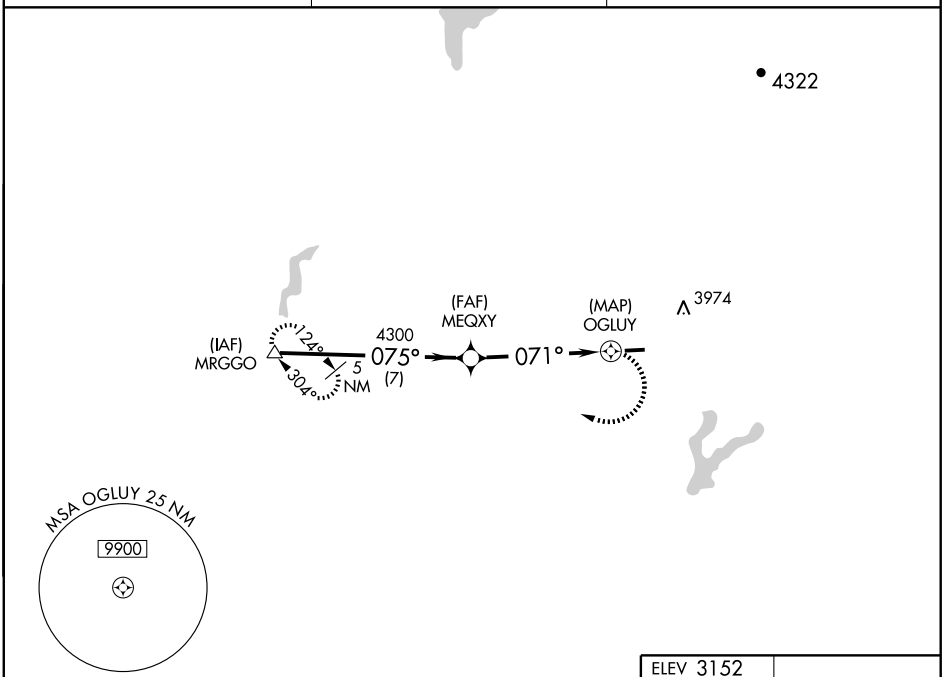
GPS RWY 7

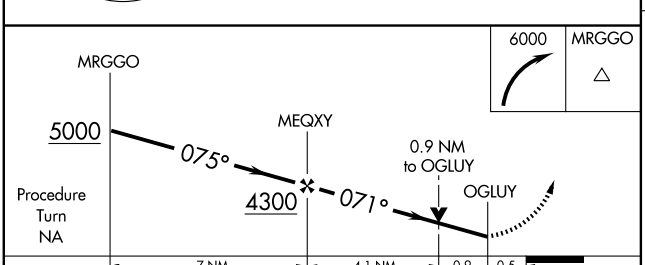
GRASS VALLEY/ NEVADA COUNTY AIR PARK (GOO)

When local altimeter setting not received, use Emigrant Gap altimeter setting.
Circling not authorized north of Rwy 7-25.

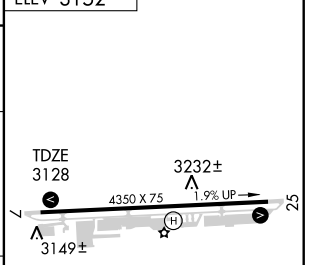
MISSED APPROACH: Climbing right turn to 6000 direct MRGGO WP and hold.

AWOS-3	NORCAL APP CON	UNICOM
121.325	125.4 259.1	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-7	3540-1	412 (400-1)	3540-1¼ 412 (400-1¼)	NA
CIRCLING	3680-1	528 (600-1)	3680-1½ 528 (600-1½)	NA
EMIGRANT GAP ALTIMETER SETTING MINIMUMS				
S-7	3880-1 752 (800-1)	3880-1¼ 752 (800-1¼)	3880-2¼ 752 (800-2¼)	NA
CIRCLING	4020-1 868 (900-1)	4020-1¼ 868 (900-1¼)	4020-2½ 868 (900-2½)	NA



REIL Rwys 7 and 25
MIRL Rwy 7-25 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MYV 110.8 Chan 45	APP CRS 058°	Rwy Idg N/A TDZE N/A Apt Elev 3152

VOR or GPS-A

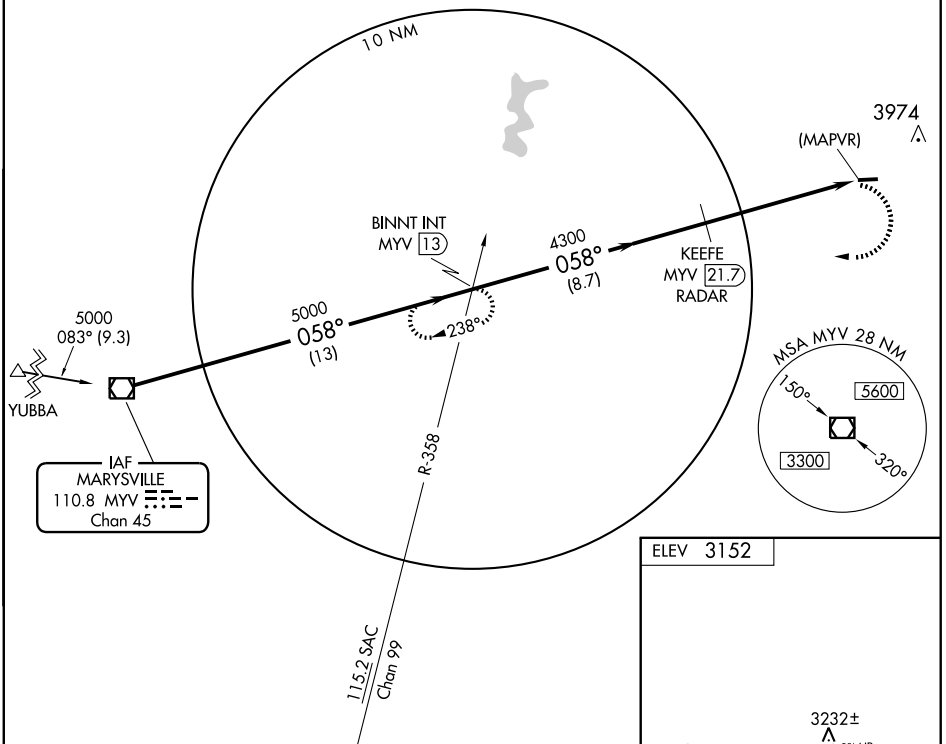
GRASS VALLEY/ NEVADA COUNTY AIR PARK (GOO)

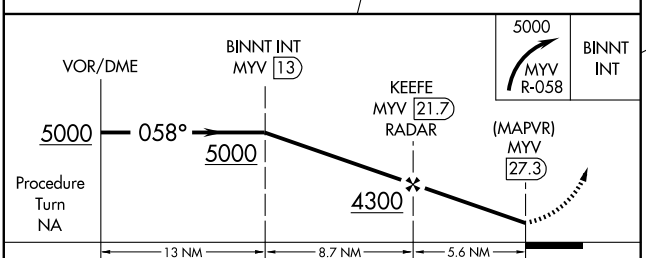
When local altimeter setting not received, use Emigrant Gap altimeter setting.
Circling not authorized north of Rwy 7-25.

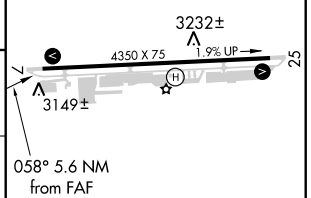
MISSED APPROACH: Climbing right turn to 5000 via MYV R-058 to BINNT Int/MYV 13 DME and hold.

AWOS-3	NORCAL APP CON	UNICOM
121.325	125.4 259.1	122.725 (CTAF) L

DME or RADAR REQUIRED







REIL Rwys 7 and 25
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
CIRCLING	4280-1¼ 1128 (1200-1¼)	4280-1½ 1128 (1200-1½)	4280-3 1128 (1200-3)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3624
291°	TDZE	2930
	Apt Elev	2930

AL-9084 (FAA)

GPS RWY 27

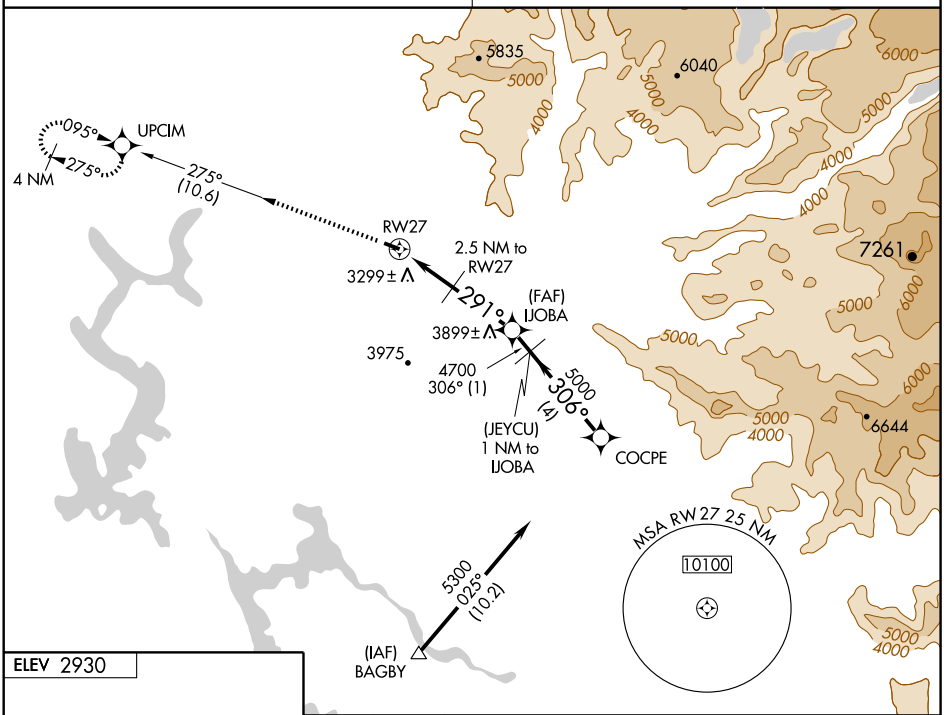
GROVELAND/ PINE MOUNTAIN LAKE (E45)

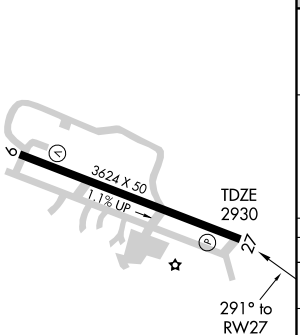
NA

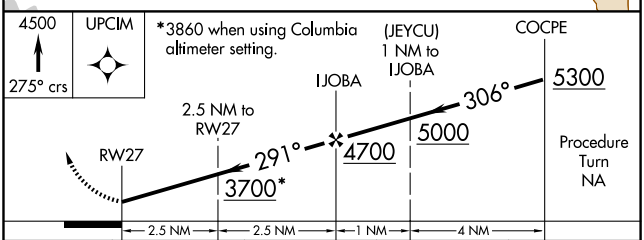
Obtain local altimeter setting on CTAF; when not received, use Columbia altimeter setting.

MISSED APPROACH: Climb to 4500 via 275° course to UPCIM WP and hold.

OAKLAND CENTER	CTAF
121.25 327.0	122.9 (L)







CATEGORY	A	B	C	D
S-27	3560-1	630 (700-1)	NA	
CIRCLING	3560-1 630 (700-1)	3700-1¼ 770 (800-1¼)	NA	
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-27	3700-1 770 (800-1)	3700-1¼ 770 (800-1¼)	NA	
CIRCLING	3700-1 770 (800-1)	3860-1¼ 930 (1000-1¼)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

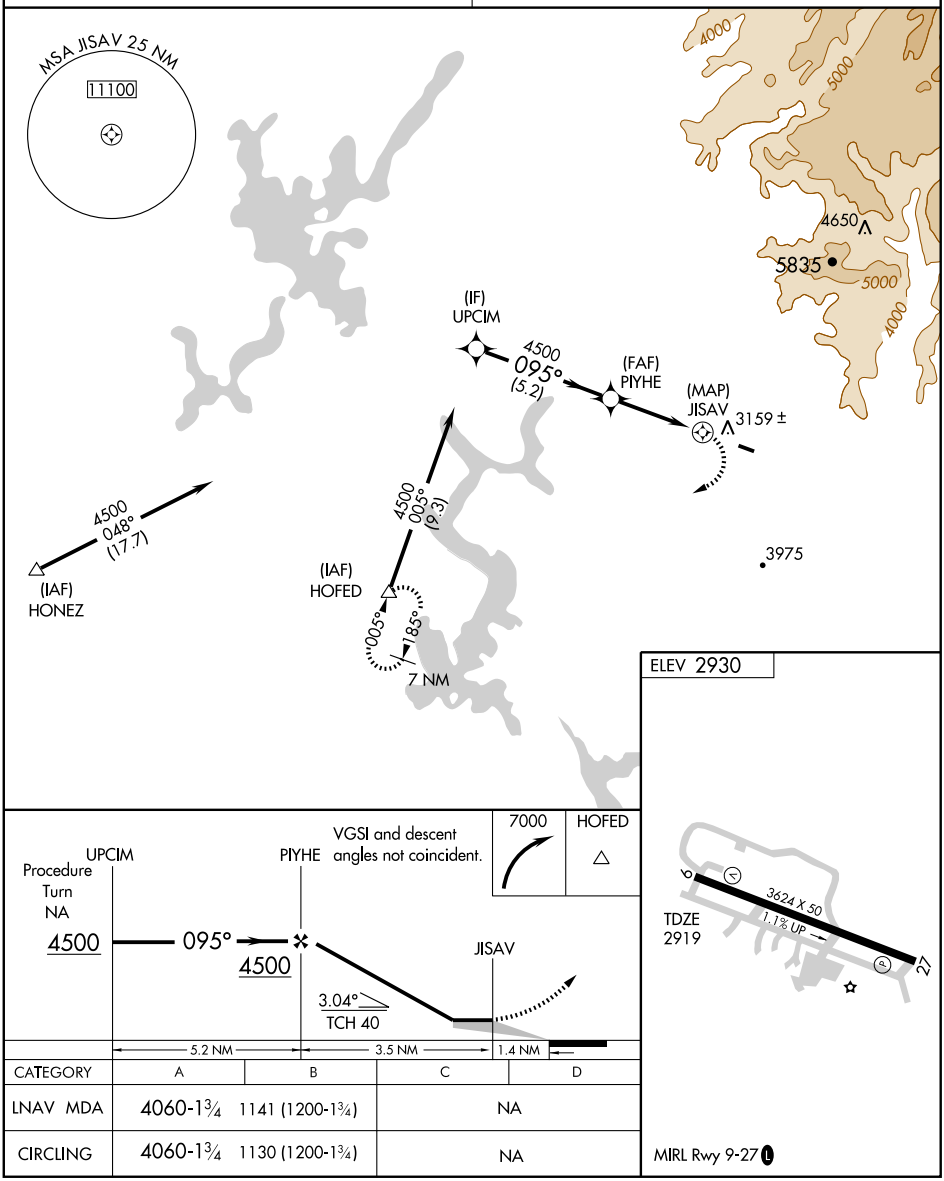
GROVELAND/ PINE MOUNTAIN LAKE (E45)

APP CRS	Rwy Idg	3624
095°	TDZE	2919
	Apt Elev	2930

DME/DME RNP-0.3 NA.
Use Columbia altimeter setting; If not received, use Castle altimeter setting and increase all MDA's 560 feet.

MISSED APPROACH: Climbing right turn to 7000 direct HOFED and hold, continue climb-in-hold to 7000.

OAKLAND CENTER	CTAF
121.25 327.0	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4060-1¾	1141 (1200-1¾)	NA	
CIRCLING	4060-1¾	1130 (1200-1¾)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4237
122°	TDZE	59
	Apt Elev	66

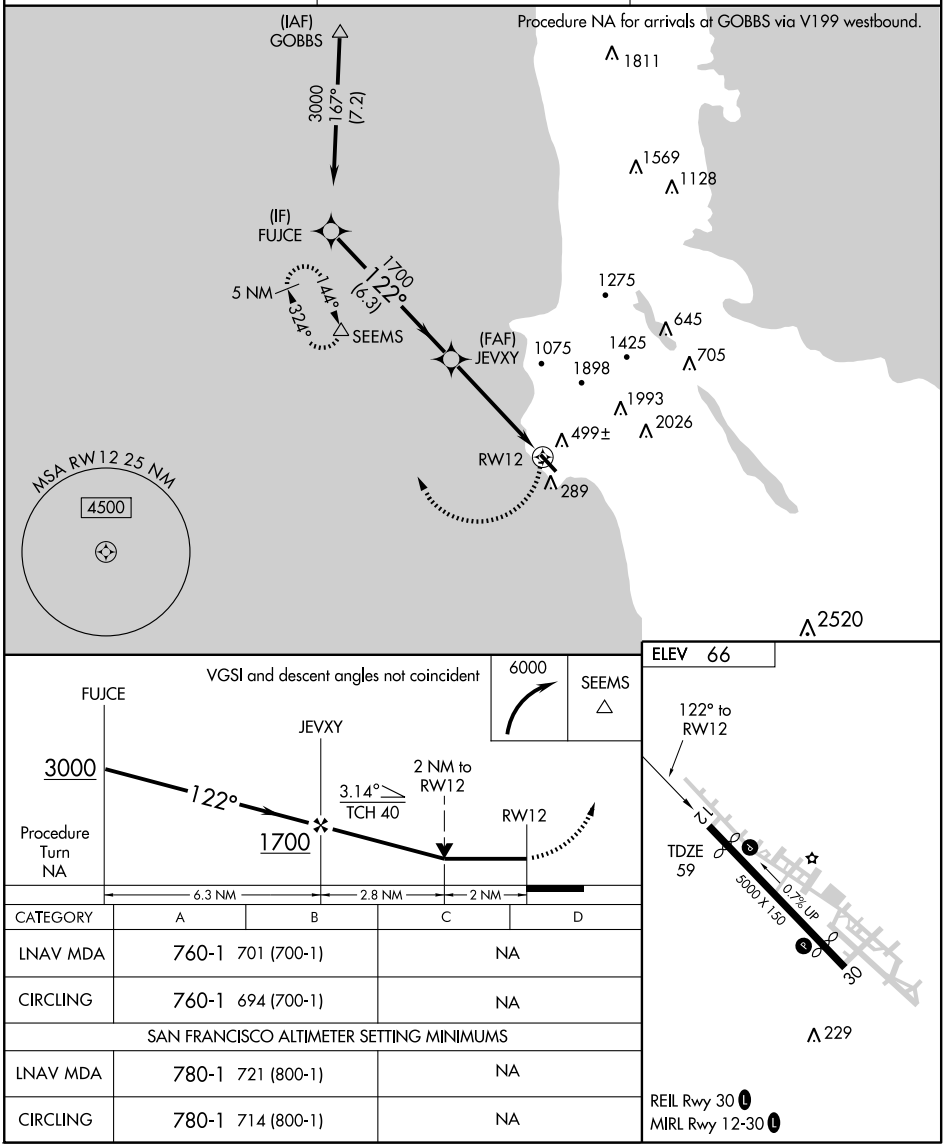
RNAV (GPS) Y RWY 12

HALF MOON BAY (HAF)

Circling NA east of Rwy 12/30. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
VDP NA when using San Francisco Intl altimeter setting.
When local altimeter setting not received, use San Francisco Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 6000 direct SEEMS and hold, continue climb-in-hold to 6000.

AWOS	NORCAL APP CON	UNICOM
127.275	135.1 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 701 (700-1)		NA	
CIRCLING	760-1 694 (700-1)		NA	
SAN FRANCISCO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 721 (800-1)		NA	
CIRCLING	780-1 714 (800-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4237
317°	TDZE	54
	Apt Elev	66

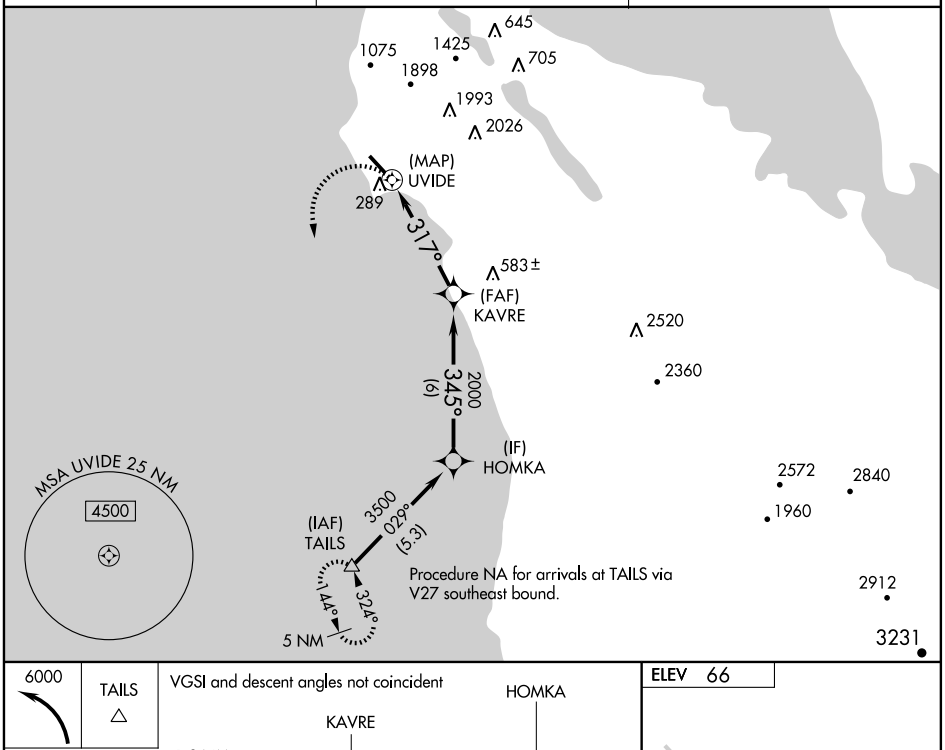
RNAV (GPS) Y RWY 30

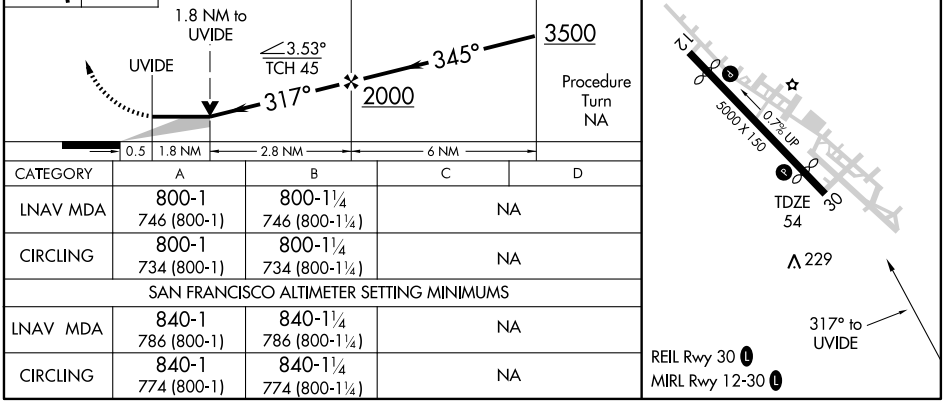
HALF MOON BAY (HAF)

T Circling NA east of Rwy 12/30.
A DME/DME RNP-0.3 NA.
When local altimeter setting not received, use San Francisco Intl altimeter setting.
VDP NA when using San Francisco Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct TAILS and hold, continue climb-in-hold to 6000.

AWOS	NORCAL APP CON	UNICOM
127.275	135.1 307.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	800-1 746 (800-1)	800-1¼ 746 (800-1¼)	NA	
CIRCLING	800-1 734 (800-1)	800-1¼ 734 (800-1¼)	NA	
SAN FRANCISCO ALTIMETER SETTING MINIMUMS				
LNAV MDA	840-1 786 (800-1)	840-1¼ 786 (800-1¼)	NA	
CIRCLING	840-1 774 (800-1)	840-1¼ 774 (800-1¼)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AL-6675 (FAA)

WAAS	APP CRS	Rwy Idg	4237
CH 93802	122°	TDZE	59
W12A		Apt Elev	66

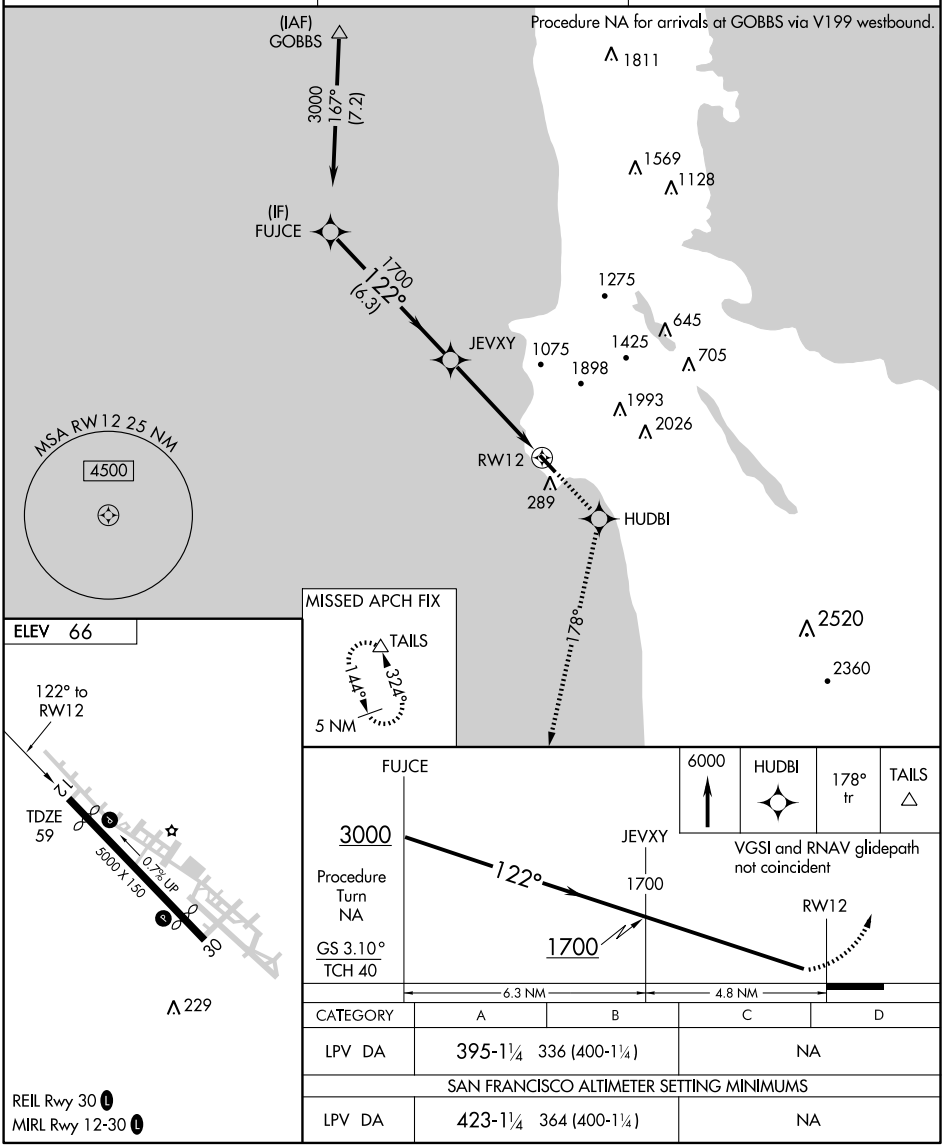
RNAV (GPS) Z RWY 12

HALF MOON BAY (HAF)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use San Francisco Intl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 direct HUDBI and via 178° track to TAILS and hold, continue climb-in-hold to 6000.

AWOS	NORCAL APP CON	UNICOM
127.275	135.1 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	395-1¼ 336 (400-1¼)		NA	
SAN FRANCISCO ALTIMETER SETTING MINIMUMS				
LPV DA	423-1¼ 364 (400-1¼)		NA	

37°31'N-122°30'W

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4237
CH 50302	302°	TDZE	54
W30A		Apt Elev	66

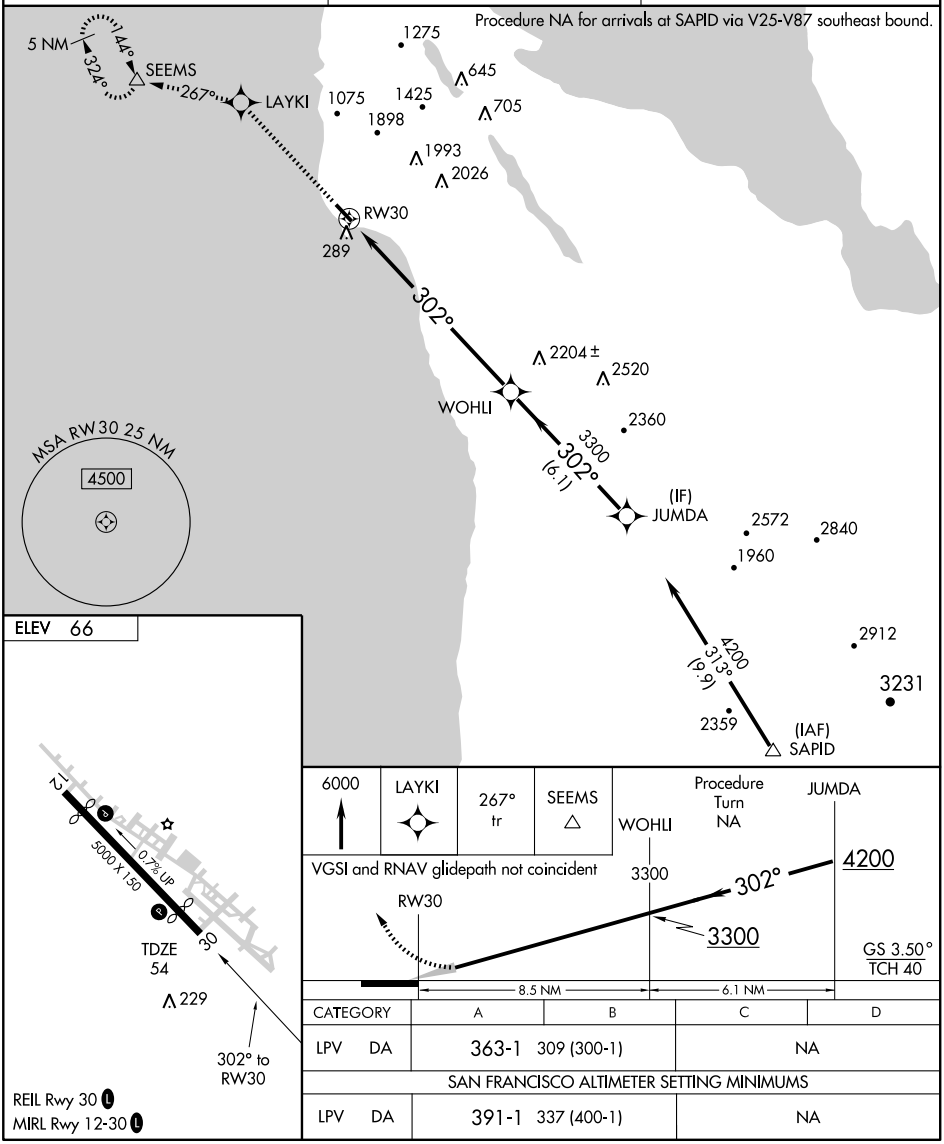
RNAV (GPS) Z RWY 30

HALF MOON BAY (HAF)

T A DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use San Francisco Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct LAYKI and via 267° track to SEEMS and hold, continue climb-in-hold to 6000.

AWOS	NORCAL APP CON	UNICOM
127.275	135.1 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	363-1 309 (300-1)		NA	
SAN FRANCISCO ALTIMETER SETTING MINIMUMS				
LPV DA	391-1 337 (400-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
137°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	240

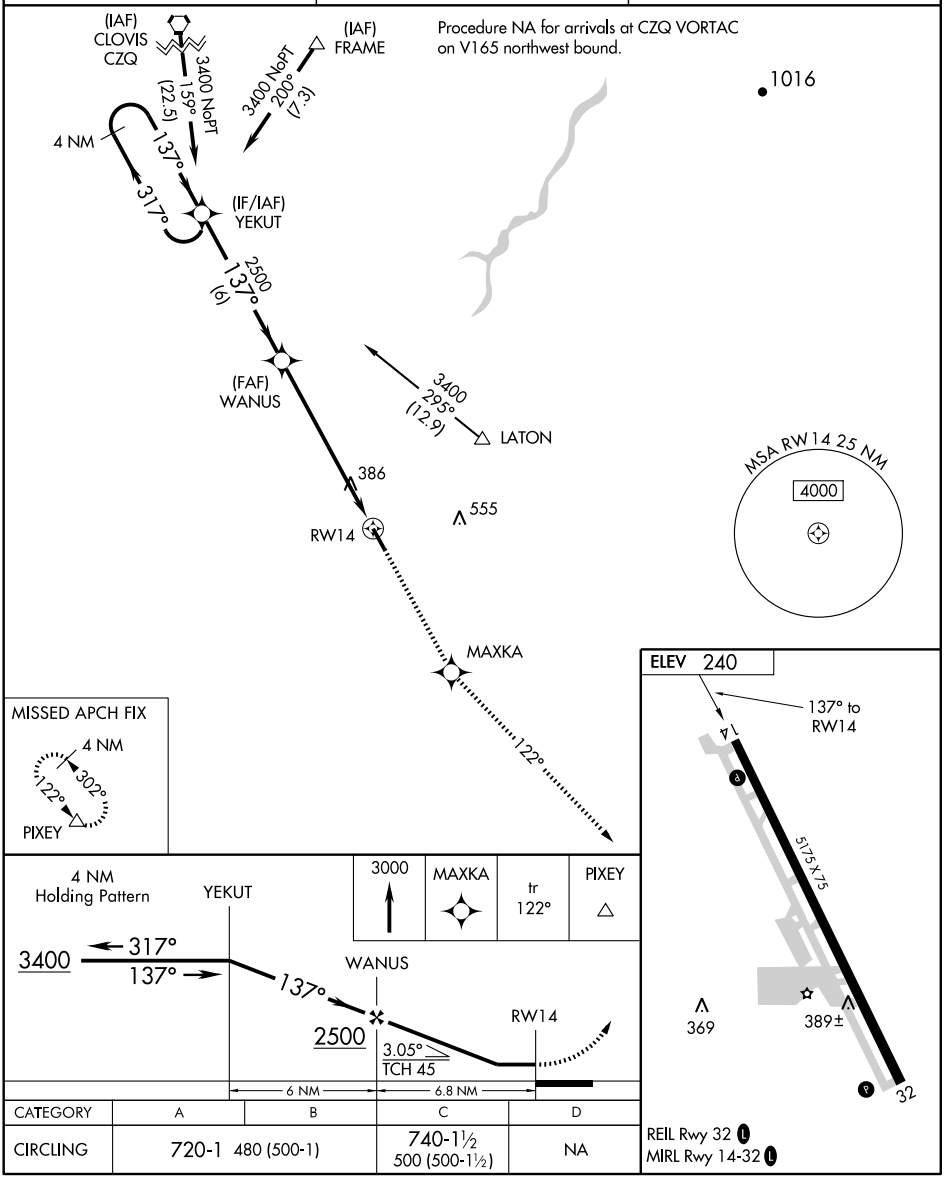
RNAV (GPS)-A

HANFORD MUNI (HJO)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Visalia altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct MAXKA and on track 122° to PIXEY and hold.

ASOS	FRESNO APP CON	UNICOM
134.75	123.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	720-1 480 (500-1)		740-1½ 500 (500-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5175
318°	TDZE	238
	Apt Elev	240

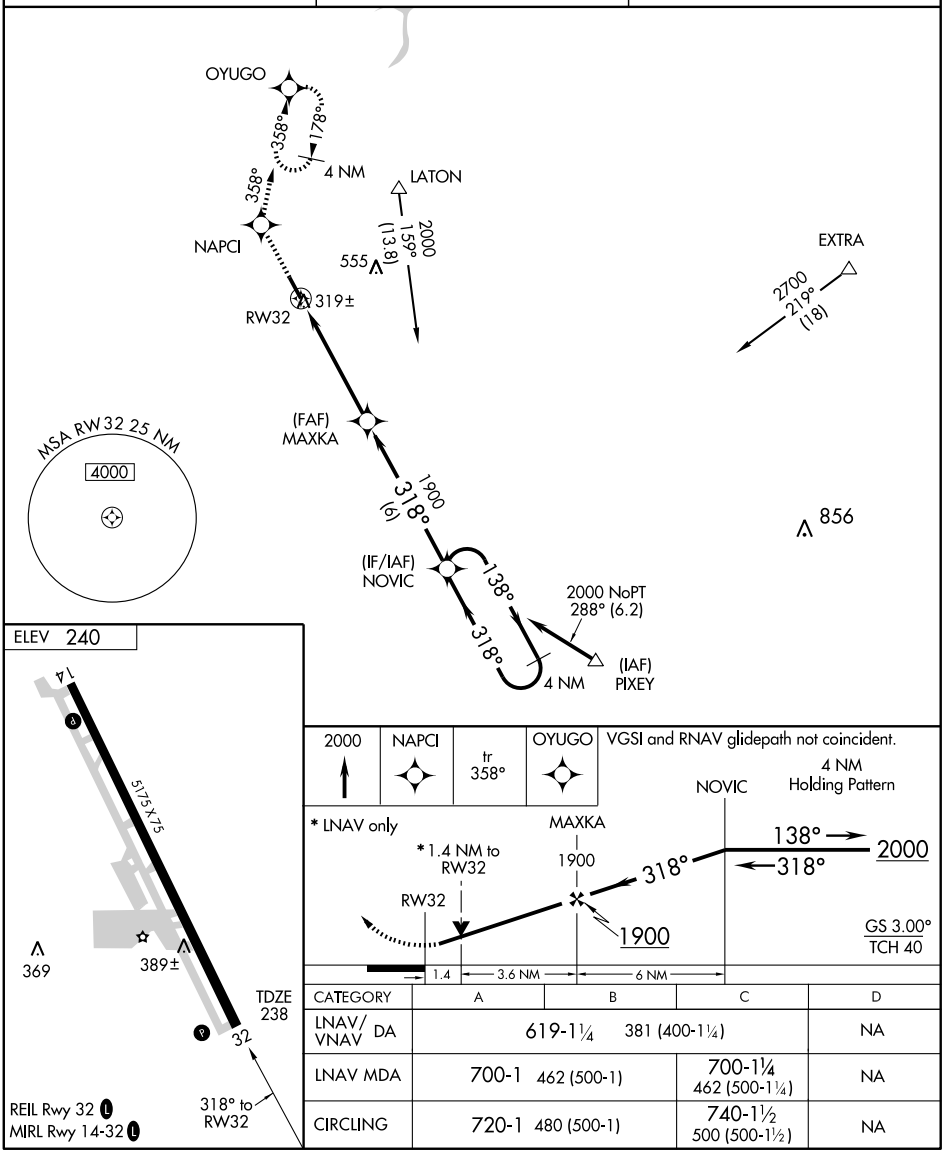
RNAV (GPS) RWY 32

HANFORD MUNI (HJO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Visalia altimeter setting and increase all DA/MDA 40 feet, and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Visalia altimeter setting.

MISSED APPROACH: Climb to 2000 direct NAPCI and via 358° track to OYUGO and hold.

ASOS	FRESNO APP CON	UNICOM
134.75	123.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	619-1¼ 381 (400-1¼)			NA
LNAV MDA	700-1 462 (500-1)		700-1¼ 462 (500-1¼)	NA
CIRCLING	720-1 480 (500-1)		740-1½ 500 (500-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

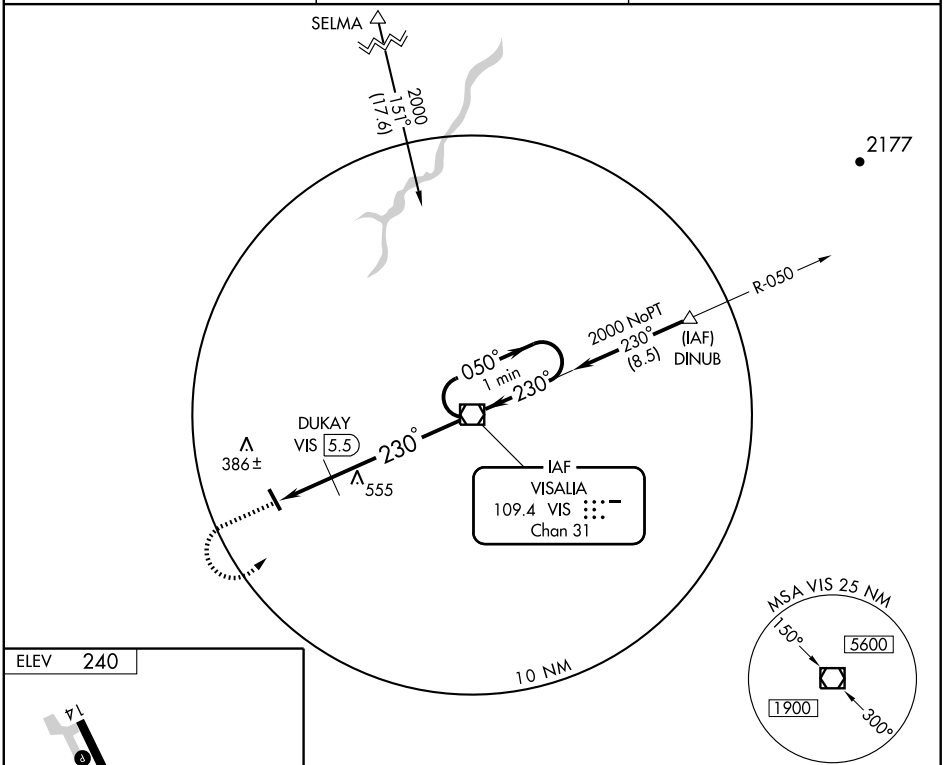
VOR/DME VIS	APP CRS	Rwy Idg	N/A
109.4	230°	TDZE	N/A
Chan 31		Apt Elev	240

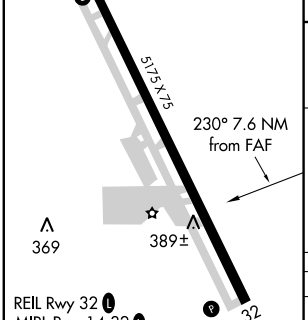
VOR-A
HANFORD MUNI (HJO)

When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase all MDAs 80 feet.

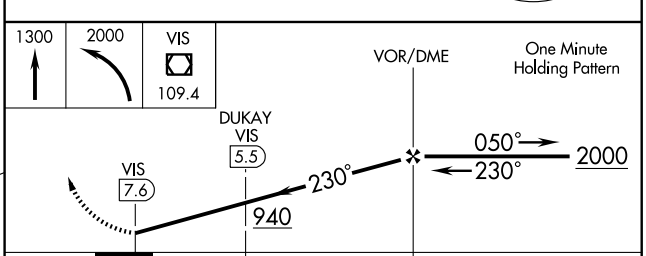
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VIS VOR/DME and hold.

ASOS	FRESNO APP CON	UNICOM
134.75	123.9	122.8 (CTAF) L



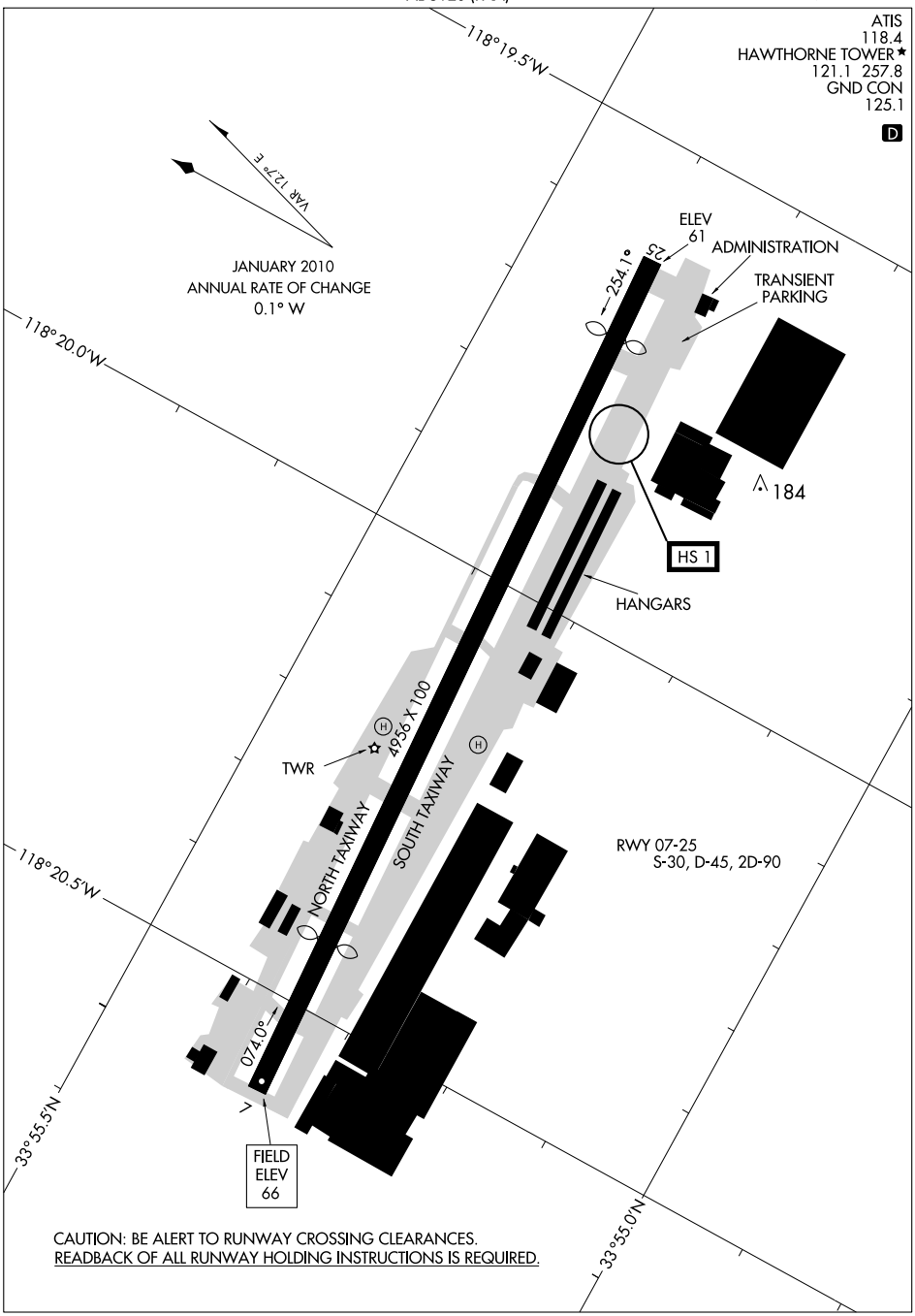


FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
CIRCLING	940-1 700 (700-1)		NA	
DUKAY FIX MINIMUMS				
CIRCLING	720-1 480 (500-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
	HS 2	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
	HS 3	Rwy 07R-25L, Twy B.
	HS 4	Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.
	HS 5	Rwy 16R-34L, southwest ramp, Twy F and Twy B.
	HS 6	Rwy 34R and Rwy 07R-25L.
	HS 7	Rwy 12-30 cross every other rwy.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.
SANTA ANA, CA		
JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1	Rwy 19L and Rwy 19R, Twy L and Twy K.
	HS 2	Rwy 19L and Rwy 19R, Twy H.
	HS 3	Twy A,Twy H, and Twy C.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-HHR	APP CRS	Rwy Idg	4193
109.1	253°	TDZE	63
		Apt Elev	66

LOC RWY 25

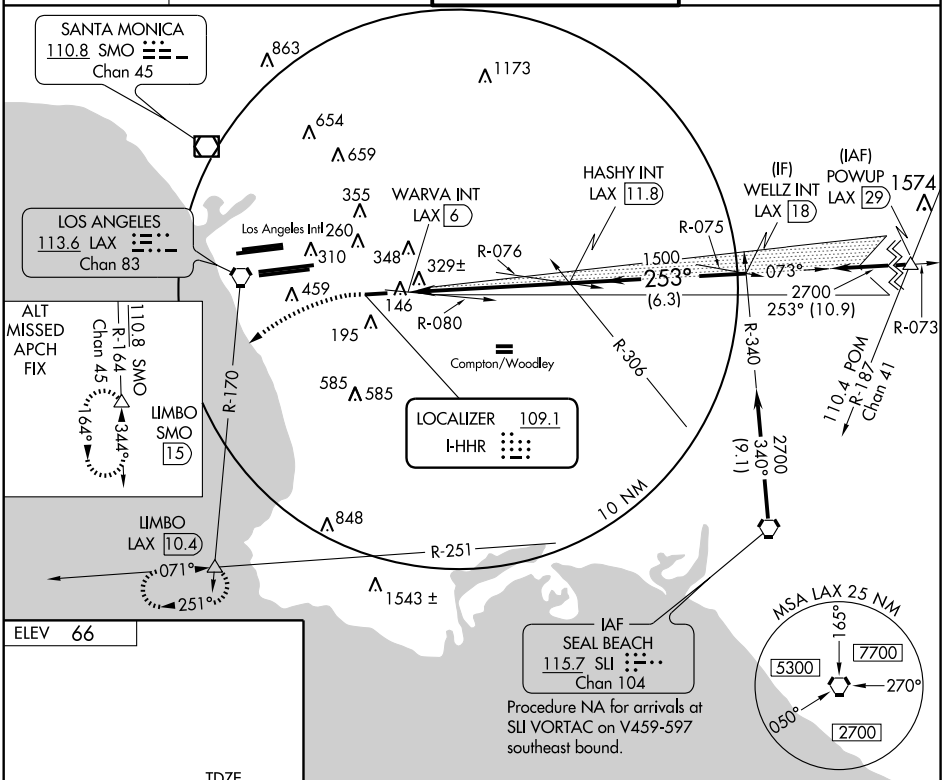
HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

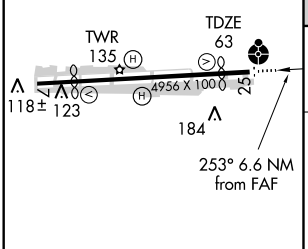
Inoperative table does not apply. Circling NA north of Rwy 7-25. Visibility reduction by helicopters NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting.

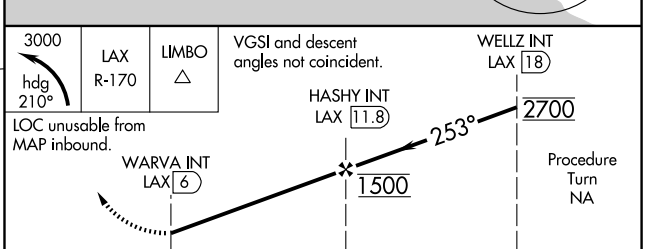
ODALS

MISSED APPROACH: Climbing left turn to 3000 via heading 210° and LAX VORTAC R-170 to LIMBO Int/LAX 10.4 DME and hold, or as directed by ATC.

ATIS	SOCAL APP CON	HAWTHORNE TOWER ★	GND CON
118.4	124.9 269.0	121.1 (CTAF) L 257.8	125.1







REIL Rwy 25
MIRL Rwy 7-25 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-25	620-1 557 (600-1)		620-1½ 557 (600-1½)	620-1¾ 557 (600-1¾)
CIRCLING	620-1 554 (600-1)		620-1½ 554 (600-1½)	620-2 554 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAX	APP CRS	Rwy Idg	4193
113.6	261°	TDZE	63
Chan 83		Apt Elev	66

VOR RWY 25

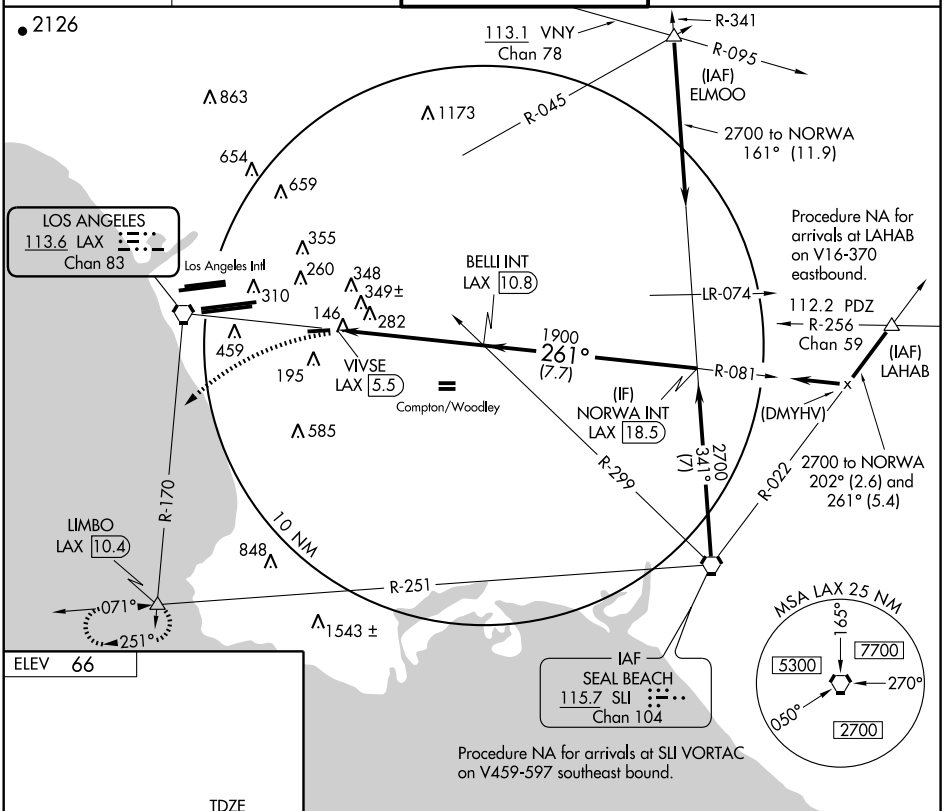
HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

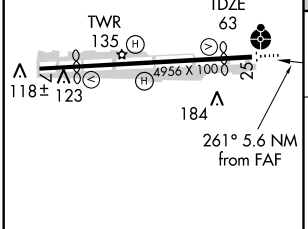
T A Inoperative table does not apply. Circling NA north of Rwy 7-25. Visibility reduction by helicopters NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 3000 via heading 210° and LAX VORTAC R-170 to LIMBO Int/LAX 10.4 DME and hold.

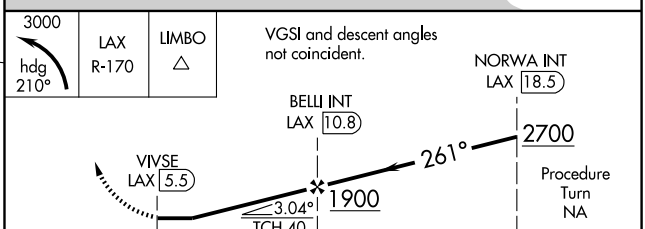
ATIS	SOCAL APP CON	HAWTHORNE TOWER ★	GND CON
118.4	124.9 269.0	121.1 (CTAF) L 257.8	125.1





REIL Rwy 25
MIRL Rwy 7-25 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-25	600-1 537 (600-1)		600-1½ 537 (600-1½)	600-1¾ 537 (600-1¾)
CIRCLING	600-1 534 (600-1)		620-1½ 554 (600-1½)	620-2 554 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5015 (FAA)

HAYWARD EXECUTIVE (HWD)
HAYWARD, CALIFORNIA

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

HAYWARD, CALIFORNIA
HAYWARD EXECUTIVE (HWD)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME RWY 28L

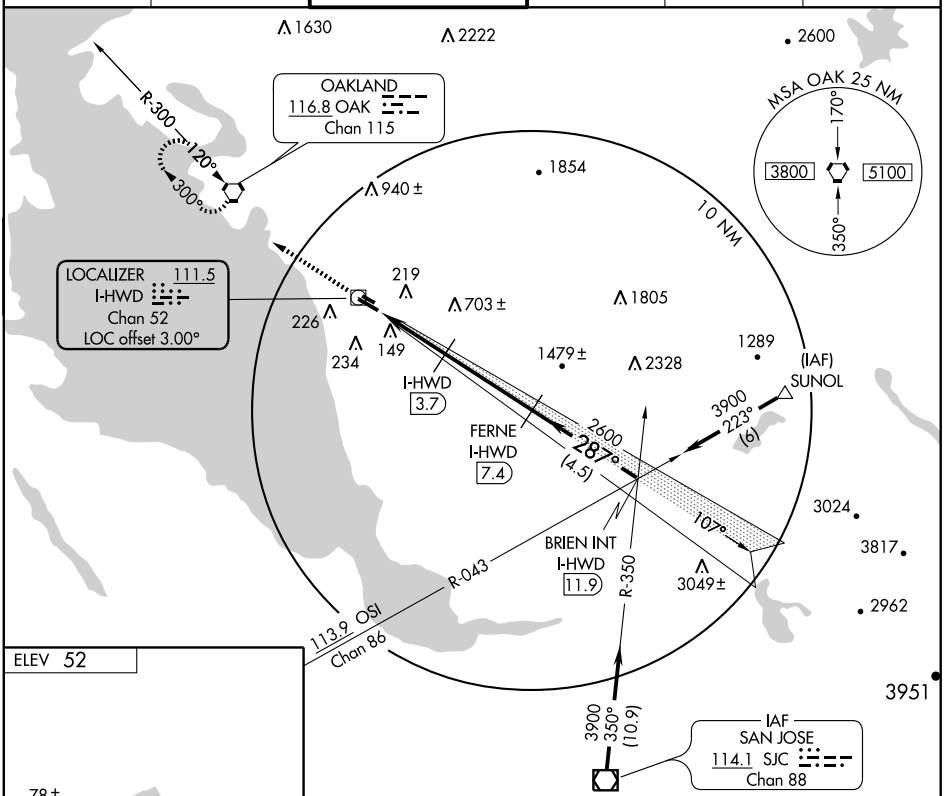
HAYWARD EXECUTIVE (HWD)

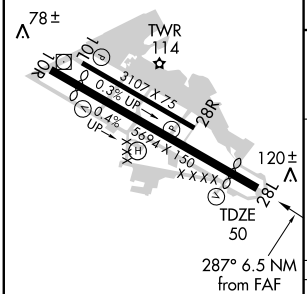
LOC/DME I-HWD	APP CRS	Rwy Idg	5018
111.5	287°	TDZE	50
Chan 52		Apt Elev	52

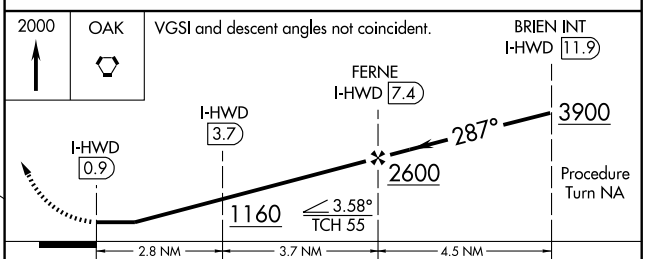
Circling not authorized north of Rwy 10L-28R.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct OAK VORTAC and hold.

ATIS	NORCAL APP CON	HAYWARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.7	124.4 351.8	120.2 (CTAF) L 257.8	121.4	128.05	122.95







CATEGORY	A	B	C	D
S-28L	420-1 370 (400-1)			420-1¼ 370 (400-1¼)
CIRCLING	540-1 488 (500-1)		540-1½ 488 (500-1½)	620-2 568 (600-2)

MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

MADWIN FOUR ARRIVAL
(ECA.MADN4) 10266

OAKLAND, CALIFORNIA

COALDALE TRANSITION (OAL.MADN4): From over OAL VORTAC via OAL R-250 and ECA R-068 to ECA VORTAC. Thence...

MINA TRANSITION (MVA.MADN4): From over MVA VORTAC via MVA R-230 and ECA R-068 to ECA VORTAC. Thence....

MUSTANG TRANSITION (FMG.MADN4): From over FMG VORTAC via FMG R-182 and ECA R-068 to ECA VORTAC. Thence...

.... From over ECA VORTAC via ECA R-229 to SUNOL INT. Expect radar vectors to the final approach course.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
124.8 263.15

MUSTANG
117.9 FMG
Chan 126
N39°31.88' - W119°39.36'
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92' - W118°01.97'
L-9, H-3

FL220
182°
(65)

CUBIC
N38°29.95' - W120°04.95'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at FL240

HERBE
N38°02.82' - W119°32.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL240

OAKLAND
116.8 OAK
Chan 115

LINDEN
114.8 LIN
Chan 95

SCAGGS ISLAND
112.1 SGD
Chan 58

MANTECA
116.0 ECA
Chan 107
N37°50.02'
W121°10.28'

MAMIE
N37°50.42'
W121°03.99'

WRAPS
N37°51.48'
W120°47.03'

MATEE
N37°54.37'
W119°56.77'

FL180
230°
(78)

FL180
250°
(83)

LOCKE
N37°42.81'
W121°30.58'

8000
248°
(16)

FL180
248°
(18)

BIFFY
N37°53.09'
W120°19.81'

JOFAY
N37°55.72' - W119°30.76'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL240

METROPOLITAN
OAKLAND INTL

HAYWARD
EXECUTIVE

5000
229°
(13)

SHARR
N37°47.81' - W121°16.52'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at 12,000

DUGLE
N37°51.90'
W120°40.07'

CATTY
N37°38.95'
W121°41.34'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at 8000

SUNOL
N37°36.33'
W121° 48.62'

MODESTO
114.6 MOD
Chan 93

COALDALE
117.7 OAL
Chan 124
N38°00.20'
W117°46.23'
L-9, H-3

SAN JOSE
114.1 SJC
Chan 88

PANOCHE
112.6 PXN
Chan 73

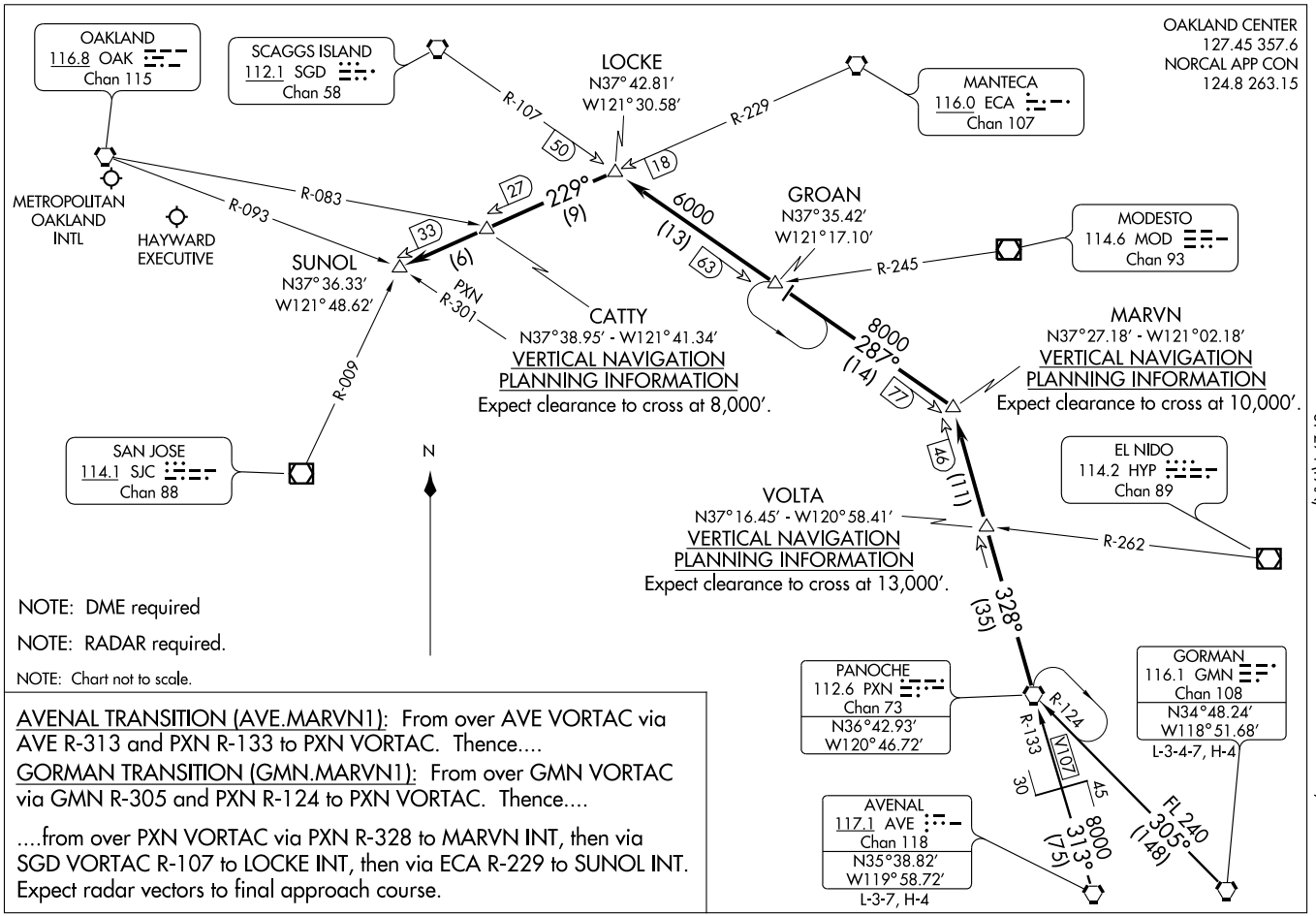
N

NOTE: Chart not to scale.

ST-294 (FAA)

MARVN ONE ARRIVAL (PXN.MARVN1) 10266

OAKLAND, CALIFORNIA



AVENAL TRANSITION (AVE.MARVN1): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

GORMAN TRANSITION (GMN.MARVN1): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

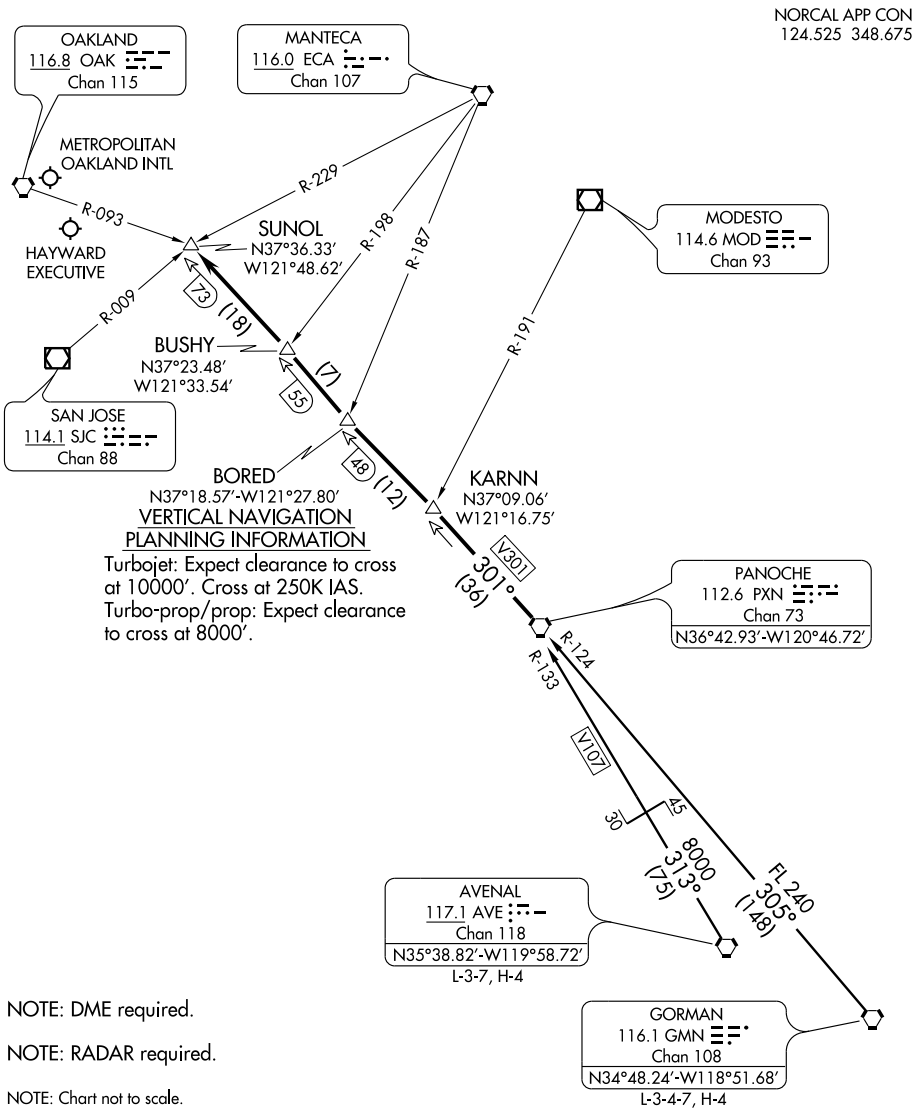
....from over PXN VORTAC via PXN R-328 to MARVN INT, then via SGD VORTAC R-107 to LOCKE INT, then via ECA R-229 to SUNOL INT. Expect radar vectors to final approach course.

ST-294 (FAA)

MARVN ONE ARRIVAL (PXN.MARVN1) 10266

OAKLAND, CALIFORNIA

PANOCHE TWO ARRIVAL



AVENAL TRANSITION (AVE.PXN2): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

GORMAN TRANSITION (GMN. PXN2): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

....From over PXN VORTAC via PXN R-301 to SUNOL INT. Expect radar vectors to the final approach course.

PANOCHE TWO ARRIVAL

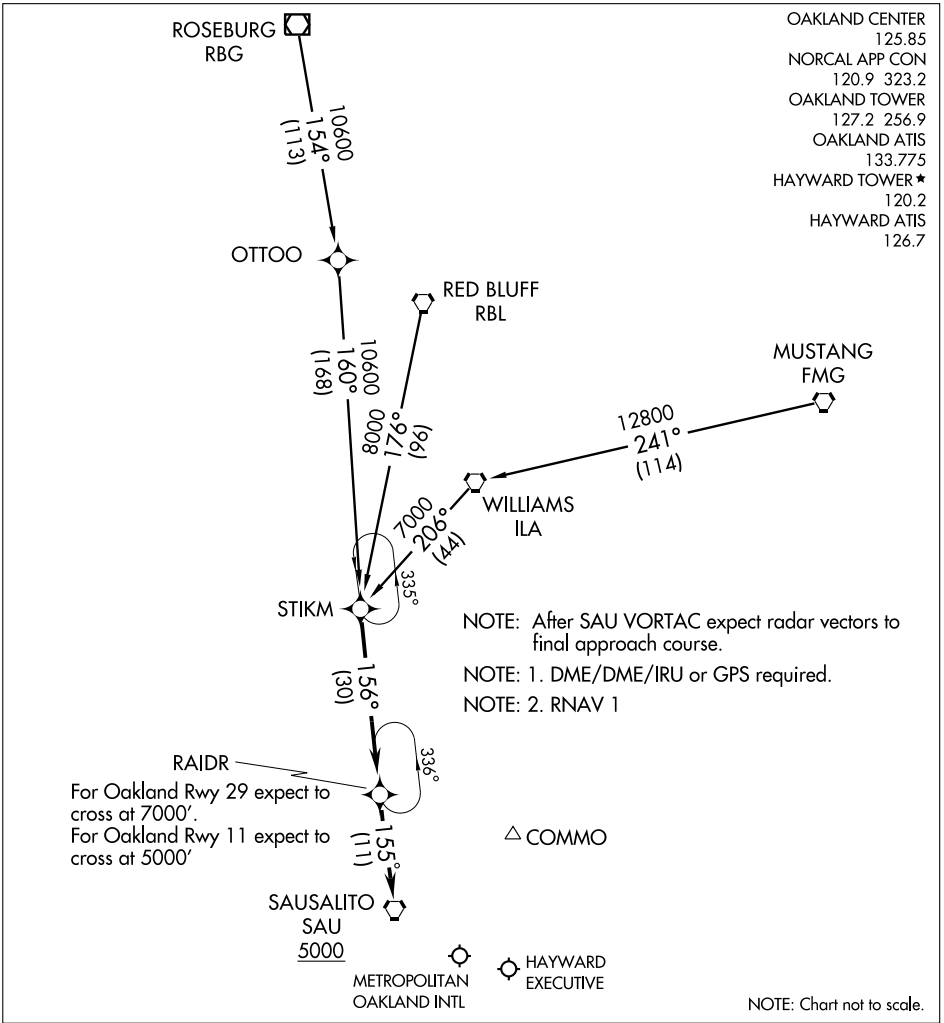
OAKLAND, CALIFORNIA

(PXN.PXN2) 10266

SW-2, 21 OCT 2010 to 18 NOV 2010

RAIDR TWO ARRIVAL (RNAV)

OAKLAND, CALIFORNIA



MUSTANG TRANSITION (FMG.RAIDR2)

RED BLUFF TRANSITION (RBL.RAIDR2)

ROSEBURG TRANSITION (RBG.RAIDR2)

From over STIKM WP via 156° track to RAIDR WP, thence as depicted to cross SAU VORTAC at or above 5000. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

Depart SAU VORTAC and proceed direct to COMMO INT.

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5018
299°	TDZE	50
	Apt Elev	52

RNAV (GPS) Y RWY 28L

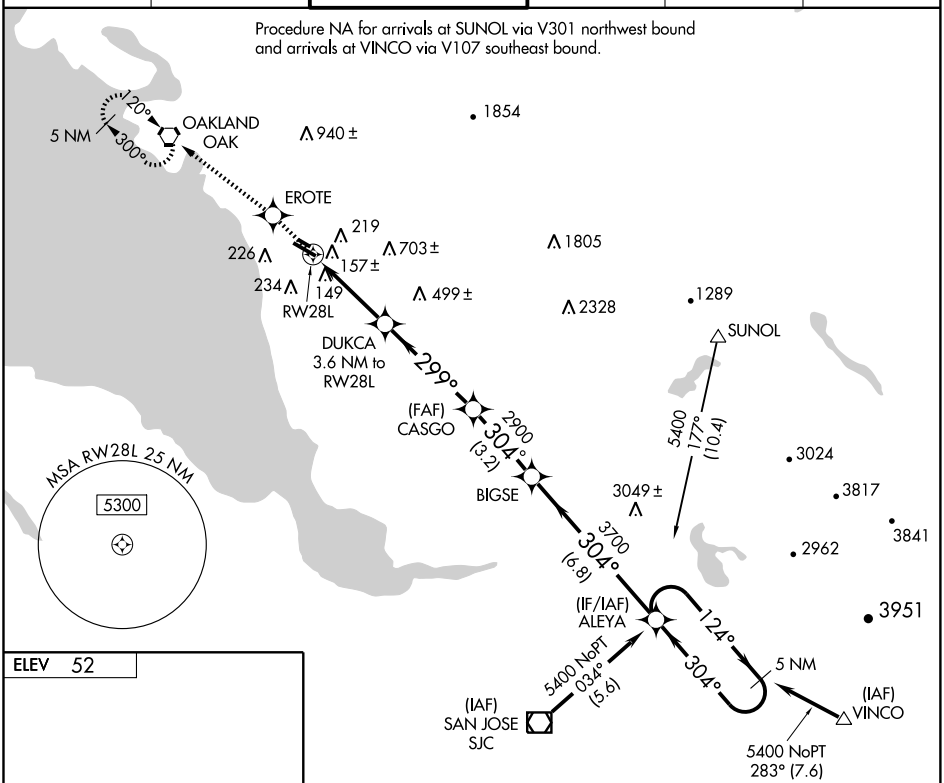
HAYWARD EXECUTIVE (HWD)

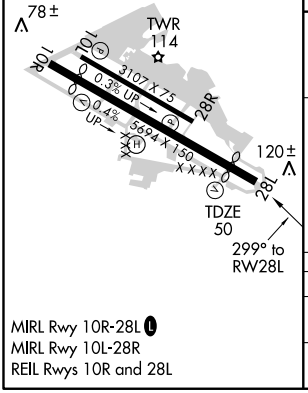
Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Oakland altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

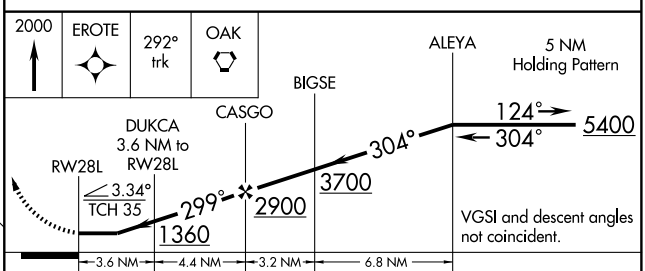
MISSED APPROACH: Climb to 2000 direct EROTE and via 292° track to OAK VORTAC and hold.

ATIS	NORCAL APP CON	HAYWARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.7	124.4 351.8	120.2 (CTAF) L 257.8	121.4	128.05	122.95

Procedure NA for arrivals at SUNOL via V301 northwest bound and arrivals at VINCO via V107 southeast bound.







CATEGORY	A	B	C	D
LNAV MDA	460-1 410 (500-1)		460-1¼ 410 (500-1¼)	
CIRCLING	540-1 488 (500-1)		540-1½ 488 (500-1½)	620-2 568 (600-2)

MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5018
CH 77604	285°	TDZE	50
W28A		Apt Elev	52

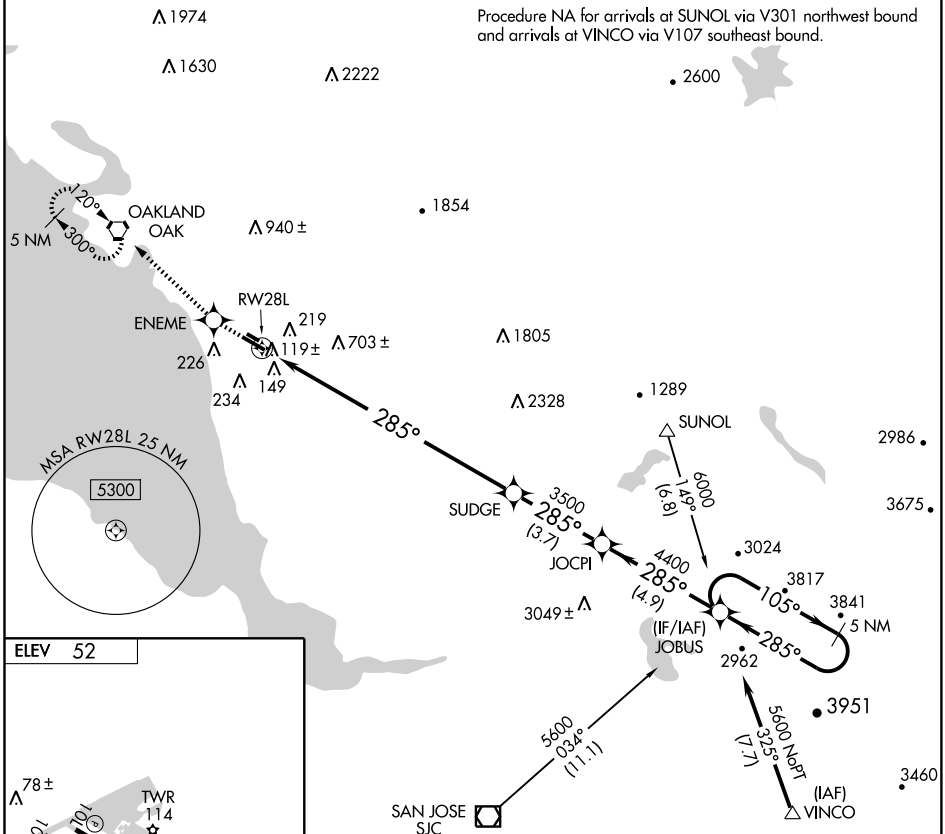
RNAV (GPS) Z RWY 28L
HAYWARD EXECUTIVE (HWD)

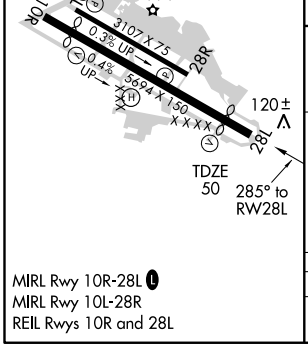
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Oakland altimeter setting and increase DA 20 feet.

MISSED APPROACH: Climb to 2000 direct ENEME and via 298° track to OAK VORTAC and hold.

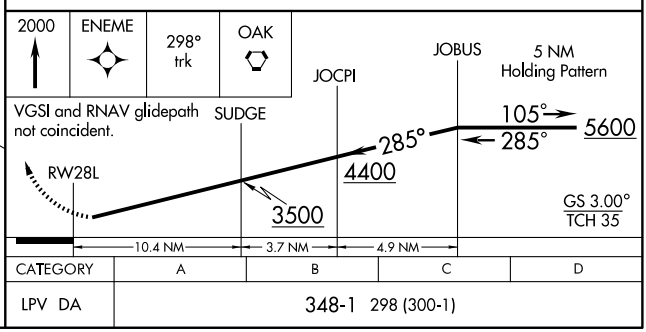
ATIS	NORCAL APP CON	HAYWARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.7	124.4 351.8	120.2 (CTAF) L 257.8	121.4	128.05	122.95

Procedure NA for arrivals at SUNOL via V301 northwest bound and arrivals at VINCO via V107 southeast bound.





MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L



CATEGORY	A	B	C	D
LPV DA	348-1 298 (300-1)			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OAK	APP CRS	Rwy Idg	N/A
116.8	294°	TDZE	N/A
Chan 115		Apt Elev	52

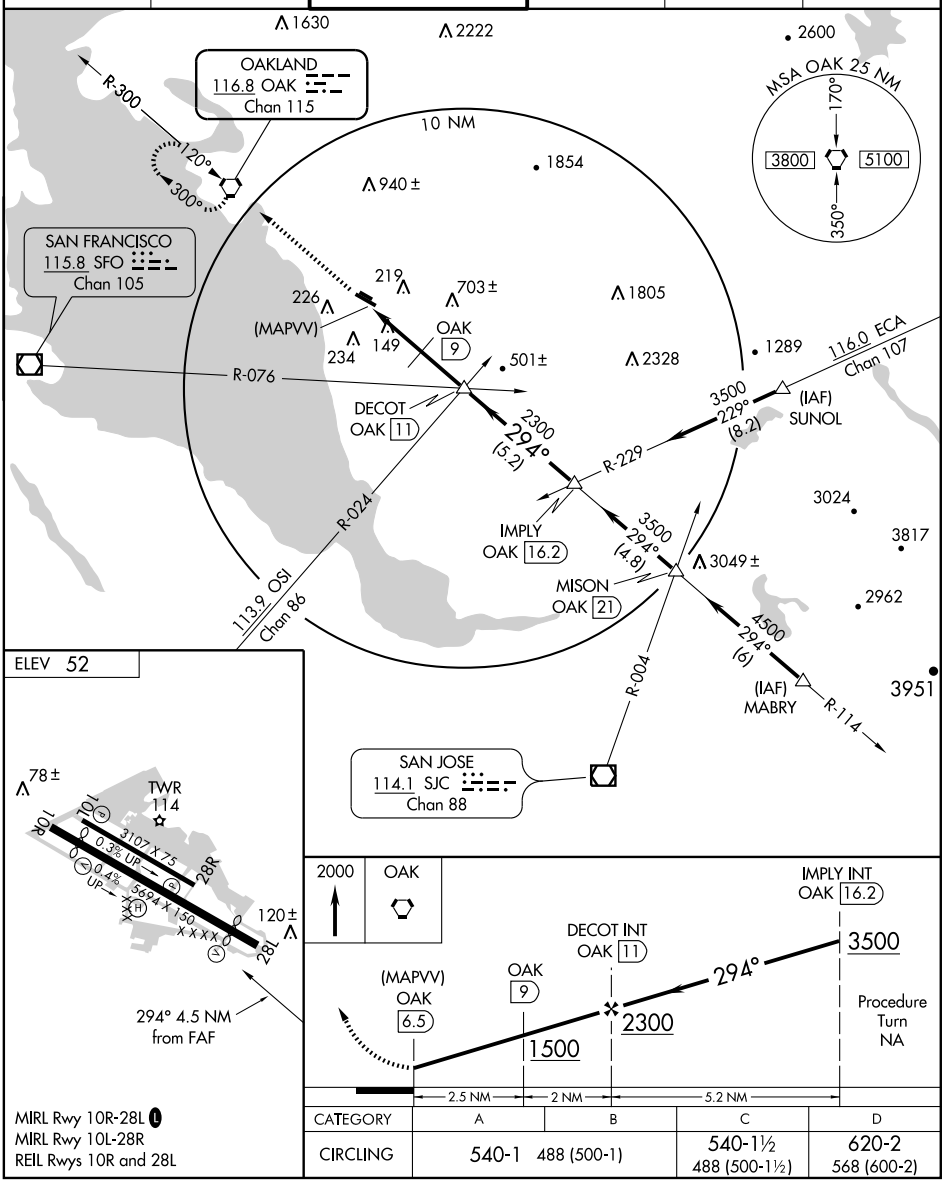
VOR/DME or GPS-B

HAYWARD EXECUTIVE (HWD)

Circling not authorized north of Rwy 10L-28R.

MISSED APPROACH: Climb to 2000 direct to OAK VORTAC and hold.

ATIS	NORCAL APP CON	HAYWARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.7	124.4 351.8	120.2 (CTAF) L 257.8	121.4	128.05	122.95



MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L

CATEGORY	A	B	C	D
CIRCLING	540-1 488 (500-1)		540-1½ 488 (500-1½)	620-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OAK	APP CRS	Rwy Idg	N/A
116.8	294°	TDZE	N/A
Chan 115		Apt Elev	47

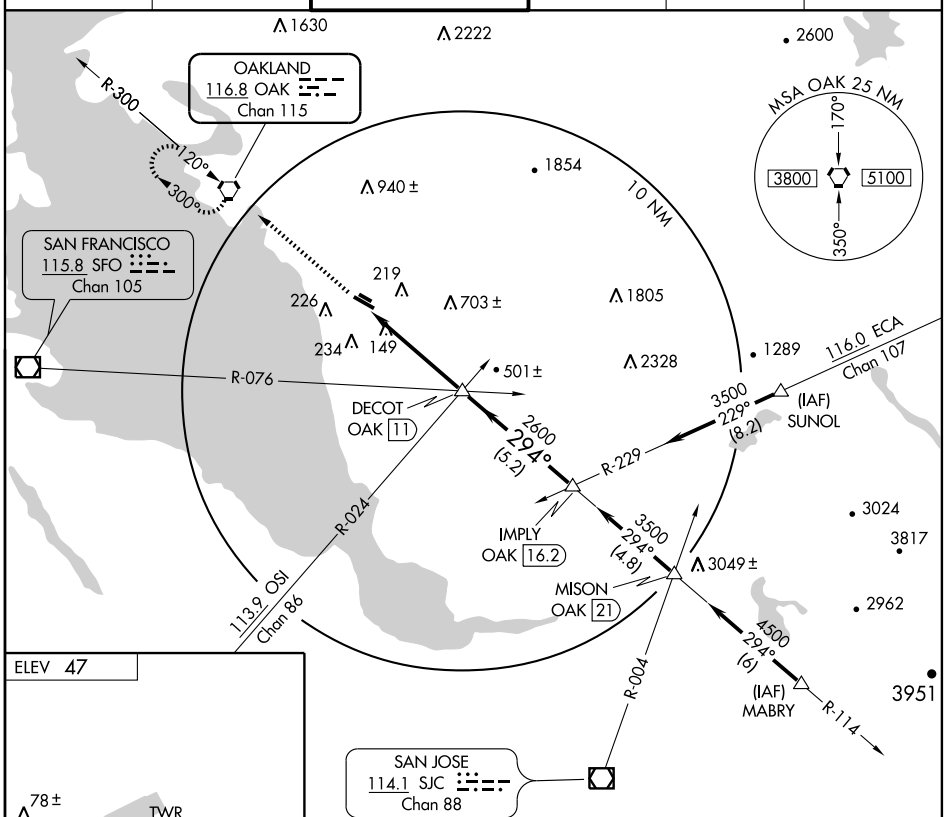
VOR or GPS-A

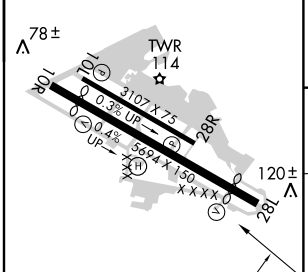
HAYWARD EXECUTIVE (HWD)

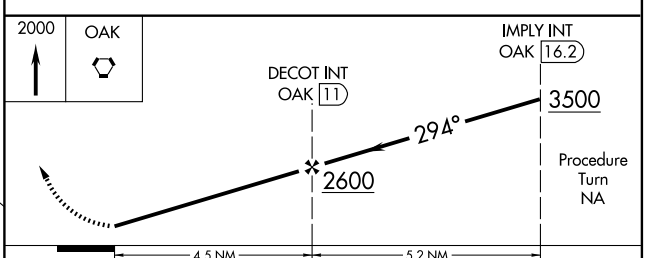
Circling not authorized north of Rwy 10L-28R.

MISSED APPROACH: Climb to 2000 direct to OAK VORTAC and hold.

ATIS	NORCAL APP CON	HAYWARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.7	124.4 351.8	120.2 (CTAF) L 257.8	121.4	128.05	122.95







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	800-1 753 (800-1)	800-1¼ 753 (800-1¼)	800-2¼ 753 (800-2¼)	800-2½ 753 (800-2½)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

HEMET-RYAN (HMT)

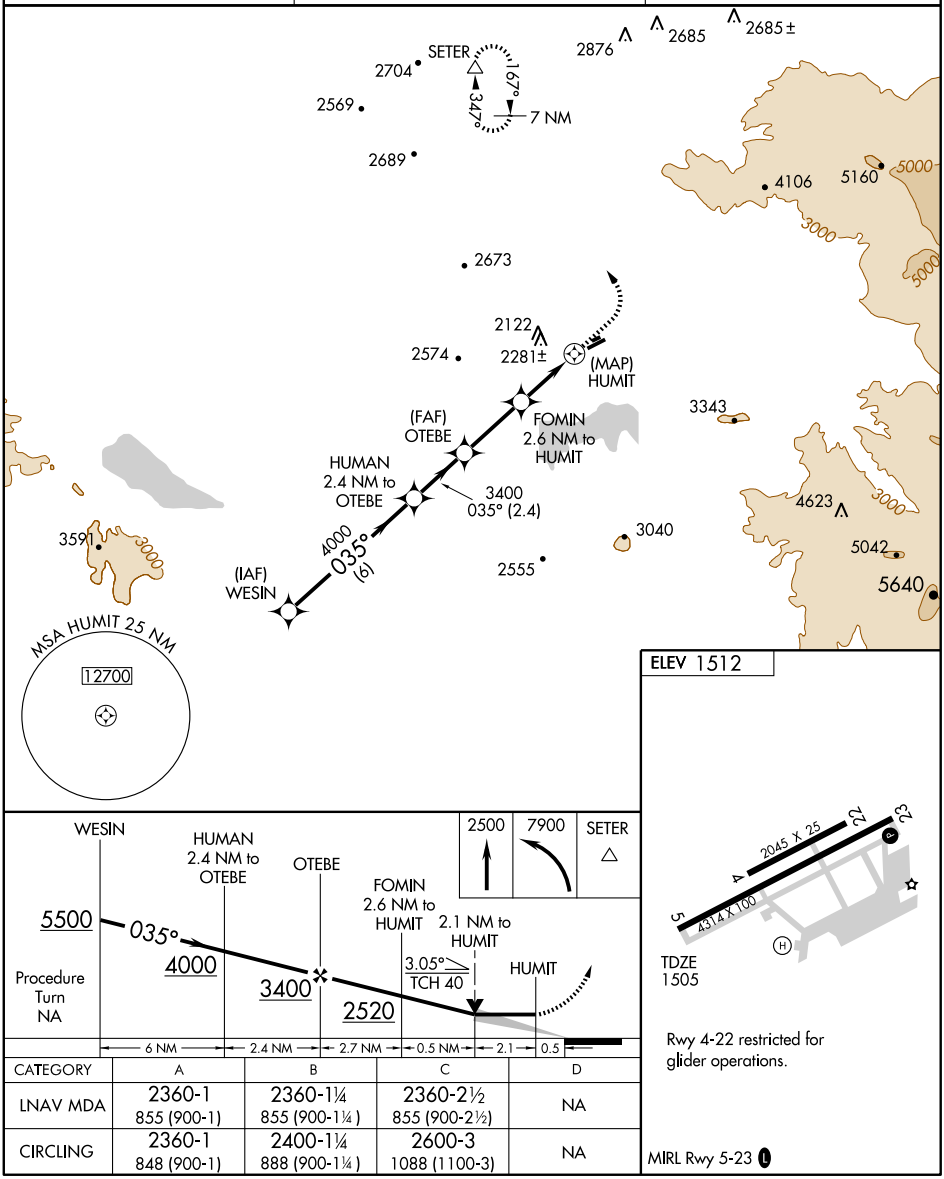
APP CRS	Rwy Idg	4314
035°	TDZE	1505
	Apt Elev	1512

T
A NA

DME/DME RNP- 0.3 NA.
Circling NA at night.

MISSED APPROACH: Climb to 2500, then climbing left turn to 7900 direct SETER and hold, continue climb-in-hold to 7900.

AWOS-3	MARCH APP CON ★	UNICOM
118.375	133.5 324.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2360-1 855 (900-1)	2360-1¼ 855 (900-1¼)	2360-2½ 855 (900-2½)	NA
CIRCLING	2360-1 848 (900-1)	2400-1¼ 888 (900-1¼)	2600-3 1088 (1100-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

APCH CRS	Rwy ldg	10,000
262°	TDZE	4012
	Arpt Elev	4012

AL-6624 [USA]

AMEDEE AAF (KAHC)

DME/DME RNP-0.3 NA.
Procedure not authorized at night.
** Circling NA for CATS DE north of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 12,000 direct JEBED and hold, continue climb-in-hold to 12,000. When authorized by ATC, climb in hold to 14,000.

OAKLAND CENTER		CTAF	
128.8	285.5	126.1	241.9 *

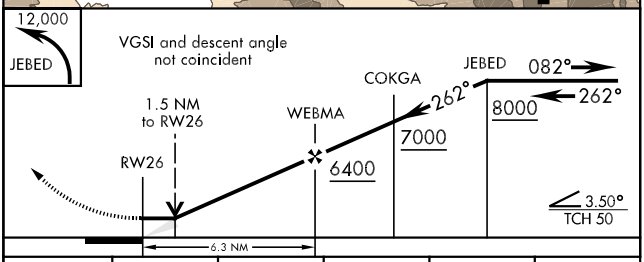
NOT FOR CIVIL USE

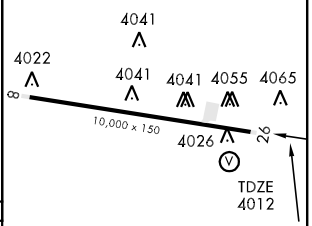
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

HETUX
12,000
151° (25.6)
KETBE
6221
8000
151° (11.6)
6720
6000
5571
4895
5000
R2530
5352
4044
RW26
4064
4388
4509
4132
262° (6.3)
6400 (2.6)
(FAF) WEBMA
COKGA
4126
6077
7000
262° (4.3)
(IAF) JEBED
Max holding 230 KIAS
7 NM
082°
262°
MSA RW26 25 NM
10,000
NoPT 8000 331° (6.4)
4231
(IAF) SEDTO
11,000
MUSTANG
117.9 FMG
Chan 126
11,000
331° (36.4)

ELEV 4012





CATEGORY	A	B	C	D	E
LNAV MDA	4600-1 588 (600-1)		4600-1½ 588 (600-1½)	4600-1¾ 588 (600-1¾)	4600-2 588 (600-2)
CIRCLING **	4600-1 588 (600-1)		4600-1½ 588 (600-1½)	4600-2 588 (600-2)	

LIRL Rwy 26 *

VOR/DME RWY 26

VOR/DME AHC	APCH CRS	Rwy ldg 10,000
109.0	268°	TDZE 4012
Chan 27		Arpt Elev 4012

AL-6624 [USA]

AMEDEE AAF (KAHC)

Procedure not authorized at night.

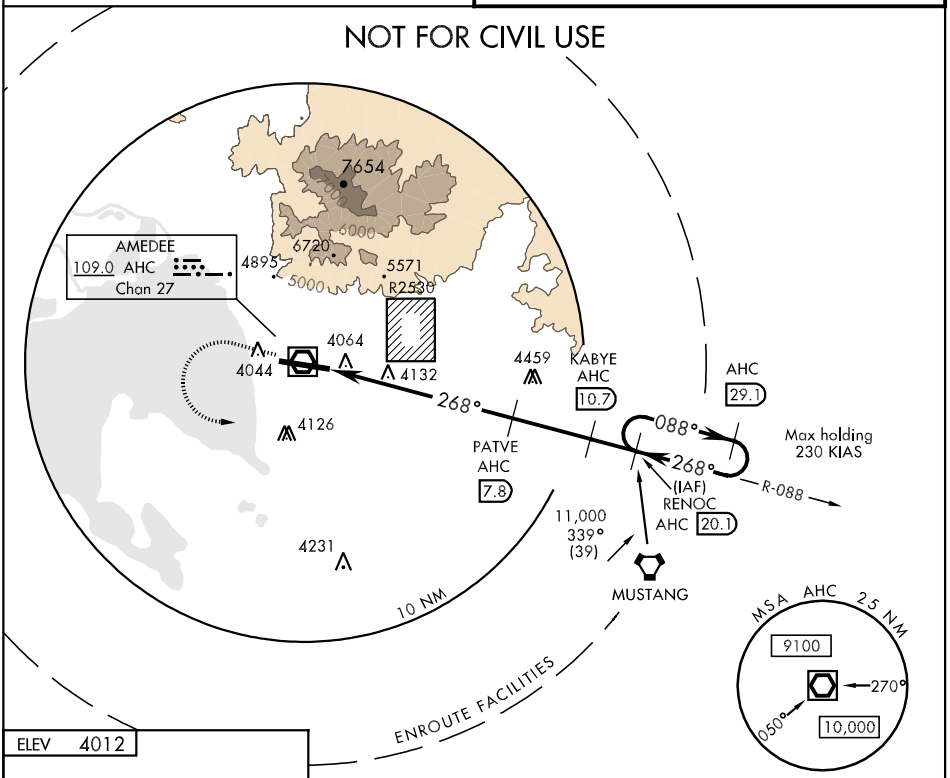
** Circling NA for CATS DE north of Rwy 8-26.

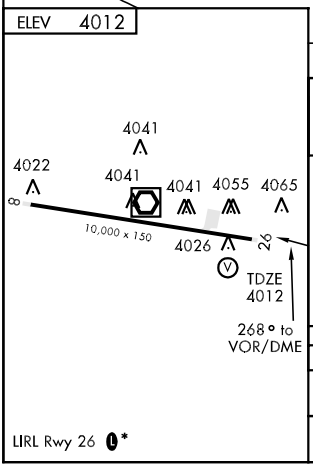
MISSED APPROACH: Climb to 5500, then climbing left turn to 10,500 via AHC R-088 to RENOC (20.1 DME) and hold, continue climb-in-hold to 10,500. When authorized by ATC, climb-in-hold to 14,000.

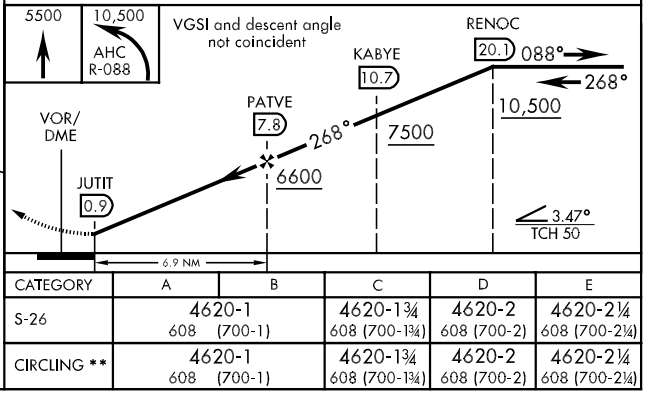
OAKLAND CENTER	
128.8	285.5

CTAF	
126.1	241.9 ⓥ*

NOT FOR CIVIL USE







CATEGORY	A	B	C	D	E
S-26	4620-1 608 (700-1)		4620-1¾ 608 (700-1¾)	4620-2 608 (700-2)	4620-2¼ 608 (700-2¼)
CIRCLING **	4620-1 608 (700-1)		4620-1¾ 608 (700-1¾)	4620-2 608 (700-2)	4620-2¼ 608 (700-2¼)

LIRL Rwy 26 ⓥ*

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

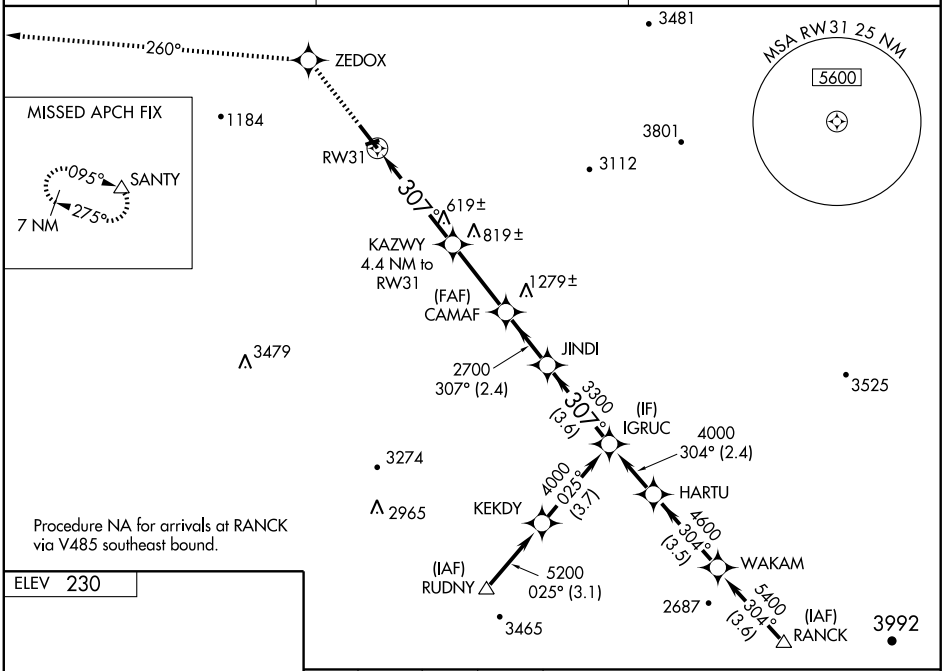
WAAS	APP CRS	Rwy Idg	6350
CH 93806	307°	TDZE	230
W31A		Apt Elev	230

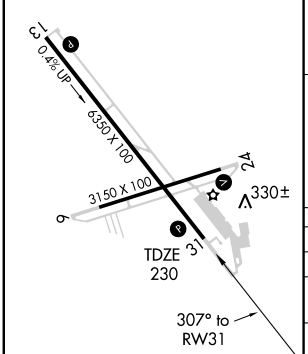
RNAV (GPS) RWY 31
HOLLISTER MUNI (CVH)

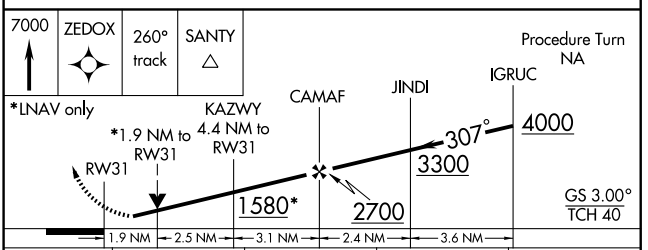
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Norman Y. Mineta (KSJC) San Jose Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
When local altimeter setting not received, use Norman Y. Mineta (KSJC) San Jose Intl altimeter setting, and increase all DAs/MDAs 120 feet and all visibilities ½ mile.
VDP NA when using Norman Y. Mineta (KSJC) San Jose Intl altimeter setting.

MISSED APPROACH: Climb to 7000 direct ZEDOX and via 260° track to SANTY and hold, continue climb-in-hold to 7000.

AWOS-3	NORCAL APP CON	UNICOM
120.425	124.525 348.675	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	553-1¼ 323 (400-1¼)			NA
LNAV/VNAV DA	801-2 571 (600-2)			NA
LNAV MDA	880-1 650 (700-1)		880-1¾ 650 (700-1¾)	NA
CIRCLING	880-1 650 (700-1)		880-1¾ 650 (700-1¾)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

COPTER NDB RWY 32

NDB HGT	APCH CRS	Rwy Idg	570
209	295°	TDZE	1017
		Arpt Elev	1017

AL-3073 [USA]

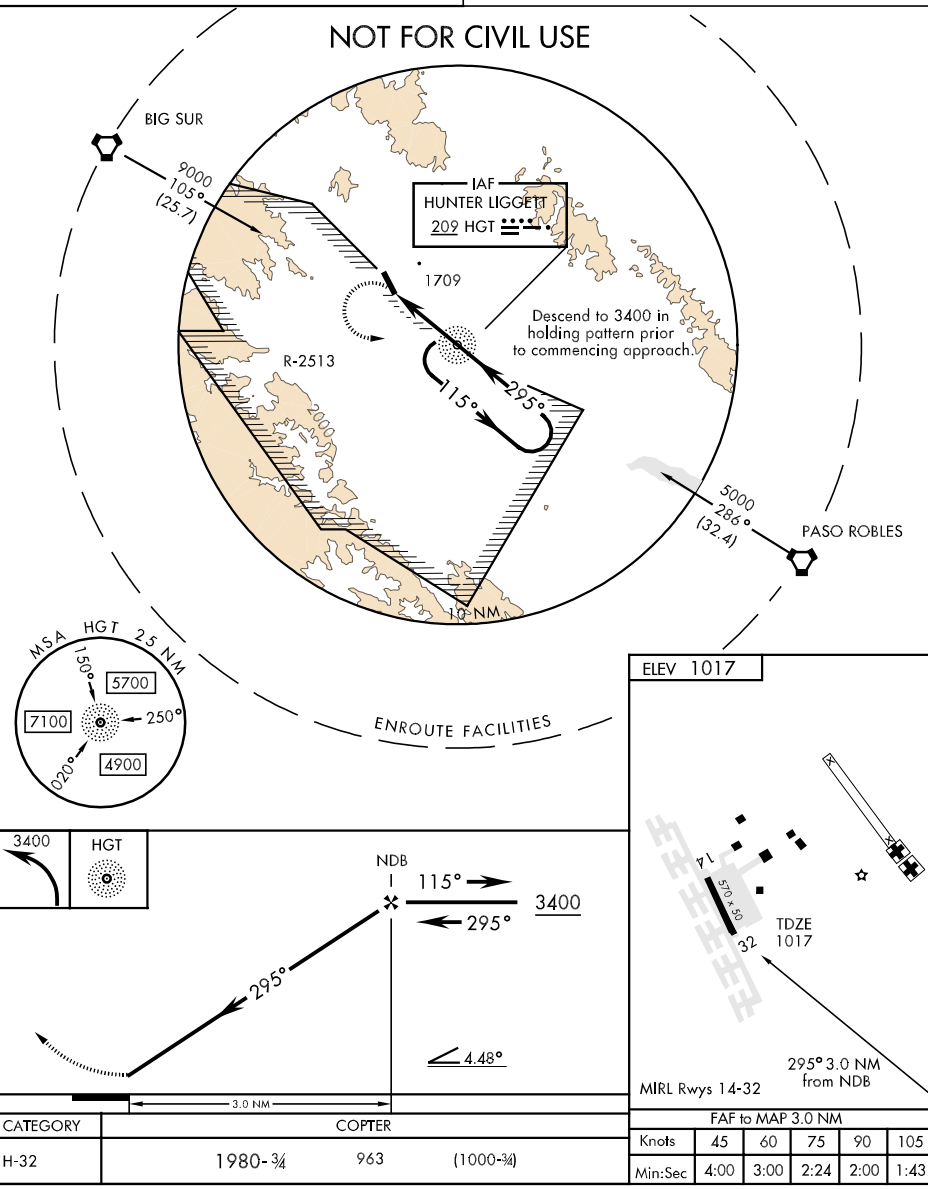
TUSI AHP (KHGT)

NA — Procedure NA when Fort Hunter-Liggett altimeter setting not available.

MISSED APPROACH: Climbing left turn to 3400 direct HGT NDB and hold.

OAKLAND CENTER	RANGE CON/OPS
128.7 307.0	41.05 126.2 229.5

NOT FOR CIVIL USE



CATEGORY	COPTER		
H-32	1980-¾	963	(1000-¾)

FAF to MAP 3.0 NM					
Knots	45	60	75	90	105
Min:Sec	4:00	3:00	2:24	2:00	1:43

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	570
301°	TDZE	1017
	Arpt Elev	1017

AL-3073 (USA)

TUSI AHP (KHGT)

NA Procedure NA when Fort Hunter-Liggett altimeter setting not available.
Limit Final and Missed Approach to 90 KIAS.

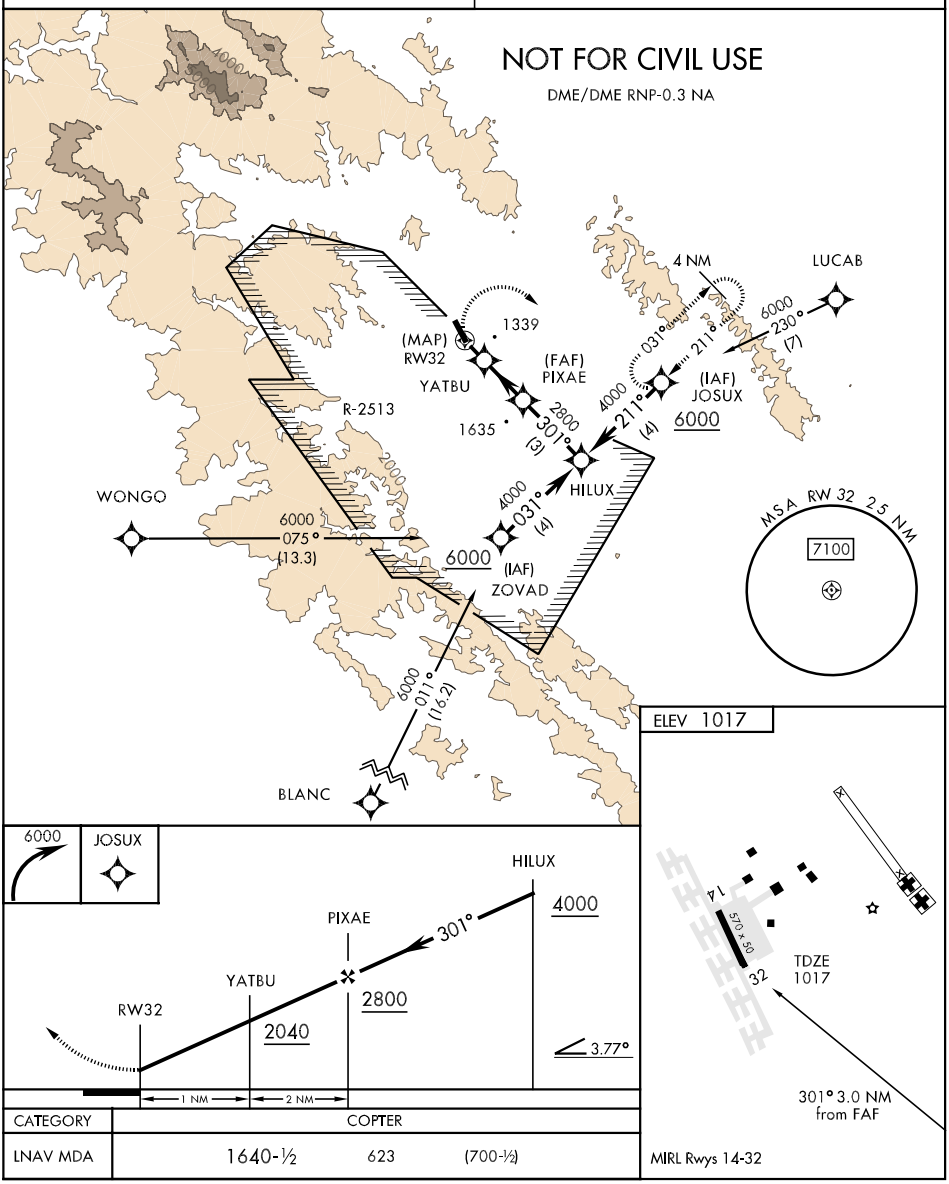
MISSED APPROACH: Climbing right turn to 6000 direct JOSUX and hold.

OAKLAND CENTER	RANGE CON/OPS
128.7 307.0	41.05 126.2 229.5

NOT FOR CIVIL USE

DME/DME RNP-0.3 NA

SW-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	COPTER		
LNAV MDA	1640-½	623	(700-½)

MIRL Rwys 14-32

36°00'N-121°14'W

TUSI AHP (KHGT)
COPTER RNAV (GPS) RWY 32

COPTER TACAN RWY 27

TACAN	NRS
Chan	29

APCH CRS
255°

Rwy ldg	4999
TDZE	23
Arpt Elev	24

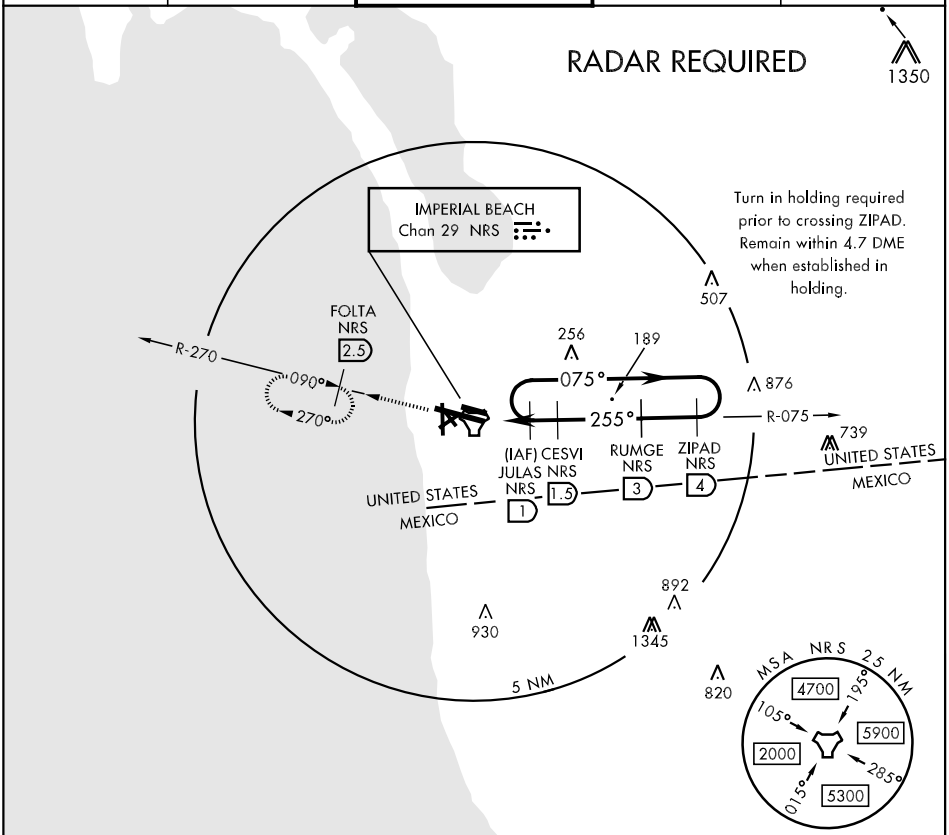
AL-307 [USN]

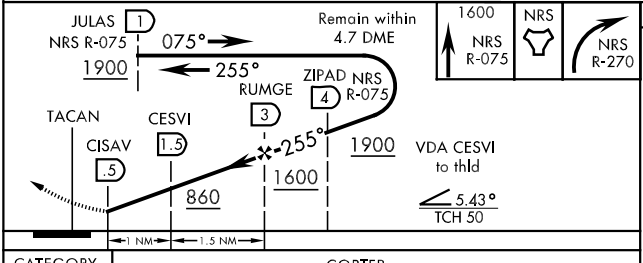
IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

Use by tilt rotor aircraft not authorized.

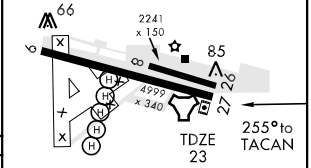
MISSED APPROACH: Climb to 1600 via NRS R-075 to NRS TACAN, then via NRS R-270 to FOLTA and hold. Remain within 5.2 DME when established in holding.

ATIS ★	SOCAL APP CON	IMPERIAL BEACH TOWER ★	GND CON	ASOS
276.2	125.15 317.55	120.65 239.25	285.575	





ELEV 24



CATEGORY	COPTER		
H-27	340-½	317	(400-½)
CIRCLING	NOT AUTHORIZED		

HIRL Rwy 9-27

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

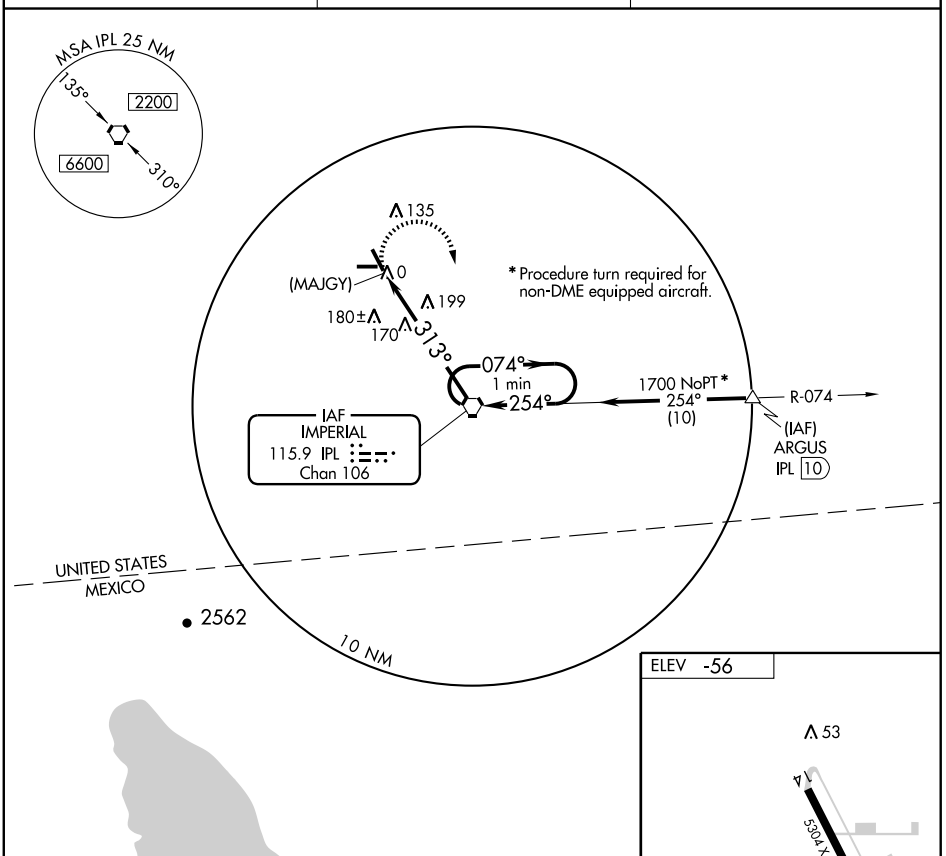
VORTAC IPL 115.9 Chan 106	APP CRS 313°	Rwy Idg N/A TDZE N/A Apt Elev -56

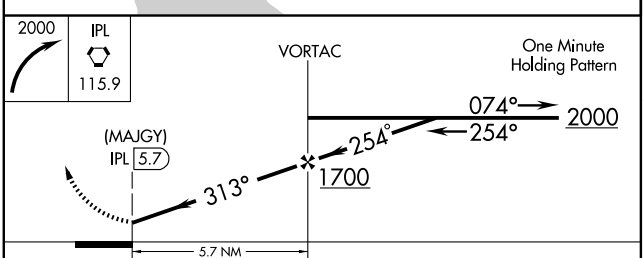
VOR or GPS-A
IMPERIAL COUNTY (IPL)

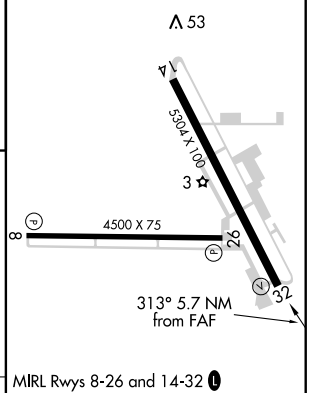
MISSED APPROACH: Climbing right turn to 2000 direct IPL VORTAC and hold.

ASOS	LOS ANGELES CENTER	UNICOM
132.175	128.6 291.7	122.7 (CTAF) L

SW-3, 21 OCT 2010 to 18 NOV 2010





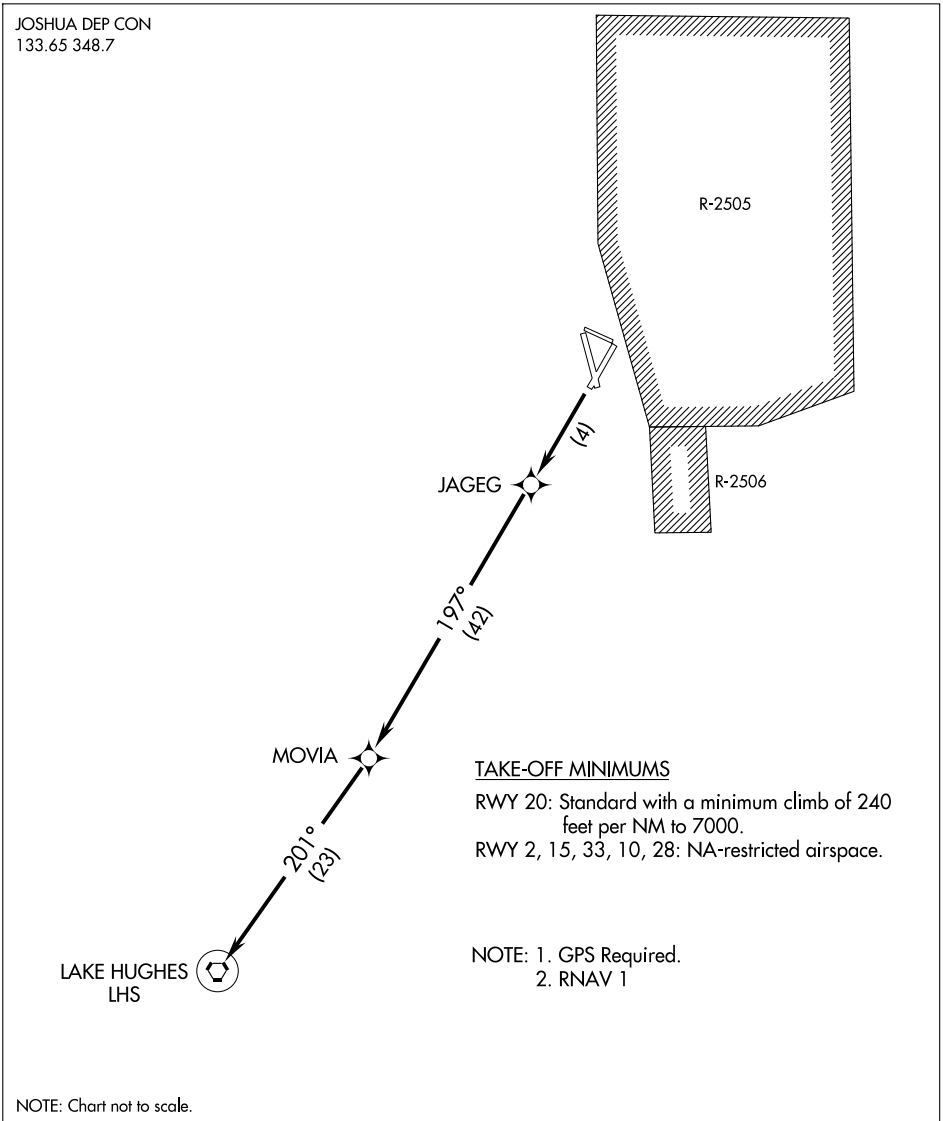


MIRL Rwys 8-26 and 14-32 L

CATEGORY	A	B	C	D
CIRCLING	560-1 616 (700-1)		560-1¾ 616 (700-1¾)	560-2 616 (700-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

LAKE HUGHES TWO DEPARTURE (RNAV) (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb direct JAGEG then continue climb to 8000 via 197° track to MOVIA and 201° track to LHS VORTAC. Thence via assigned route and altitude.

TAKE-OFF RUNWAYS 2, 33, 15, 10, and 28: NA.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 2

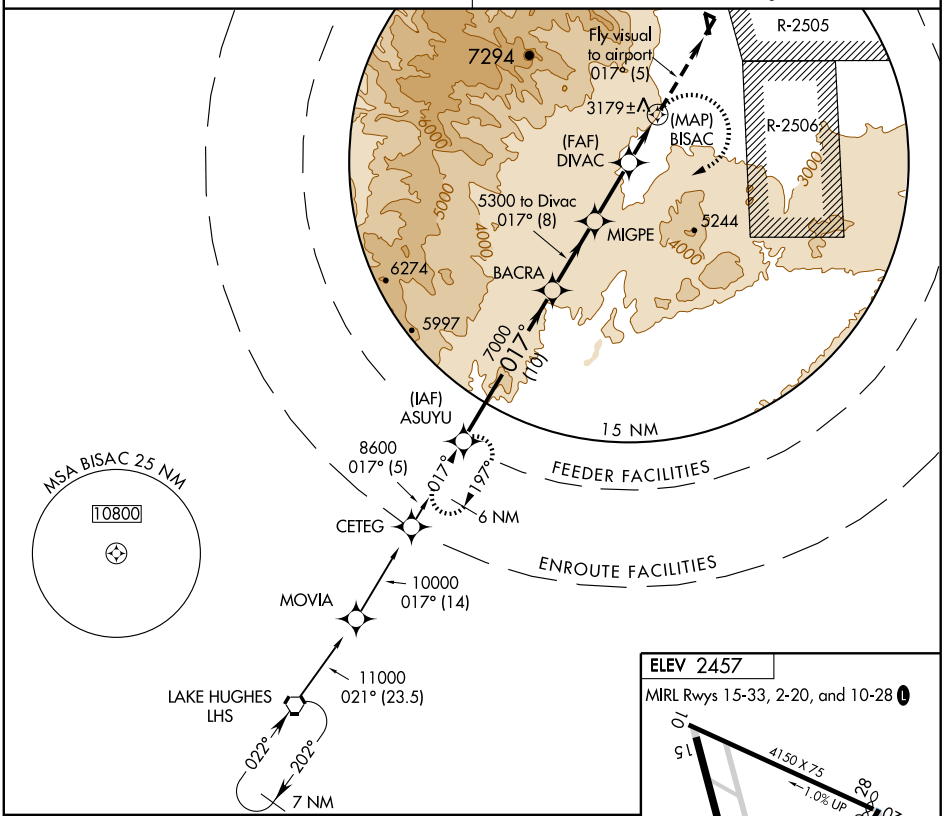
INYOKERN (IYK)

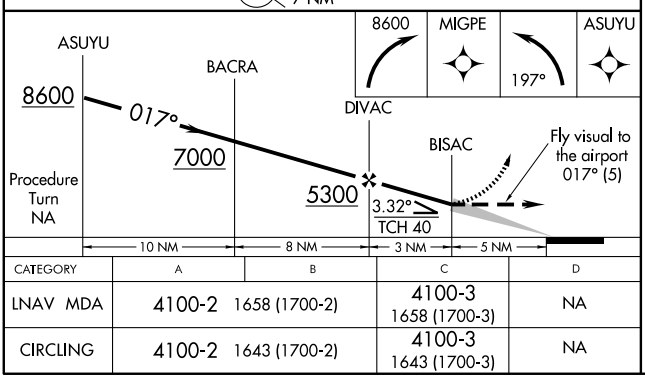
APP CRS	Rwy Idg	6275
017°	TDZE	2442
	Apt Elev	2457

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Except for operators with approved weather reporting service, use NAS China Lake altimeter setting, if not available procedure NA. Procedure NA at night.

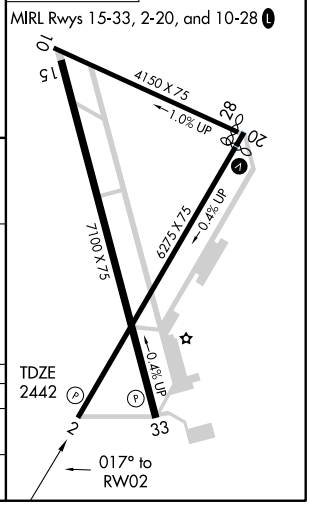
MISSED APPROACH: Climbing right turn to 8600 direct MIGPE WP then left turn via 197° track to ASUYU WP and hold.

JOSHUA APP CON	UNICOM
133.65 348.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4100-2	1658 (1700-2)	4100-3 1658 (1700-3)	NA
CIRCLING	4100-2	1643 (1700-2)	4100-3 1643 (1700-3)	NA



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
017°	Rwy Idg	6275
	TDZE	2442
	Apt Elev	2457

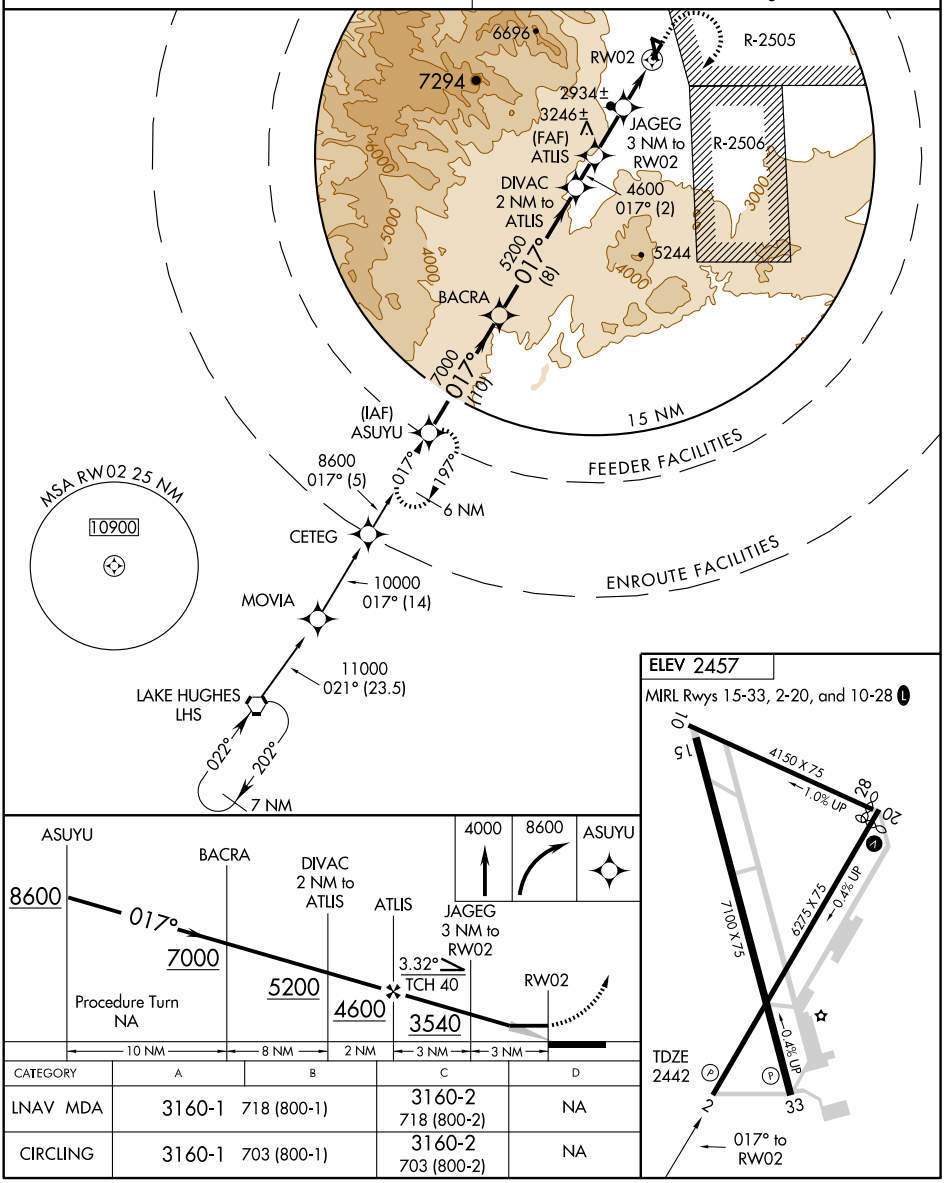
RNAV (GPS) Z RWY 2

INYOKERN (IYK)

T
ANA
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Except for operators with approved weather reporting services, use NAS China Lake altimeter setting, if not available procedure NA. Procedure NA at night. Procedure NA when R-2505 or R-2506 active.

MISSED APPROACH: Climb to 4000 then climbing right turn to 8600 direct ASUYU WP and hold.

JOSHUA APP CON	UNICOM
133.65 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3160-1	718 (800-1)	3160-2 718 (800-2)	NA
CIRCLING	3160-1	703 (800-1)	3160-2 703 (800-2)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3401
006°	TDZE	1690
	Apt Elev	1690

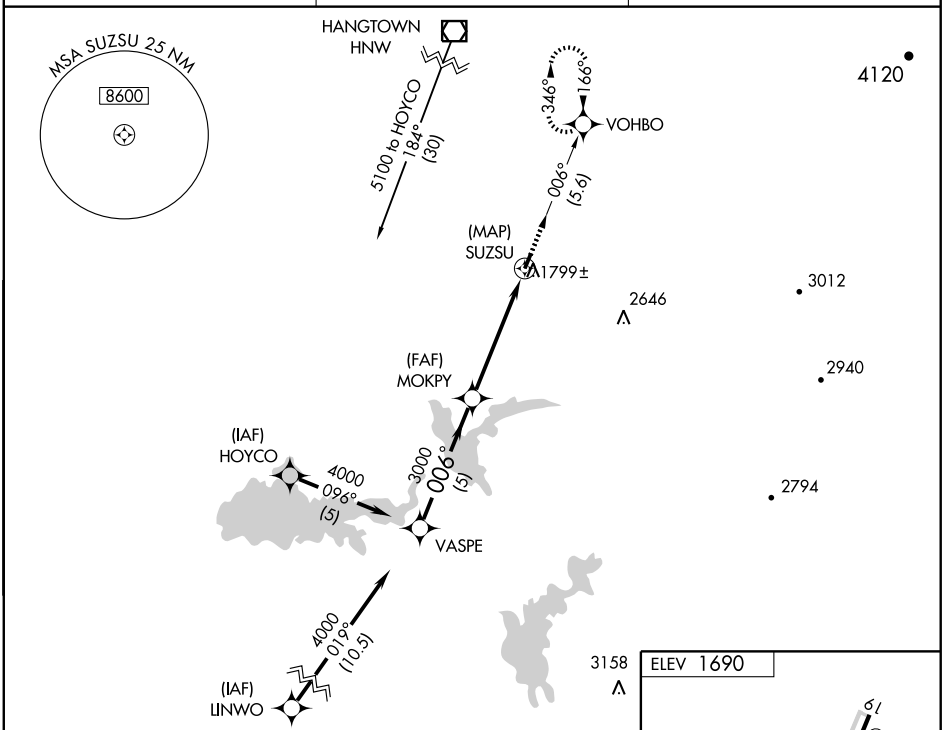
GPS RWY 1

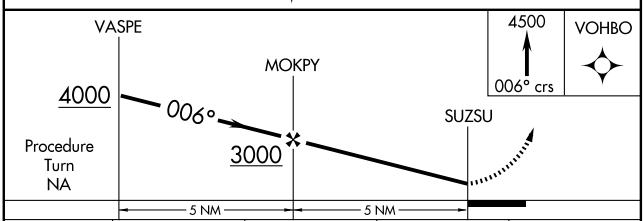
JACKSON/ WESTOVER FIELD AMADOR COUNTY(JAQ)

▼ NA If local altimeter not received, use Sacramento Executive altimeter setting.

MISSED APPROACH: Climb to 4500 via 006° course to VOHBO WP and hold.

AWOS-3	NORCAL APP CON	UNICOM
121.125	125.1 363.2	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-1	2060-1 370 (400-1)		NA	
CIRCLING	2200-1 510 (600-1)		NA	
SACRAMENTO EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-1	2380-1 690 (700-1)		NA	
CIRCLING	2520-1 830 (900-1)	2520-1¼ 830 (900-1¼)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LIN	APP CRS	Rwy Idg	3401
114.8	012°	TDZE	1690
Chan 95		Apt Elev	1690

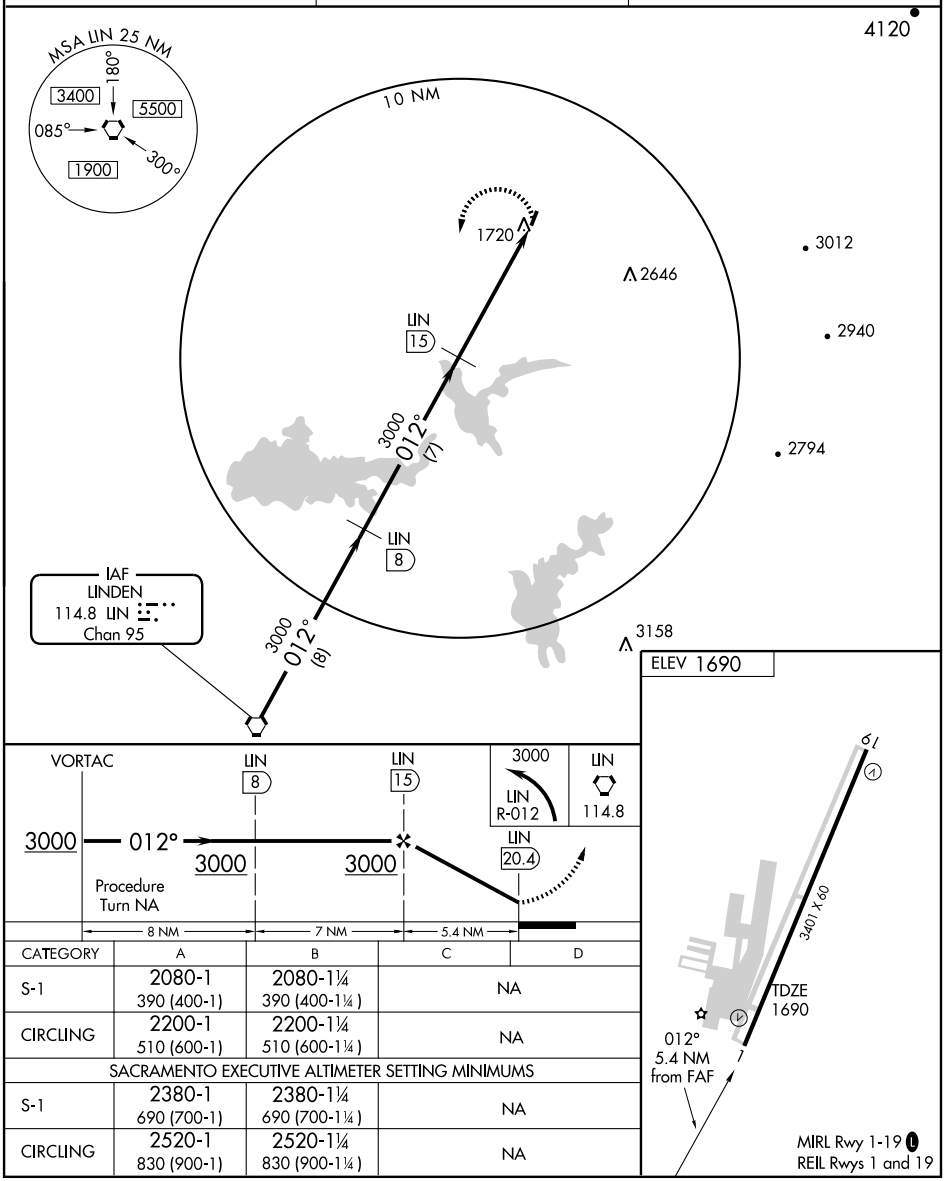
VOR/DME RWY 1

JACKSON/ WESTOVER FIELD AMADOR COUNTY(JAQ)

If local altimeter not received, use Sacramento Executive altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via LIN R-012 to LIN VORTAC.

AWOS-3	NORCAL APP CON	UNICOM
121.125	125.1 363.2	123.075 (CTAF) L



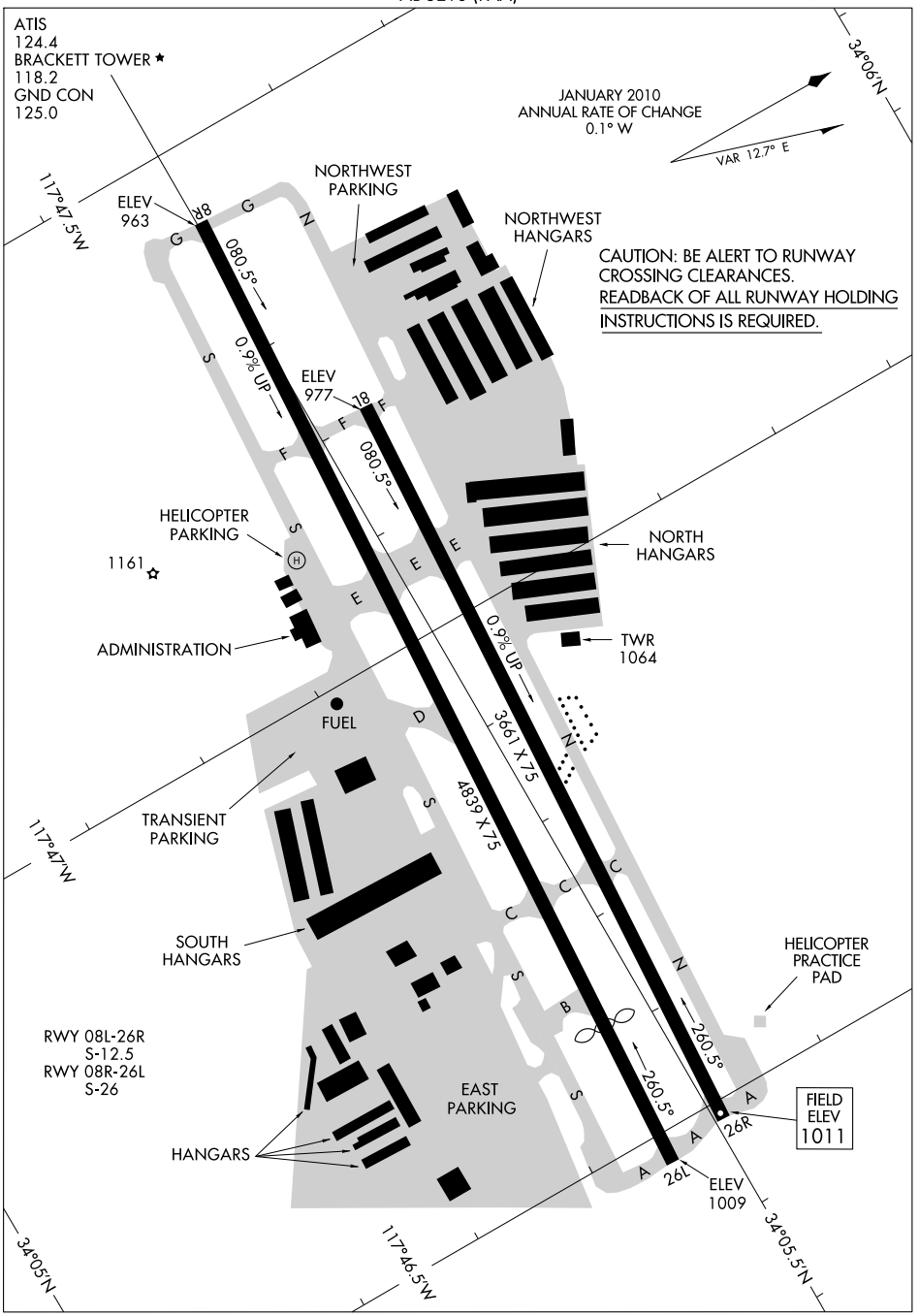
CATEGORY	A	B	C	D
S-1	2080-1 390 (400-1)	2080-1¼ 390 (400-1¼)	NA	
CIRCLING	2200-1 510 (600-1)	2200-1¼ 510 (600-1¼)	NA	
SACRAMENTO EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-1	2380-1 690 (700-1)	2380-1¼ 690 (700-1¼)	NA	
CIRCLING	2520-1 830 (900-1)	2520-1¼ 830 (900-1¼)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LA VERNE/BRACKETT FIELD (POC)
LA VERNE, CALIFORNIA

AL-5218 (FAA)



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LA VERNE, CALIFORNIA
LA VERNE/BRACKETT FIELD (POC)

10210

LOC I-POC	APP CRS	Rwy Idg	4151
110.5	259°	TDZE	1002
		Apt Elev	1011

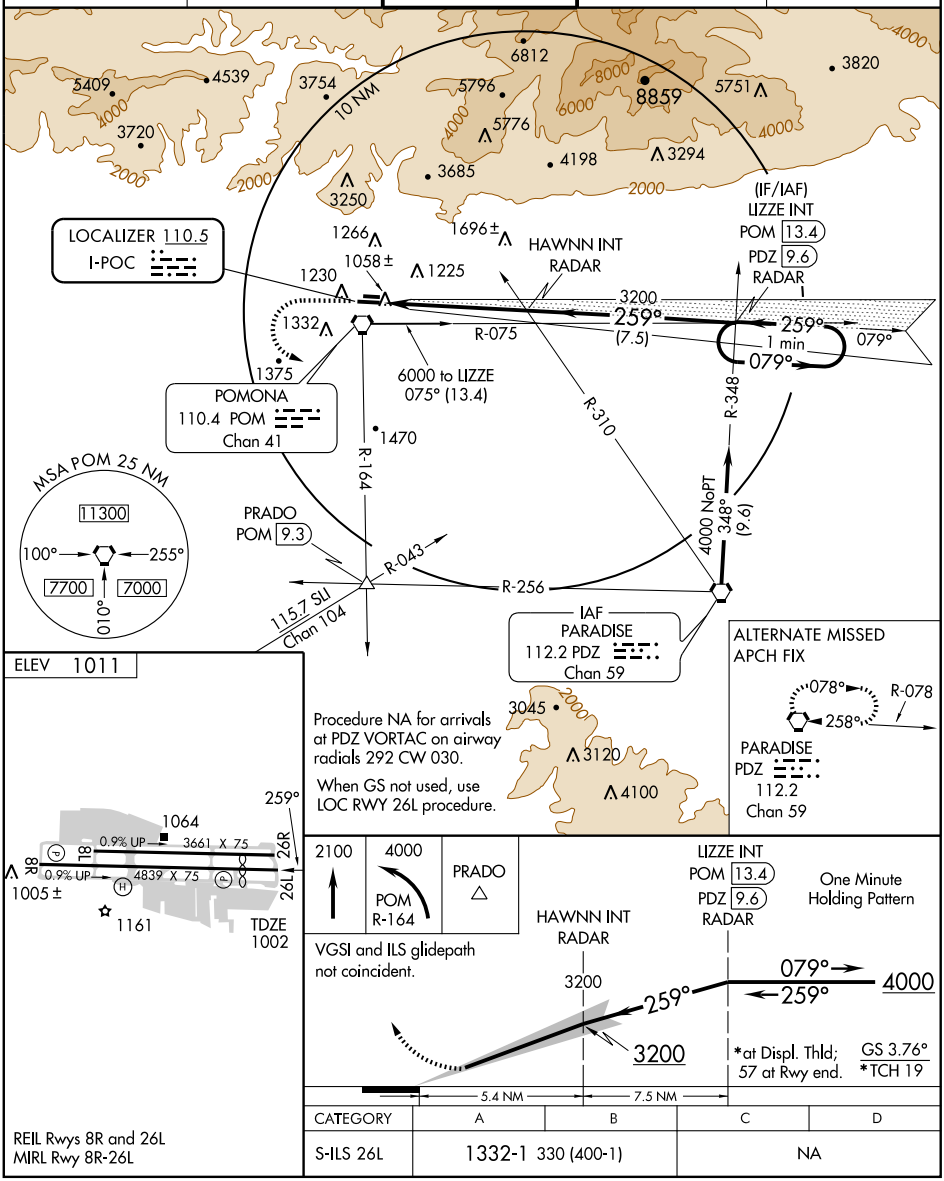
ILS RWY 26L

LA VERNE/BRACKETT FIELD (POC)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Ontario Intl altimeter setting and increase DA to 1363.

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

ATIS	SOCAL APP CON	BRACKETT TOWER ★	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF)	125.0	122.95



CATEGORY	A	B	C	D
S-ILS 26L	1332-1 330 (400-1)		NA	

REIL Rwys 8R and 26L
MIRL Rwy 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-POC	APP CRS	Rwy Idg	4151
110.5	259°	TDZE	1002
		Apt Elev	1011

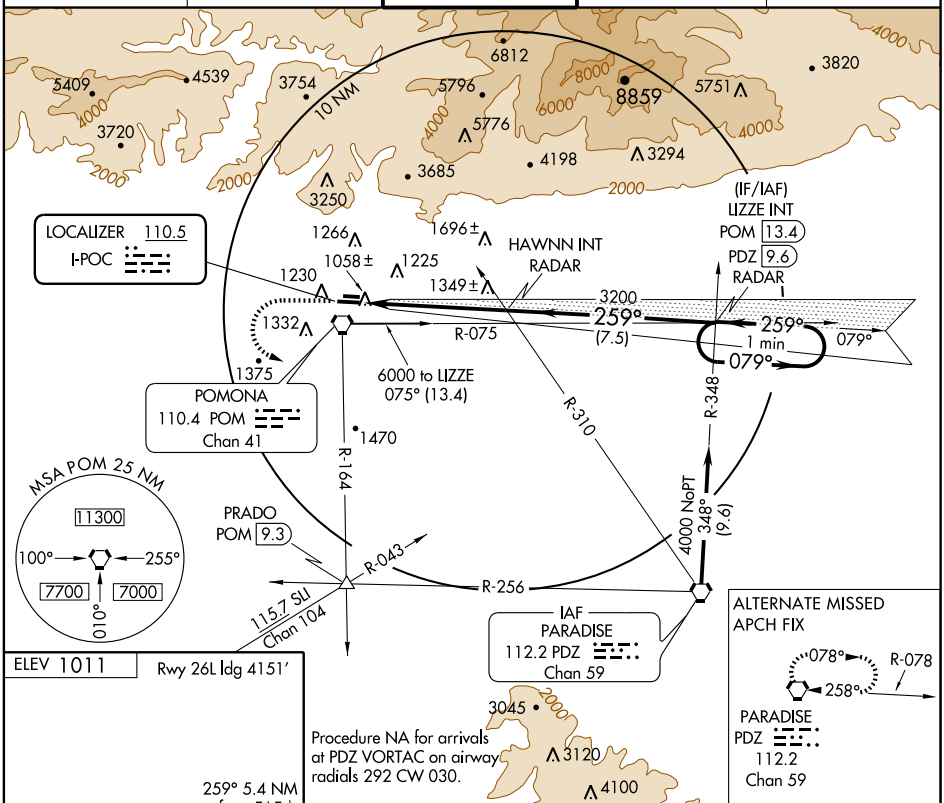
LOC RWY 26L

LA VERNE/BRACKETT FIELD (POC)

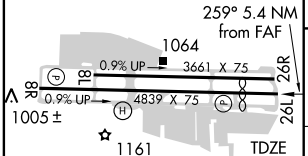
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 via POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

ATIS	SOCAL APP CON	BRACKETT TOWER ★	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF)	125.0	122.95

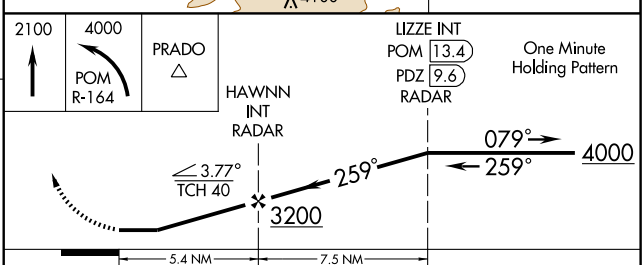


ELEV 1011 Rwy 26L ldg 4151′



REIL Rwys 8R and 26L
MIRL Rwy 8R-26L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



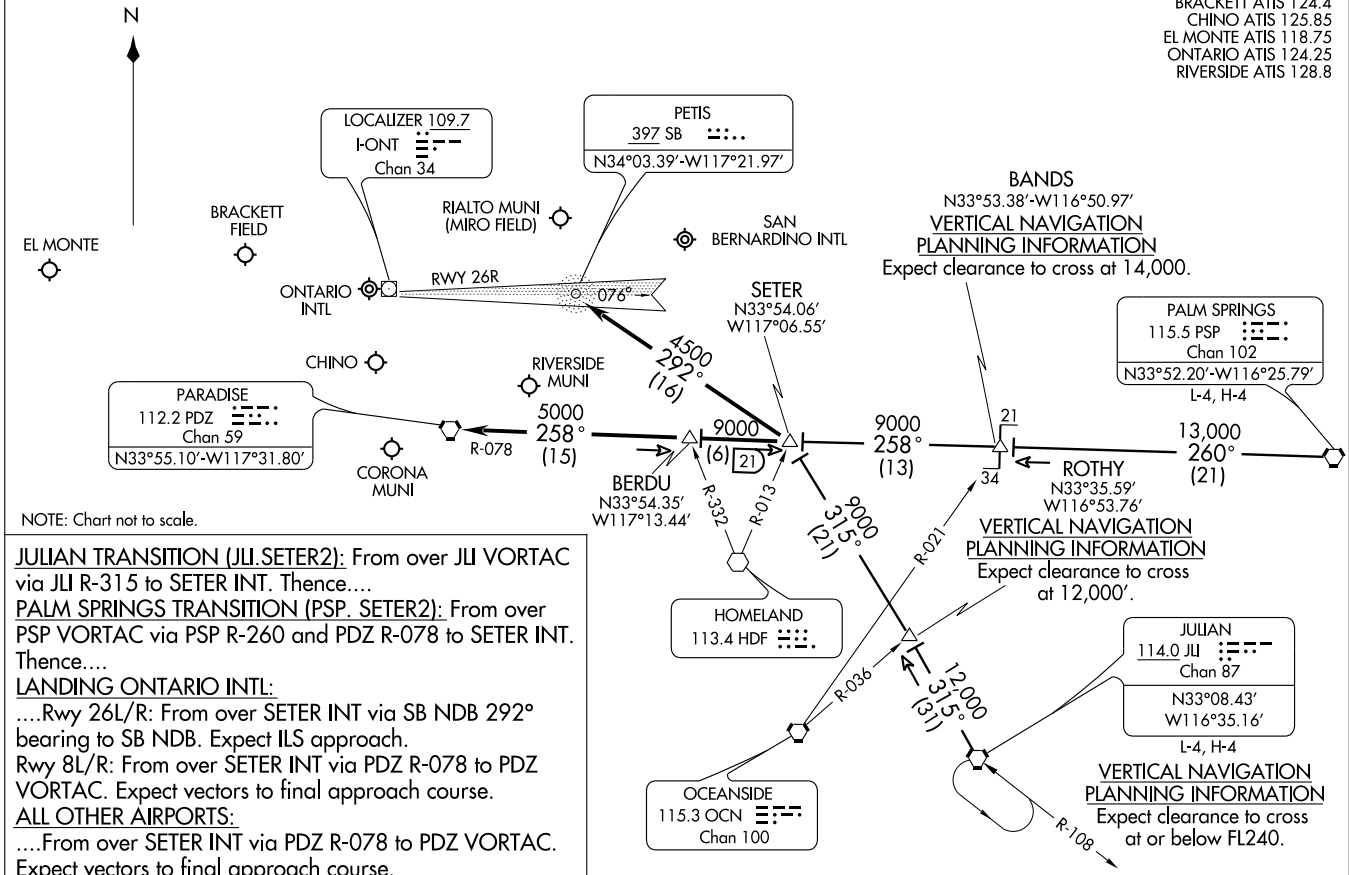
CATEGORY	A	B	C	D
S-26L	1600-1 598 (600-1)		NA	
CIRCLING	1680-1 669 (700-1)		NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

VORTAC POM 110.4 Chan 41	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 1011

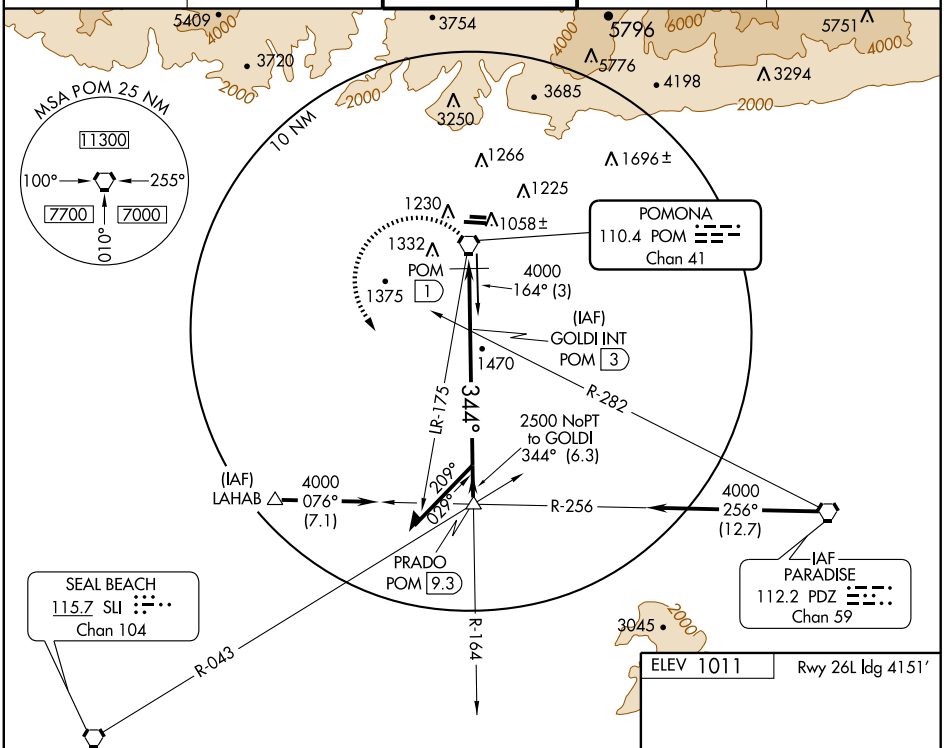
VOR or GPS-A

LA VERNE/BRACKETT FIELD (POC)

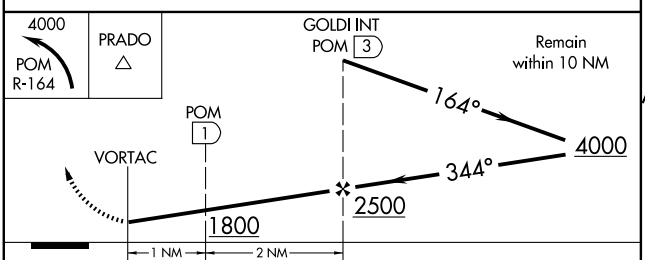
When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 40 feet and visibility Cat. C ¼ mile.

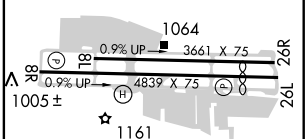
MISSED APPROACH: Climbing left turn to 4000 via POM R-164 to PRADO Int.

ATIS	SOCAL APP CON	BRACKETT TOWER ★	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF)	125.0	122.95



ELEV 1011 Rwy 26L Idg 4151′





CATEGORY	A	B	C	D
CIRCLING	1800-1 789 (800-1)	1800-1¼ 789 (800-1¼)	1800-2¼ 789 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1 629 (700-1)		1680-1¾ 669 (700-1¾)	NA

REIL Rwys 8R and 26L
MIRL Rwy 8R-26L

Knots	60	90	120	150	180
Min:Sec					

SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

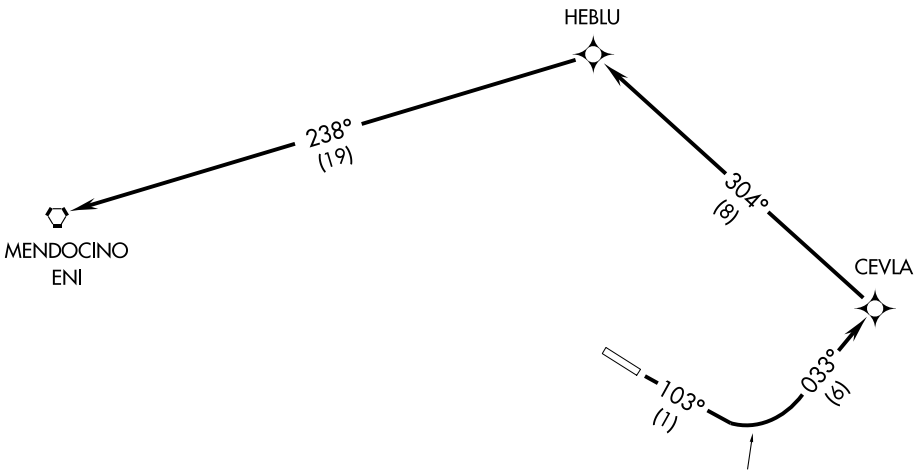
LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

OAKLAND CENTER
127.8 353.5
AWOS-2
118.35

TAKE-OFF MINIMUMS
Rwy 10: Standard with minimum climb of 496′ per NM to 4500.
Rwy 28: NA- Rapidly rising terrain.

NOTE: TAKE-OFF Rwy 10: Do not exceed 175 knots until passing HEBLU.
NOTE: 1. GPS Required.
2. RNAV 1.



TAKE-OFF OBSTACLE NOTES
Rwy 10: Vehicle on road 347′ from DER, 7′ right of centerline, 15′ AGL/1394′ MSL.
Trees beginning 280′ from DER, 201′ left of centerline, up to 100′ AGL/1479′ MSL.
Trees beginning 494′ from DER, 219′ right of centerline, up to 100′ AGL/1479′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 10: Climb heading 103° to 1880, then climb to 6000 on 033° course to CEVLA, then via 304° track to HEBLU, then via 238° track to ENI VORTAC, thence . . . .

. . . . via assigned route, expect clearance to filed altitude 10 minutes after departure.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
164°	TDZE	N/A
	Apt Elev	1379

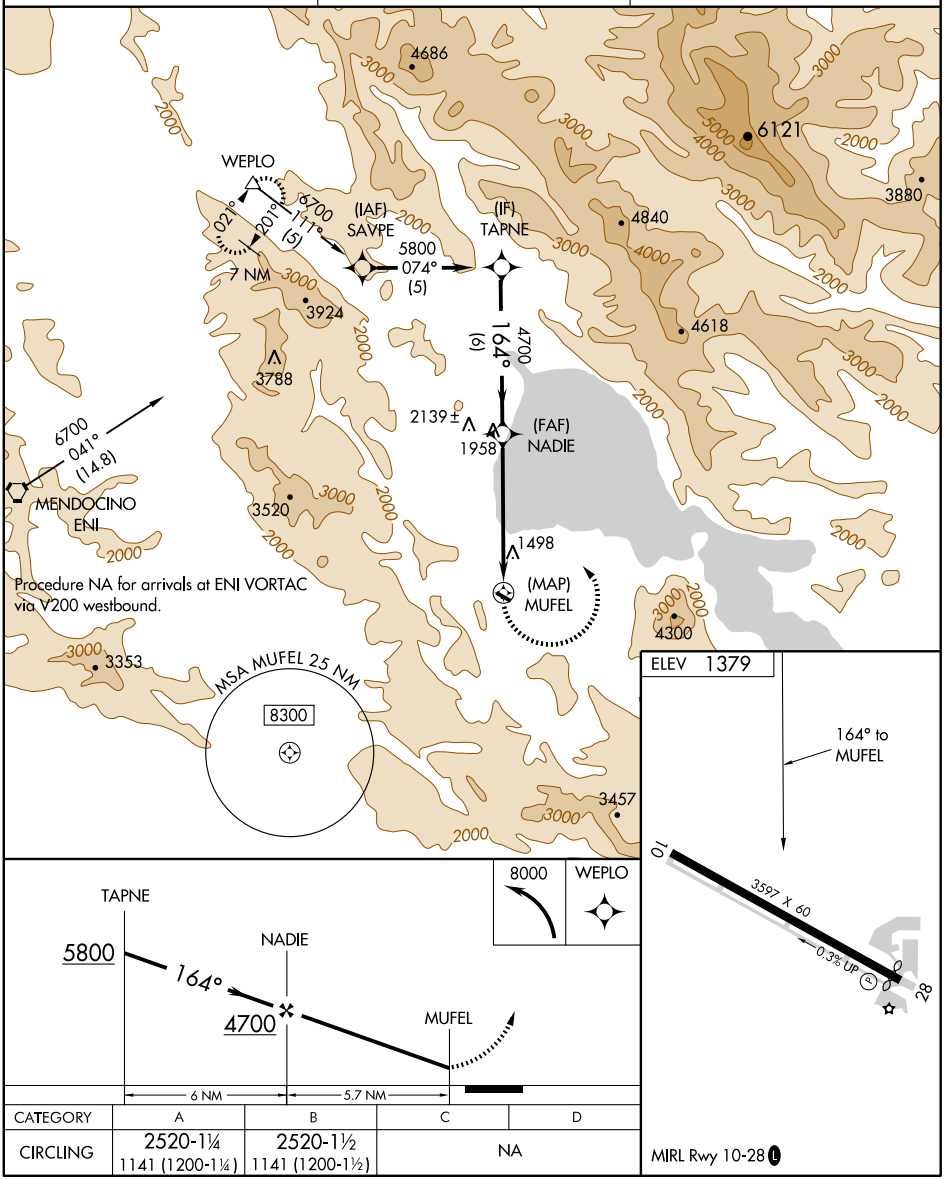
RNAV (GPS)-A

LAKEPORT/ LAMPSON FIELD (102)

Circling NA south of Rwy 10 and 28. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ukiah altimeter setting and increase all MDA 560 feet.

MISSED APPROACH: Climbing left turn to 8000 direct WEPLO and hold, continue climb-in-hold to 8000.

AWOS-2	OAKLAND CENTER	UNICOM
118.35	127.8 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2520-1¼ 1141 (1200-1¼)	2520-1½ 1141 (1200-1½)	NA	

MIRL Rwy 10-28 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)
AL-5065 (FAA)
LANCASTER, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LANCASTER, CALIFORNIA
LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)

10210

NDB GWF	APP CRS	Rwy Idg	N/A
282	113°	TDZE	N/A
		Apt Elev	2351

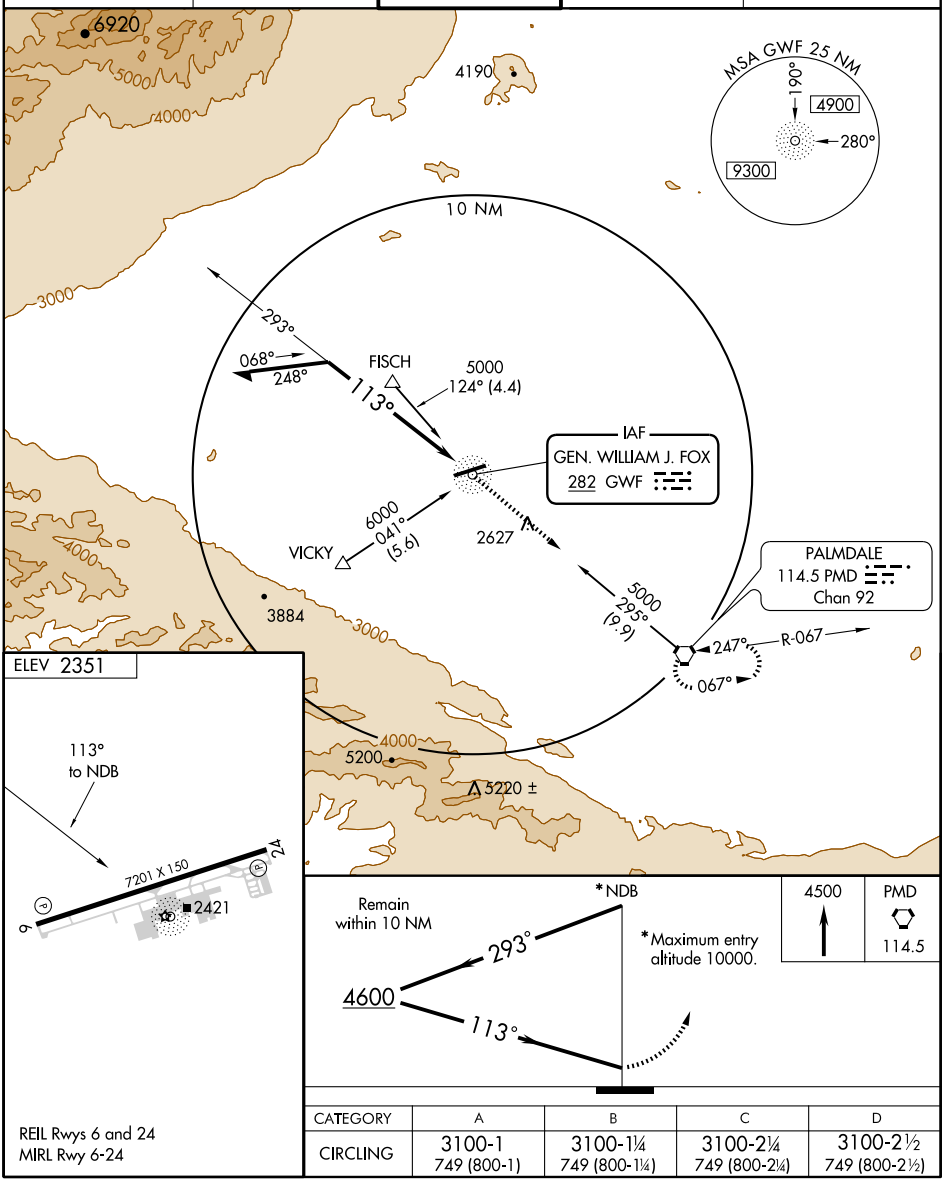
NDB-C

LANCASTER/GENERAL WILLIAM J. FOX AIRFIELD (WJF)

NA

MISSED APPROACH: Climb to 4500 direct PMD VORTAC and hold.

ATIS	JOSHUA APP CON	FOX TOWER *	GND CON	UNICOM
126.3	126.1 290.3	120.3 (CTAF) 256.9	121.7 256.9	122.95



CATEGORY	A	B	C	D
CIRCLING	3100-1 749 (800-1)	3100-1¼ 749 (800-1¼)	3100-2¼ 749 (800-2¼)	3100-2½ 749 (800-2½)

REIL Rwys 6 and 24
MIRL Rwy 6-24

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 93702	057°	TDZE	2351
W06A		Apt Elev	2351

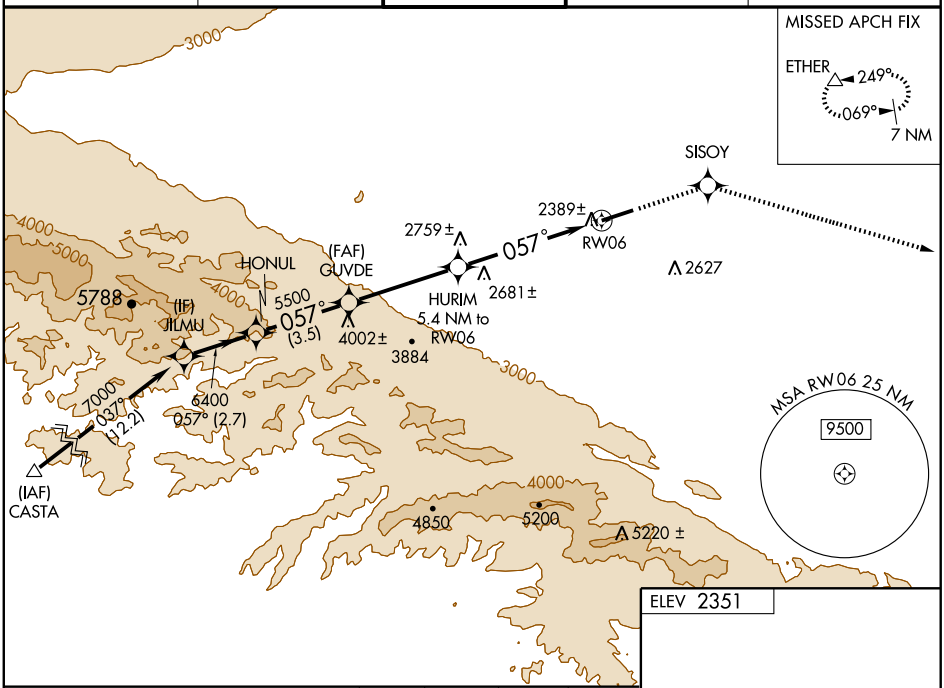
RNAV (GPS) RWY 6

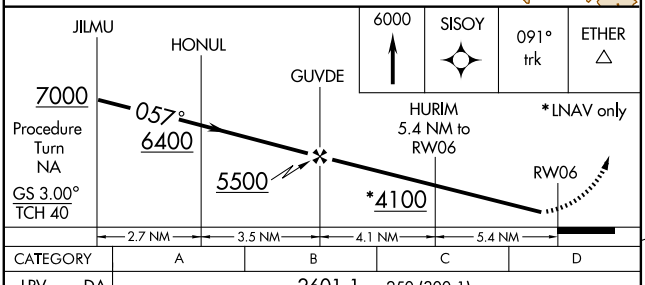
LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)

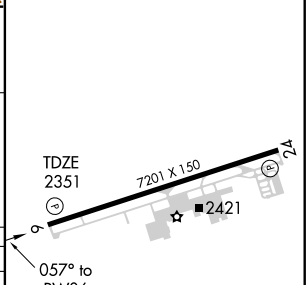
When VGSI inoperative, straight-in/circling Rwy 6 procedure NA at night.
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (-2°F) or above 45°C (113°F).
If local altimeter setting not received, use Palmdale altimeter setting and increase all DA/MDAs 60 feet.
Baro-VNAV NA when using Palmdale altimeter setting.

MISSED APPROACH: Climb to 6000 direct SISOY and via 091° track to ETHER and hold.

ATIS	JOSHUA APP CON	FOX TOWER★	GND CON	UNICOM
126.3	126.1 290.3	120.3 (CTAF) 256.9	121.7 256.9	122.95







CATEGORY	A	B	C	D
LPV DA		2601-1	250 (300-1)	
LNAV/VNAV DA		2649-1	298 (300-1)	
LNAV MDA	2940-1 589 (600-1)		2940-1½ 589 (600-1½)	2940-1¾ 589 (600-1¾)
CIRCLING	2940-1 589 (600-1)		2940-1½ 589 (600-1½)	2940-2 589 (600-2)

REIL Rwys 6 and 24
MIRL Rwy 6-24

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7201
252°	TDZE	2341
	Apt Elev	2351

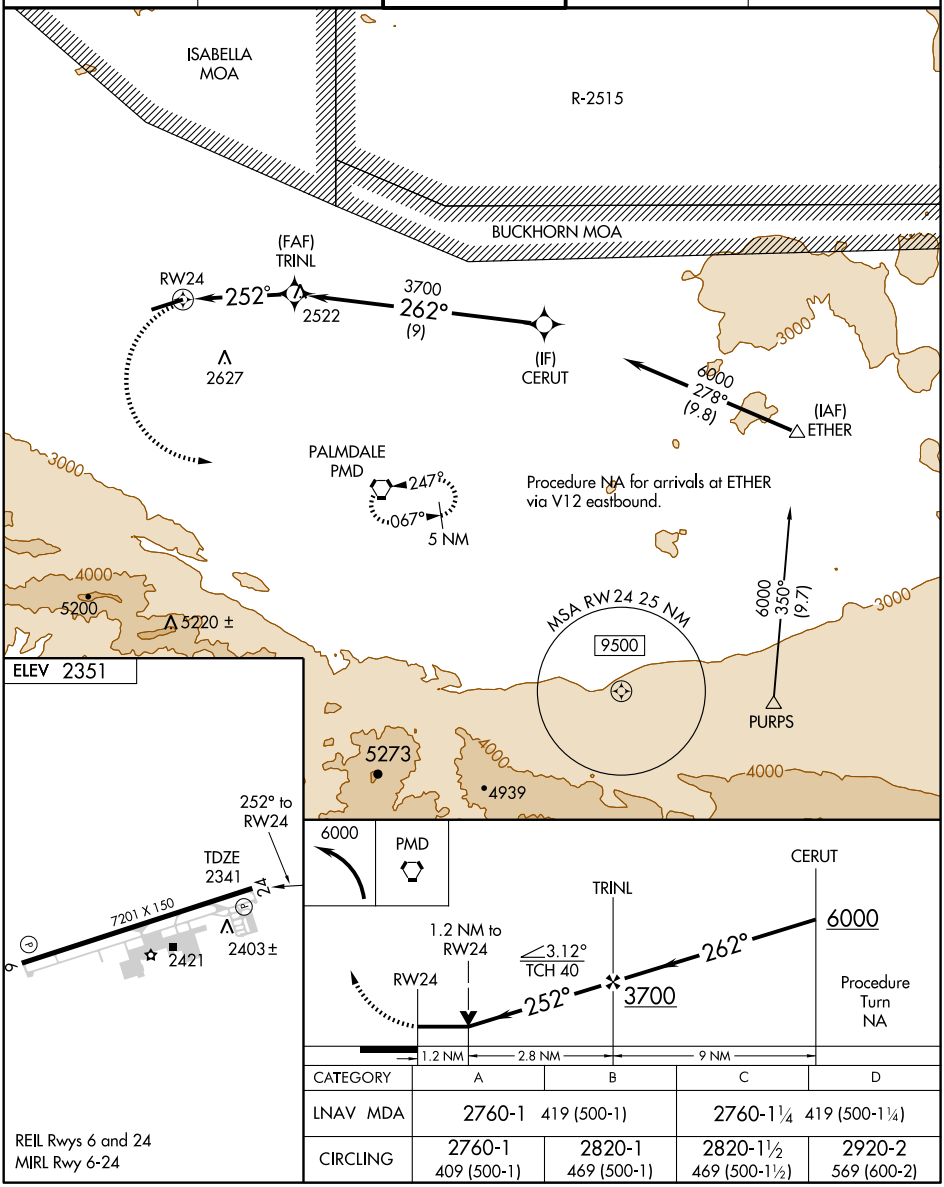
RNAV (GPS) RWY 24

LANCASTER/GENERAL WILLIAM J. FOX AIRFIELD (WJF)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palmdale altimeter setting and increase all MDA 60 feet; increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 6000 direct PMD VORTAC and hold, continue climb-in-hold to 6000.

ATIS	JOSHUA APP CON	FOX TOWER★	GND CON	UNICOM
126.3	126.1 290.3	120.3 (CTAF) 256.9	121.7 256.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	2760-1 419 (500-1)		2760-1¼ 419 (500-1¼)	
CIRCLING	2760-1 409 (500-1)	2820-1 469 (500-1)	2820-1½ 469 (500-1½)	2920-2 569 (600-2)

REIL Rwys 6 and 24
MIRL Rwy 6-24

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PMD 114.5 Chan 92	APP CRS 116°	Rwy Idg N/A TDZE N/A Apt Elev 2351

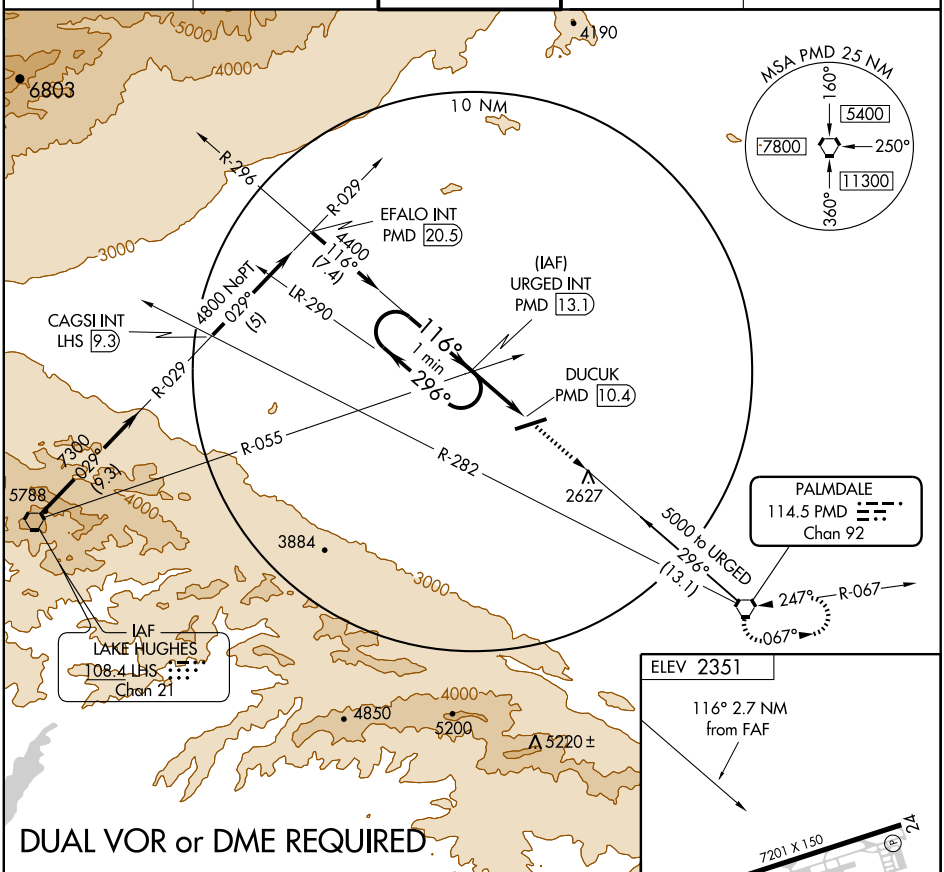
VOR-B

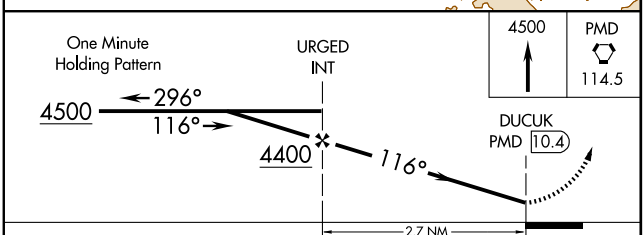
LANCASTER/GENERAL WILLIAM J. FOX AIRFIELD (WJF)

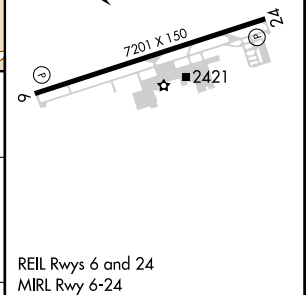
MISSED APPROACH: Climb to 4500 direct PMD VORTAC and hold.

ATIS	JOSHUA APP CON	FOX TOWER *	GND CON	UNICOM
126.3	126.1 290.3	120.3 (CTAF) 256.9	121.7 256.9	122.95

SW-3, 21 OCT 2010 to 18 NOV 2010



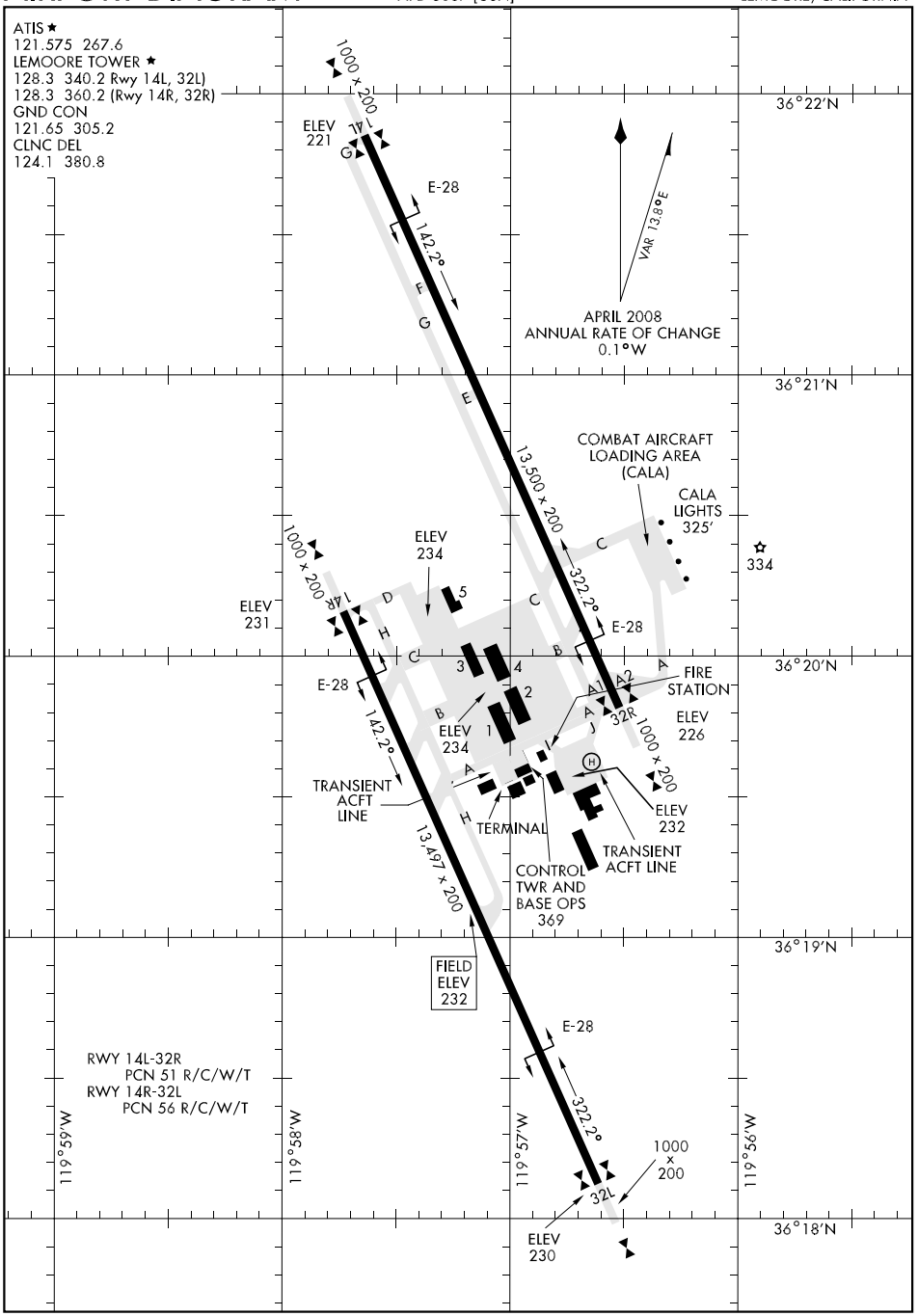




REIL Rwys 6 and 24
MIRL Rwy 6-24

CATEGORY	A	B	C	D
CIRCLING	3320-1¼ 969 (1000-1¼)	3320-1½ 969 (1000-1½)	3320-3 969 (1000-3)	

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54



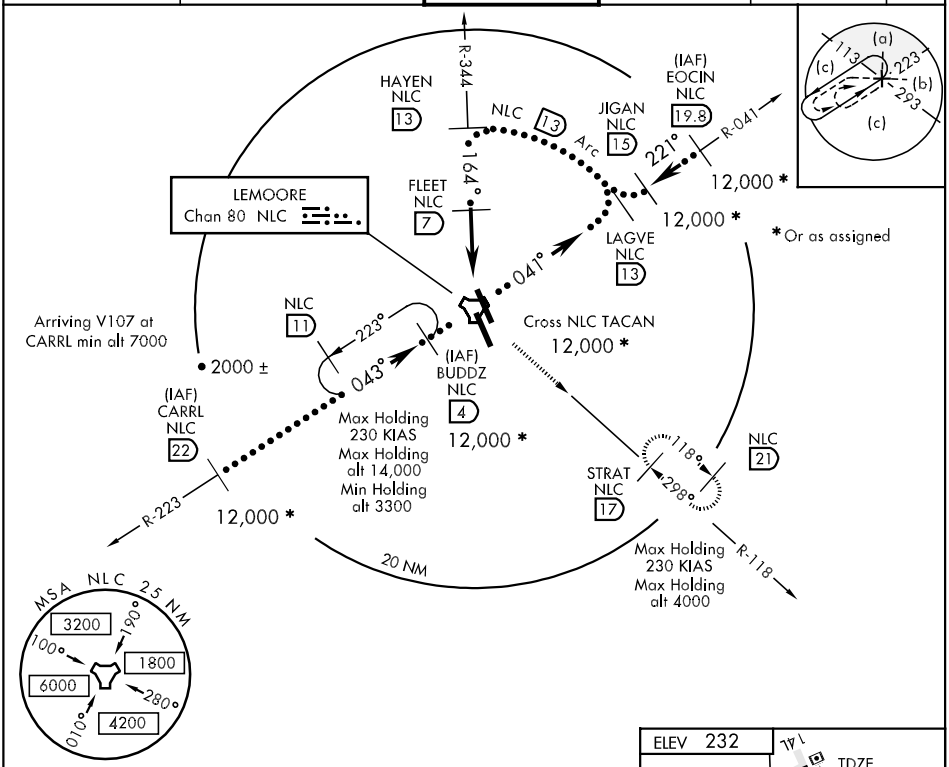
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 14L

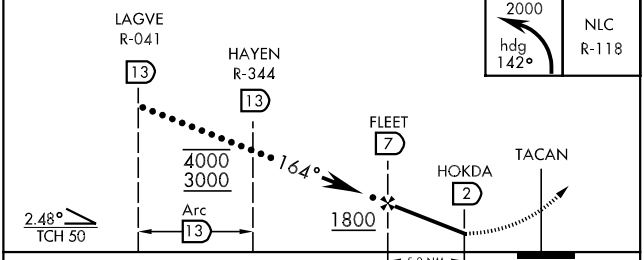
TACAN NLC Chan 80	APCH CRS 164°	Rwy ldg 13,500 TDZE 222 Arpt Elev 232	JAL-5067 [USN]	LEMOORE NAS (REEVES FIELD) (KNLC)

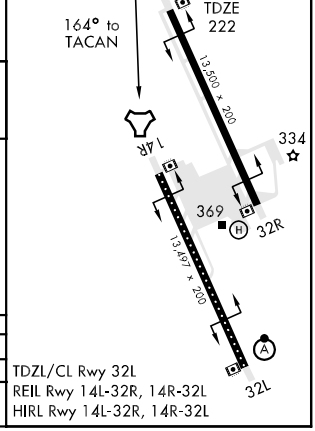
MISSED APPROACH: Climbing left turn to 2000 via heading 142°, intercept NLC R-118 to STRAT and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/ PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-14L	520-1	298	(300-1)
CIRCLING	700-1½ 468 (500-1½)	800-2 568	(600-2)

TDZL/CL Rwy 32L
REIL Rwy 14L-32R, 14R-32L
HIRL Rwy 14L-32R, 14R-32L

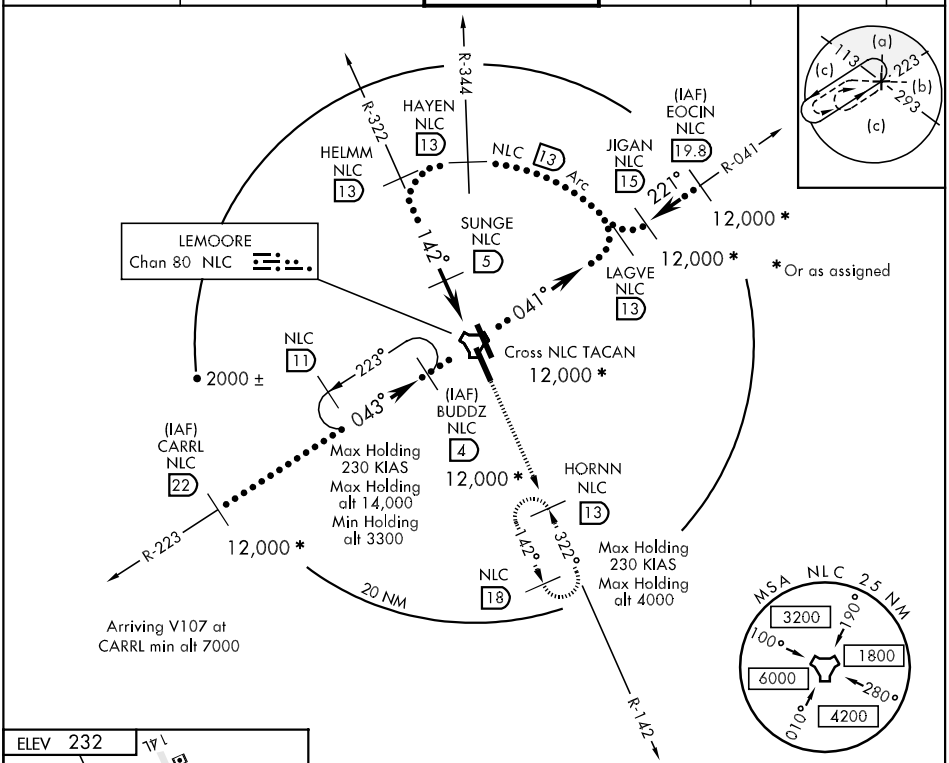
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

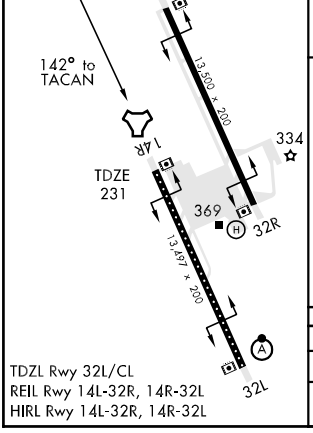
HI-TACAN RWY 14R

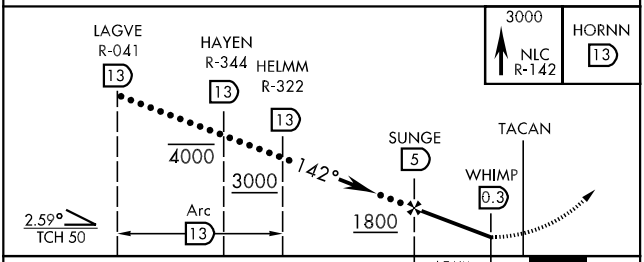
TACAN NLC Chan 80	APCH CRS 142°	Rwy ldg 13,497 TDZE 231 Arpt Elev 232	JAL-5067 [USN]	LEMOORE NAS (REEVES FIELD) (KNLC)

MISSED APPROACH: Climb to 3000 via R-142 to HORNN and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 360.2	121.65 305.2	124.1 380.8	







CATEGORY	C	D	E
S-14R	520-1	289	(300-1)
CIRCLING	700-1½ 468 (500-1½)	800-2	568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 32L

TACAN NLC Chan 80	APCH CRS 322°	Rwy ldg 13,497 TDZE 230 Arpt Elev 232

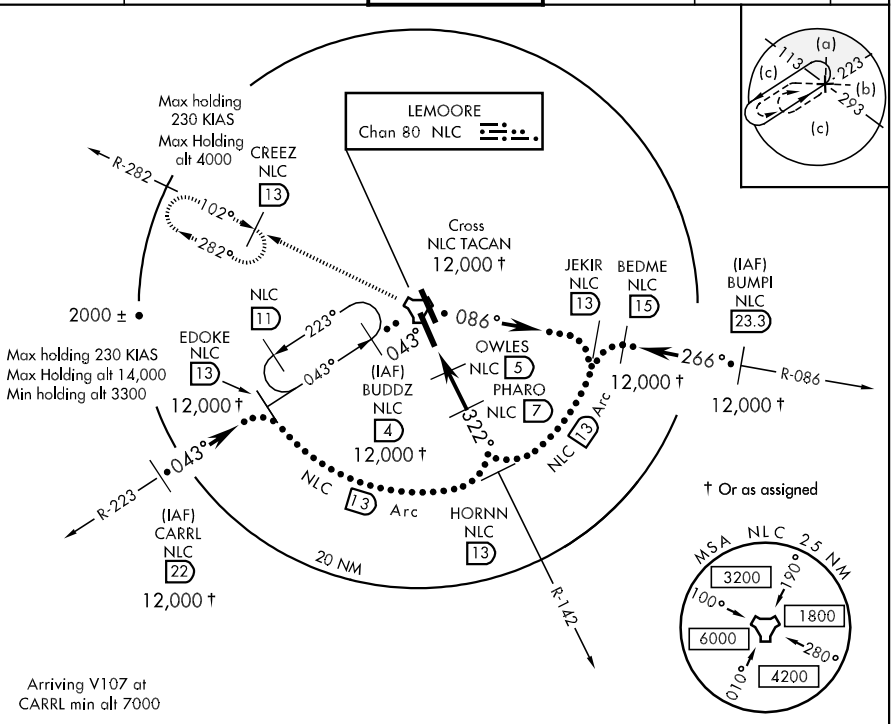
JAL-5067 [USN] LEMOORE NAS (REEVES FIELD) (KNLC)

* When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.

ALSF-2

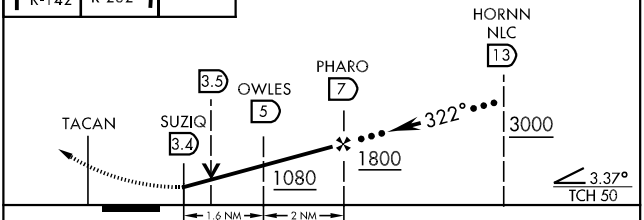
MISSED APPROACH: Climb to 3000 via R-142 to NLC TACAN, then via R-282 to CREEZ and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	

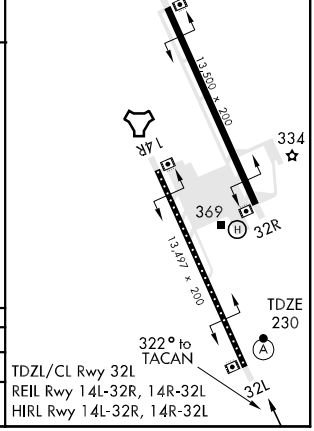


EMERG SAFE ALT 100 NM 16,500

3000	NLC R-142	NLC R-282	CREEZ 13



CATEGORY	C	D	E
S-32L *	540/40	310	(400-¾)
CIRCLING	700-1½ 468 (500-1½)	800-2	568 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 32L

TACAN NLC Chan 80	APCH CRS 322°	Rwy ldg 13,497 TDZE 230 Arpt Elev 232

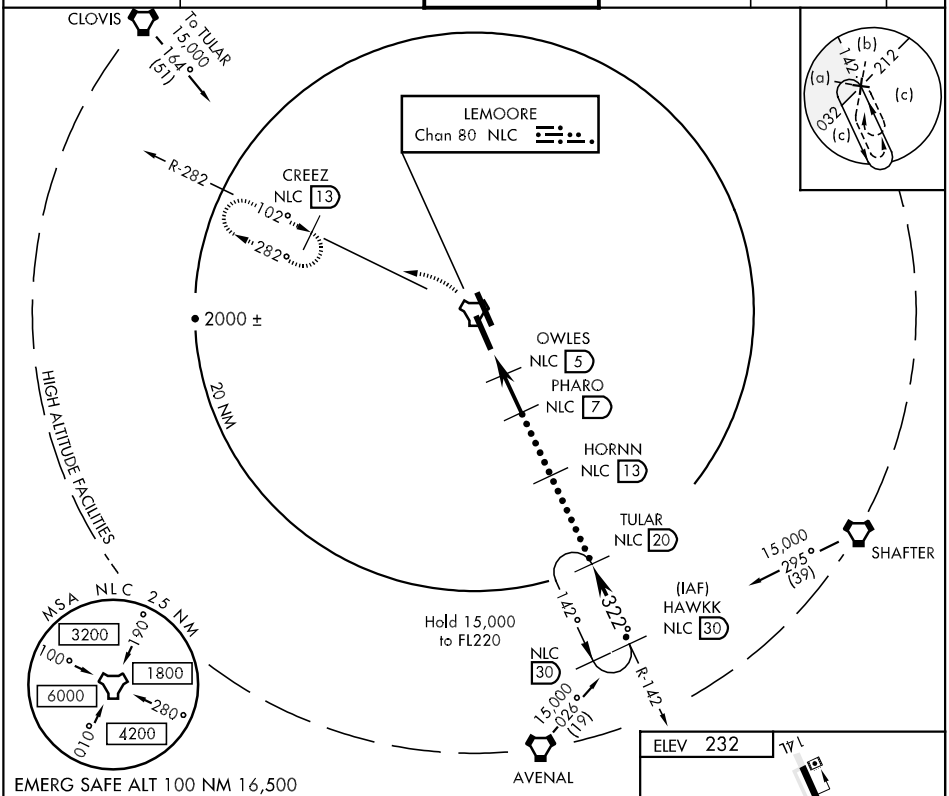
JAL-5067 [USN] LEMOORE NAS (REEVES FIELD) (KNLC)

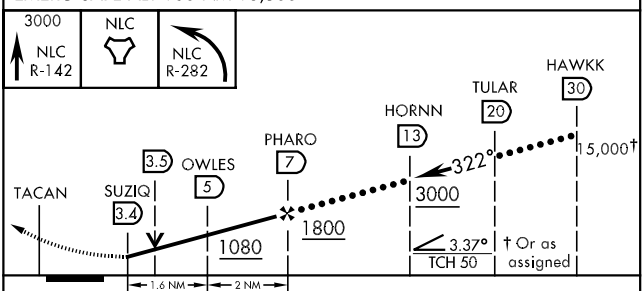
* When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.

ALSF-2

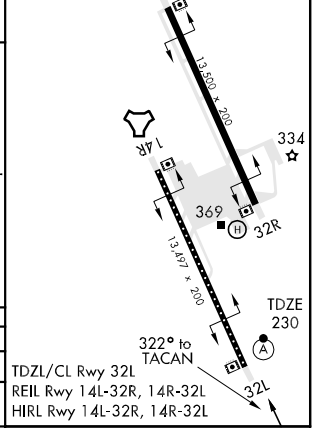
MISSED APPROACH: Climb to 3000 via R-142 to NLC TACAN, then via R-282 to CREEZ and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	



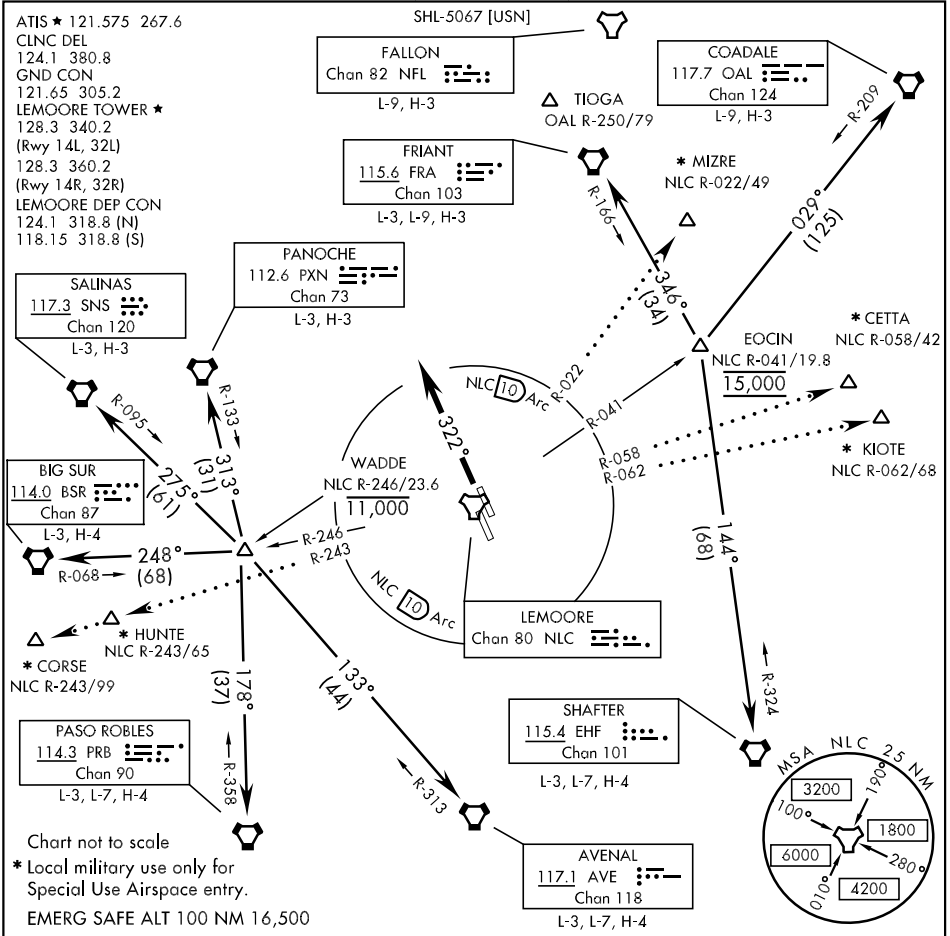


CATEGORY	C	D	E
S-32L *	540/40	310	(400-¾)
CIRCLING	700-1½ 468 (500-1½)	800-2	568 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LEMOORE-SEVEN DEPARTURE (NLC7•NLC)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 32L/32R: Climb to 2000 via heading 322°. Expect radar vectors to join assigned transition route.

AVENAL TRANSITION (NLC7.AVE): From over WADDE via AVE R-313 to AVENAL VORTAC. Thence as filed. Cross WADDE at or below 11,000.

BIG SUR TRANSITION (NLC7.BSR): From over WADDE climb on heading 248° to 11,000 or as assigned for vectors to intercept BSR R-068 to BIG SUR VORTAC. Thence as filed. Cross WADDE at or below 11,000.

COALDALE TRANSITION (NLC7.OAL): From over EOCIN climb on heading 029° to 15,000 or as assigned for radar vectors to intercept OAL R-209 to COALDALE VORTAC. Thence as filed. Cross EOCIN at 15,000.

(Continued on next page)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

SHL-5067 [USN]

DEPARTURE ROUTE DESCRIPTION
(Continued)

CORSE TRANSITION (NLC7.CORSE): From over WADDE fly heading 246° for vectors to intercept NLC R-243 to CORSE. Cross WADDE at or below 11,000.

FALLON TRANSITION (NLC7.NFL): From over EOCIN fly heading 041° for vectors to FALLON TACAN. Then as filed. Cross EOCIN at 15,000.

FRIANT TRANSITION (NLC7.FRA): From over EOCIN via FRA R-166 to FRIANT VORTAC. Thence as filed. Cross EOCIN at 15,000.

HUNTE TRANSITION (NLC7.HUNTE): From over WADDE fly heading 246° for vectors to intercept NLC R-243 to HUNTE. Cross WADDE at or below 11,000.

MIZRE TRANSITION (NLC7.MIZRE): from over EOCIN fly heading 041° for vectors to intercept NLC R-022 to MIZRE. Thence as filed. Cross EOCIN at 15,000.

PANOCHE TRANSITION (NLC7.PXN): From over WADDE via PXN R-133 to PANOCHE VORTAC. Thence as filed. Cross WADDE at or below 11,000.

PASO ROBLES TRANSITION (NLC7.PRB): From over WADDE via PRB R-358 to PASO ROBLES VORTAC. Thence as filed. Cross WADDE at or below 11,000.

SALINAS TRANSITION (NLC7.SNS): From over WADDE climb on heading 275° to 11,000 or as assigned for vectors to intercept SNS R-095 to SALINAS VORTAC. Thence as filed. Cross WADDE at or below 11,000.

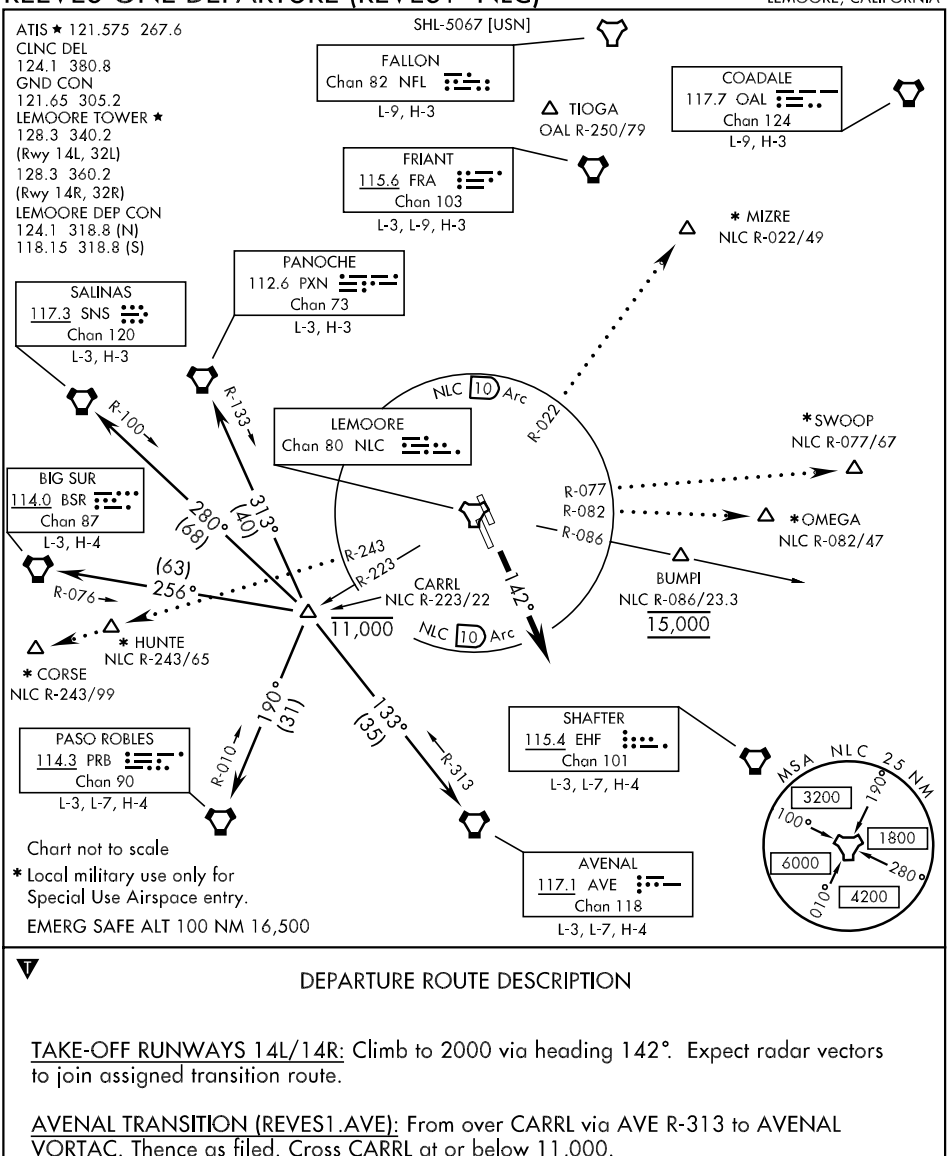
SHAFTER TRANSITION (NLC7.EHF): From over EOCIN via EHF R-324 to SHAFTER VORTAC. Thence as filed. Cross EOCIN at 15,000.

TIOGA TRANSITION (NLC7.TIOGA): From over EOCIN fly heading 041° for vectors to TIOGA. Thence as filed. Cross EOCIN at 15,000.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, arc to respective departure radial then via departure radial to assigned departure fix . Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

REEVES-ONE DEPARTURE (REVES1• NLC)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb to 2000 via heading 142°. Expect radar vectors to join assigned transition route.

AVENAL TRANSITION (REVES1.AVE): From over CARRL via AVE R-313 to AVENAL VORTAC. Thence as filed. Cross CARRL at or below 11,000.

BIG SUR TRANSITION (REVES1.BSR): From over CARRL climb on heading 256° to 11,000 or as assigned for vectors to intercept BSR R-076 to BIG SUR VORTAC. Thence as filed. Cross CARRL at or below 11,000.

(Continued on next page)

SW-2, 21 OCT 2010 to 18 NOV 2010

SHL-5067 [USN]

DEPARTURE ROUTE DESCRIPTION
(Continued)

CORSE TRANSITION (REVES1.CORSE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to CORSE. Cross CARRL at or below 11,000.

HUNTE TRANSITION (REVES1.HUNTE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to HUNTE. Cross CARRL at or below 11,000.

PANOCHE TRANSITION (REVES1.PXN): From over CARRL via PXN R-133 to PANOCHE VORTAC. Thence as filed. Cross CARRL at or below 11,000.

PASO ROBLES TRANSITION (REVES1.PRB): From over CARRL via PRB R-010 to PASO ROBLES VORTAC. Thence as filed. Cross CARRL at or below 11,000.

SALINAS TRANSITION (REVES1.SNS): From over CARRL climb on heading 280° to 11,000 or as assigned for vectors to intercept SNS R-100 to SALINAS VORTAC. Thence as filed. Cross CARRL at or below 11,000.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, thence...

West bound Departures: Arc west of NLC TACAN via 10 mile arc to NLC R-223 to CARRL, then via assigned transition or route. Once established on departure radial climb to filed altitude. Cross CARRL at or below 11,000.

East bound Departures: Arc east of NLC TACAN via 10 mile arc to NLC R-086, then via NLC R-086 to BUMPI, then via assigned route. Once established on NLC R-086 climb to filed altitude. Cross BUMPI at 15,000.

SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14L

APCH CRS	Rwy ldg	13,500
142°	TDZE	222
	Arpt Elev	232

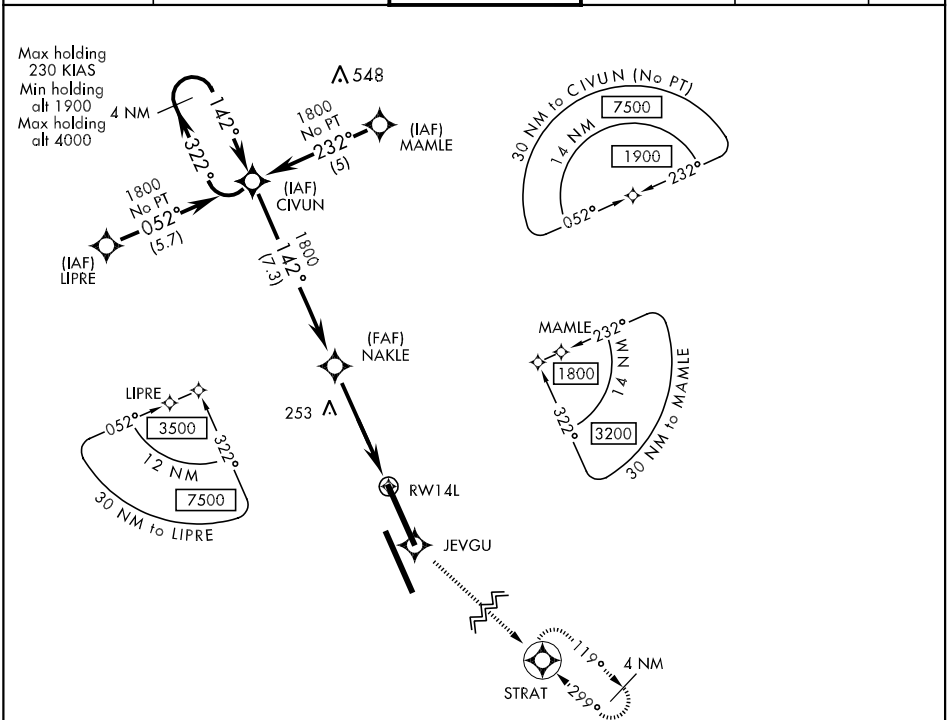
AL-5067 [USN]

LEMOORE NAS (REEVES FLD) (KNLC)

Baro VNAV NA below - 15.46°C (4.17°F).
DME/DME RNP-0.3 NA

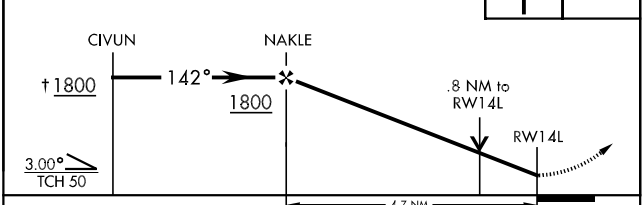
MISSED APPROACH: Climb to 2000 direct JEVGU, then via track 119° to STRAT and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	

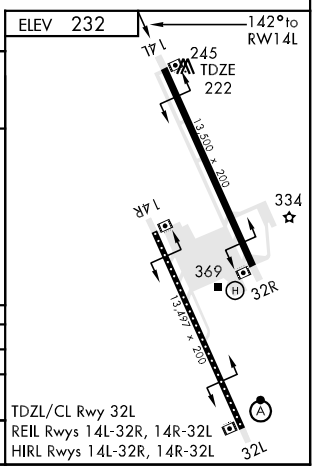


EMERG SAFE ALT 100 NM 16,500

† 1900 min alt from holding



CATEGORY	A	B	C	D
LNAV MDA	520-1	298	(300-1)	
LNAV/ VNAV DA	520-1	298	(300-1)	
CIRCLING	680-1 448 (500-1)	700-1 468 (500-1)	700-1½ 468 (500-1½)	800-2 568 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14R

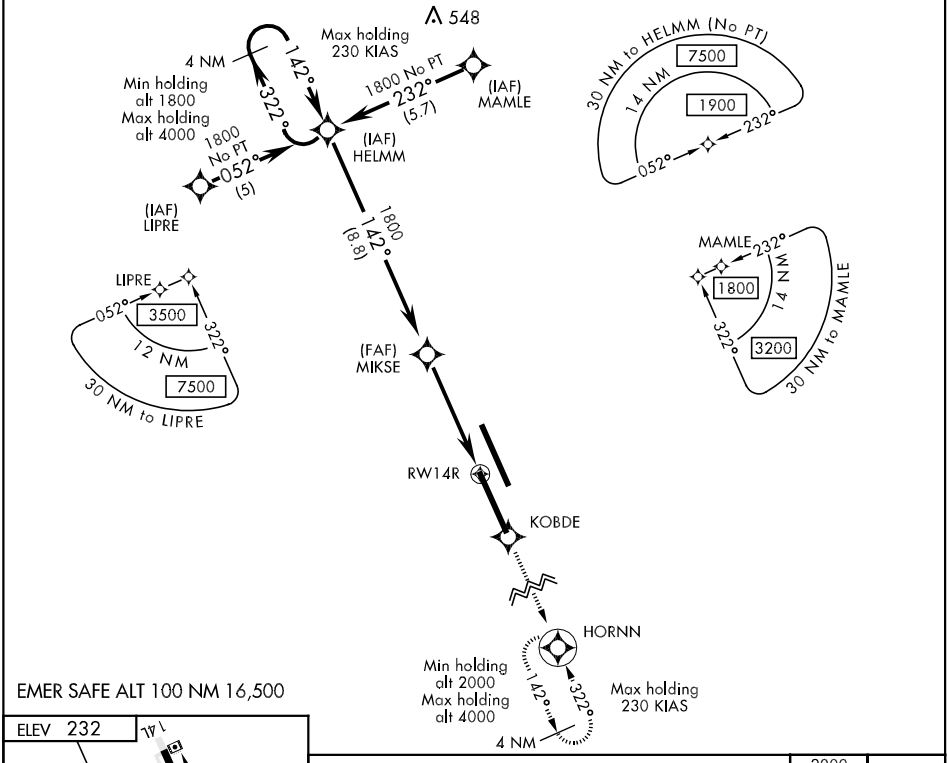
APCH CRS	Rwy ldg	13,497
142°	TDZE	231
	Arpt Elev	232

AL-5067 [USN] LEMOORE NAS (REEVES FLD) (KNLC)

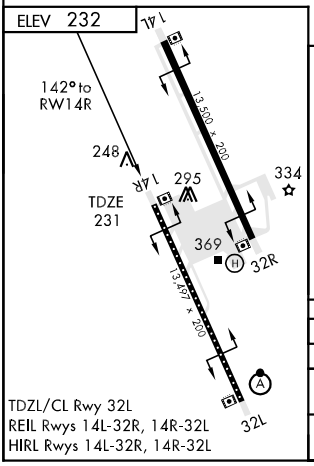
Baro VNAV NA below - 15.46°C (4.17°F).
DME/DME RNP-0.3 NA

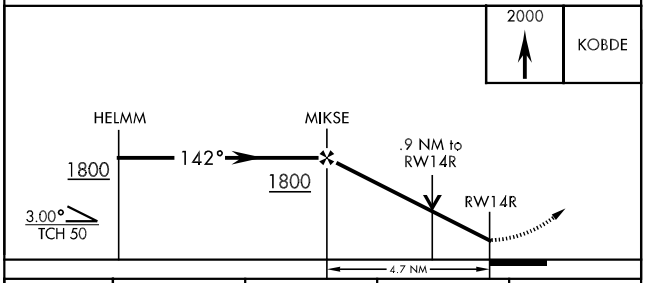
MISSED APPROACH: Climb to 2000 direct KOBDE, then via track 142°to HORNN and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 360.2	121.65 305.2	124.1 380.8	



EMER SAFE ALT 100 NM 16,500





CATEGORY	A	B	C	D
LNAV MDA	560-1	330	(400-1)	
LNAV/VNAV DA	500-1	270	(300-1)	
CIRCLING	680-1 448 (500-1)	700-1 468 (500-1)	700-1½ 468 (500-1½)	800-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32L

APCH CRS	Rwy ldg	13,497
322°	TDZE	230
	Arpt Elev	232

AL-5067 [USN]

LEMOORE NAS (REEVES FLD) (KNLC)

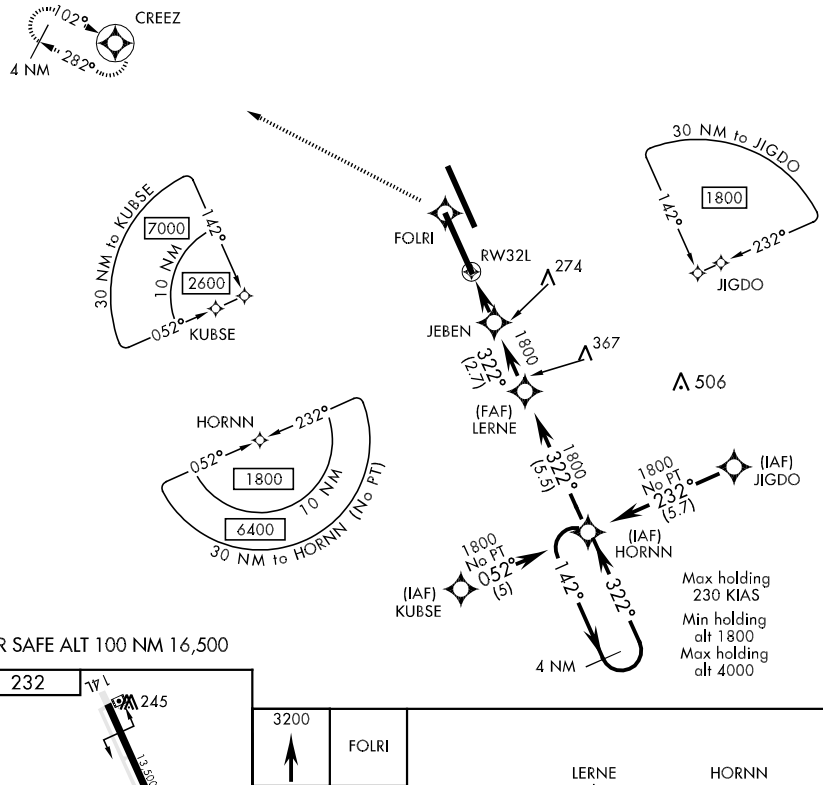
* When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile.

ALSF-2

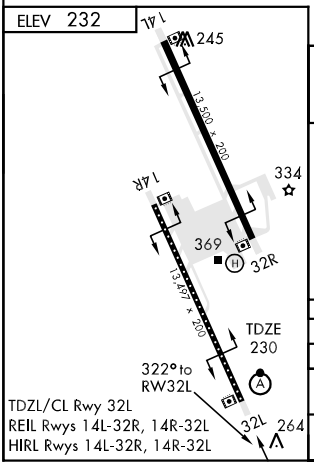
MISSED APPROACH: Climb to 3200 direct FOLRI, then via track 281° to CREEZ and hold.

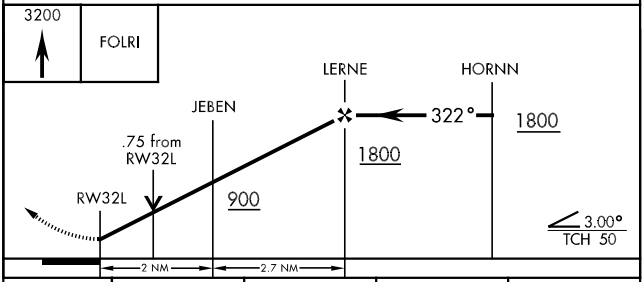
ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	

Baro VNAV NA below - 15.46°C (4.17°F).
DME/DME RNP-0.3 NA



EMER SAFE ALT 100 NM 16,500





CATEGORY	A		B	C		D
LNAV MDA *	520/24	290	(300-½)	520/40	290	(300-¾)
LNAV/ VNAV DA *	520/24	290	(300-½)	520/40	290	(300-¾)
CIRCLING	680-1 448 (500-1)		700-1 468 (500-1)	700-1½ 468 (500-1½)		800-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32R

APCH CRS	Rwy Idg	13,500
322°	TDZE	225
	Arpt Elev	232

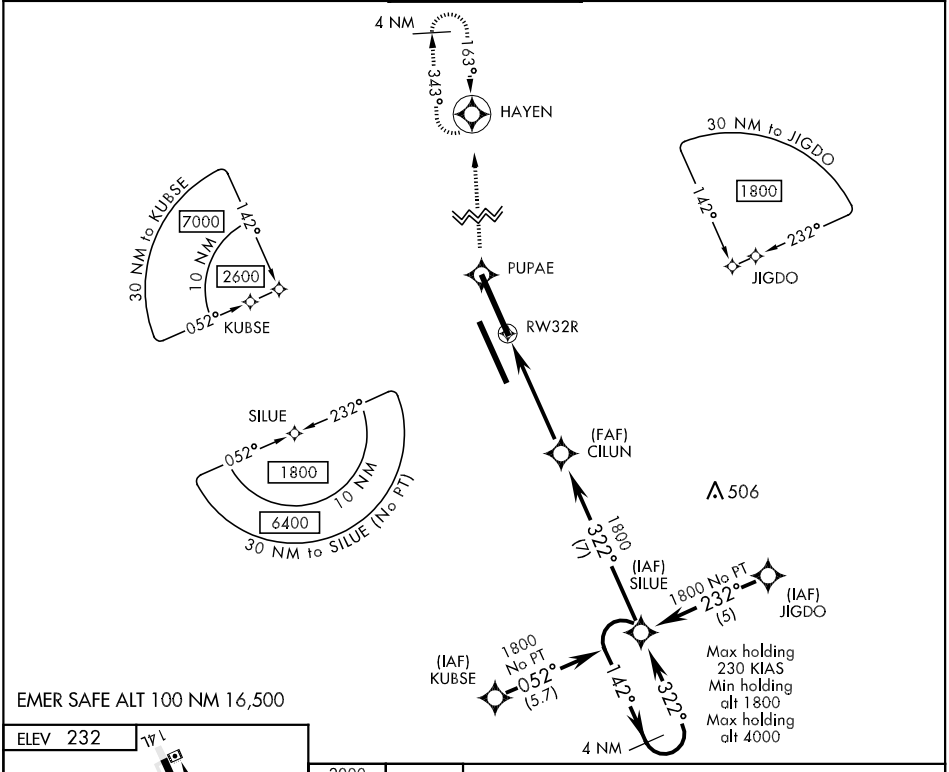
AL-5067 [USN] LEMOORE NAS (REEVES FLD) (KNLC)

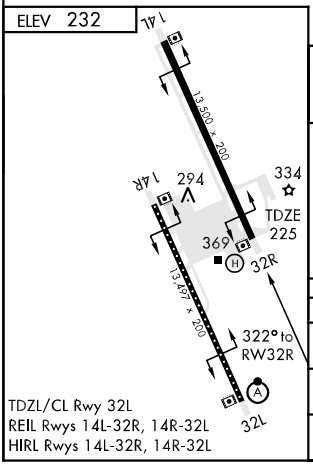
DME/DME RNP-0.3 NA

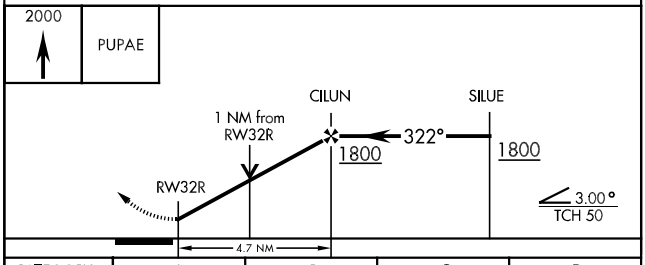
Baro VNAV NA below - 15.46°C (4.17°F)

MISSED APPROACH: Climb to 2000 direct PUPAE, then via track 343° to HAYEN and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 360.2	121.65 305.2	124.1 380.8	







CATEGORY	A	B	C	D
LNAV MDA	620/50	395	(400-1)	620/60 395 (400-1¼)
LNAV/ VNAV DA	620/60	395	(400-1¼)	620-1½ 395 (400-1½)
CIRCLING	680-1¼ 448 (500-1¼)	700-1¼ 468 (500-1¼)	700-1½ 468 (500-1½)	800-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14L

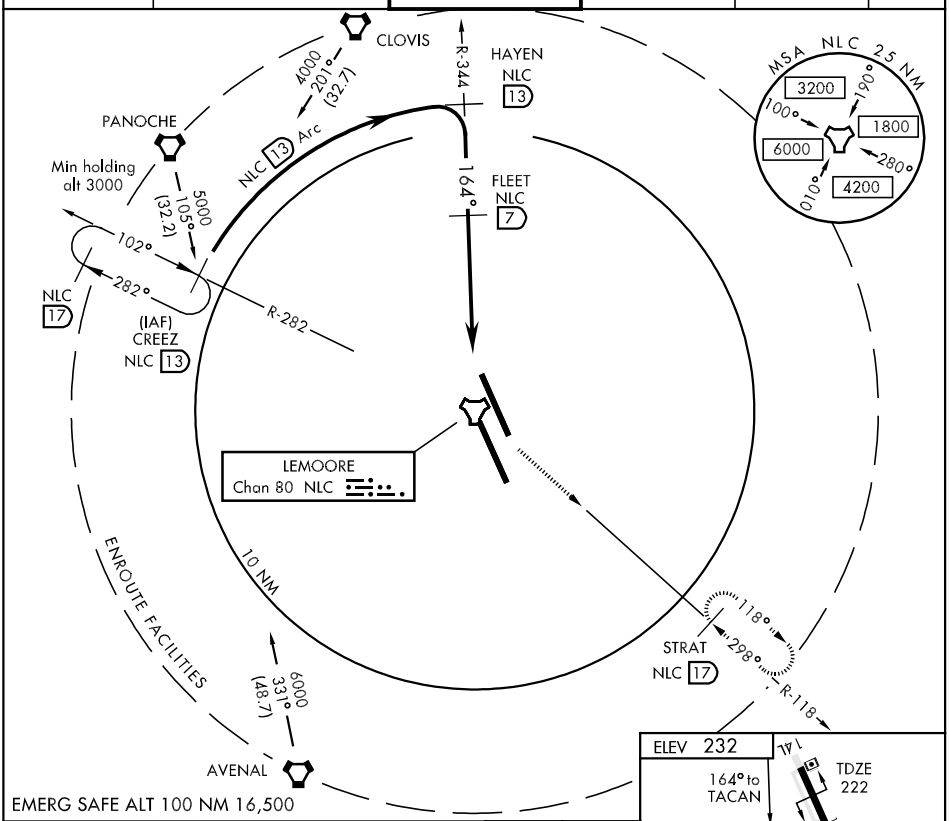
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NLC Chan 80	164°	13,500	222	232

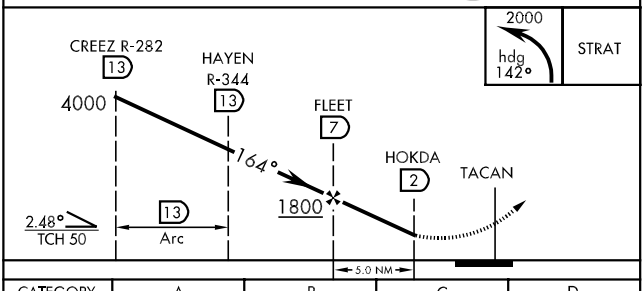
AL-5067 [USN]

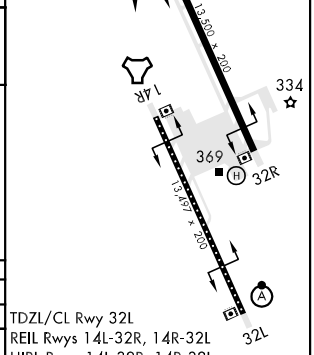
LEMOORE NAS (REEVES FIELD) (KNLC)

MISSED APPROACH: Climbing left turn to 2000 via heading 142°, intercept R-118 to STRAT and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	







CATEGORY	A	B	C	D
S-14L	520-1	298 (300-1)		
CIRCLING	680-1 448 (500-1)	700-1 468 (500-1)	700-1½ 468 (500-1½)	800-2 568 (600-2)

TDZL/CL Rwy 32L
REIL Rwys 14L-32R, 14R-32L
HIRL Rwys 14L-32R, 14R-32L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14R

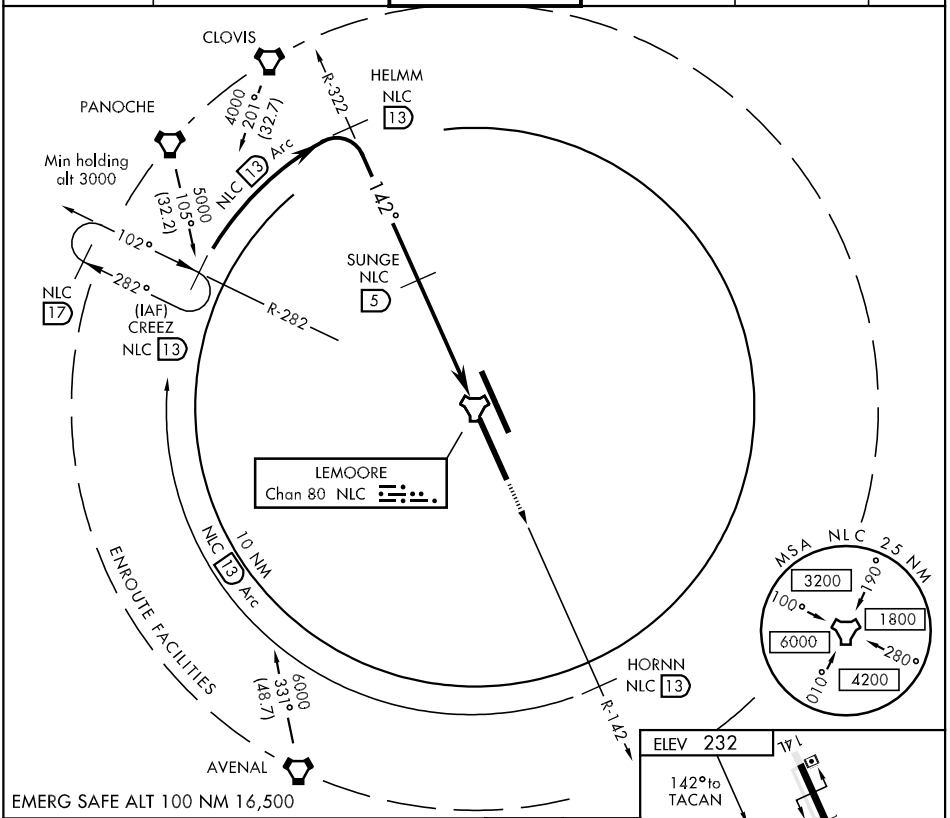
TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NLC Chan 80	142°	13,497	231	232

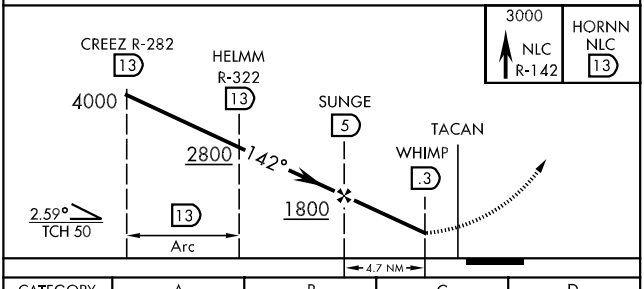
AL-5067 [USN]

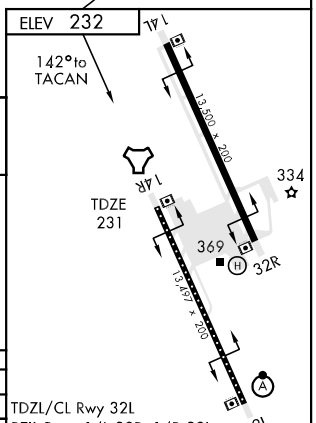
LEMOORE NAS (REEVES FIELD) (KNLC)

MISSED APPROACH: Climb to 3000 via R-142 to HORNN, then arc SW of NLC TACAN via the 13 DME Arc to CREEZ and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 360.2	121.65 305.2	124.1 380.8	







CATEGORY	A	B	C	D
S-14R	520-1		289	(300-1)
CIRCLING	680-1 448 (500-1)	700-1 468 (500-1)	700-1½ 468 (500-1½)	800-2 568 (600-2)

TDZL/CL Rwy 32L
REIL Rwys 14L-32R, 14R-32L
HIRL Rwys 14L-32R, 14R-32L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32L

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NLC Chan 80	322°	13,497	230	232

AL-5067 [USN]

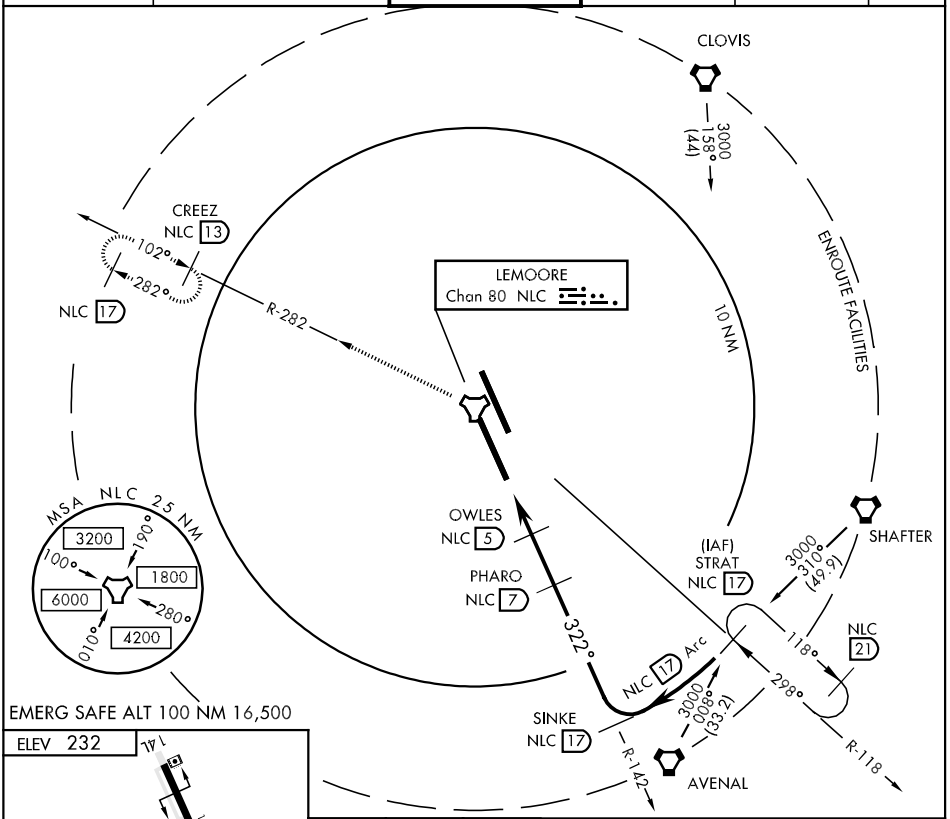
LEMOORE NAS (REEVES FIELD) (KNLC)

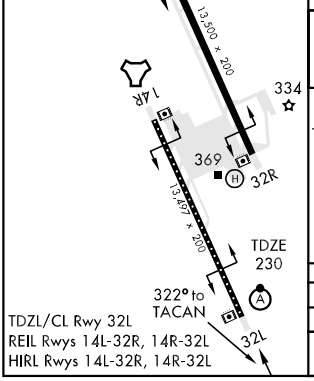
▼ * When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile.

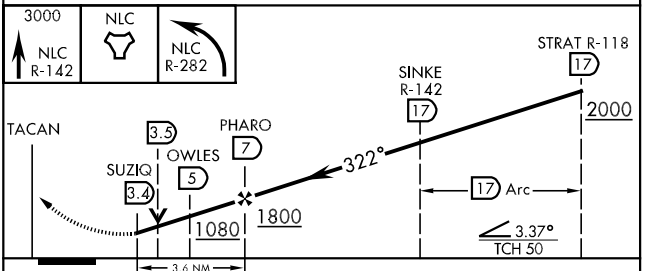
ALSF-2

MISSED APPROACH: Climb to 3000 via R-142 to NLC TACAN, then via R-282 to CREEZ and hold.

ATIS ★	LEMOORE APP CON	LEMOORE TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.575 267.6	N 124.1 S 118.15 286.0	128.3 340.2	121.65 305.2	124.1 380.8	







TDZL/CL Rwy 32L
REIL Rwys 14L-32R, 14R-32L
HIRL Rwys 14L-32R, 14R-32L

CATEGORY	A	B	C	D
S-32L *	540/24 310 (400-½)			
CIRCLING	680-1 448 (500-1)	700-1 468 (500-1)	700-1½ 468 (500-1½)	800-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LHM	APP CRS	Rwy Idg	6001
108.75	151°	TDZE	121
Chan 24 (Y)		Apt Elev	121

ILS or LOC RWY 15

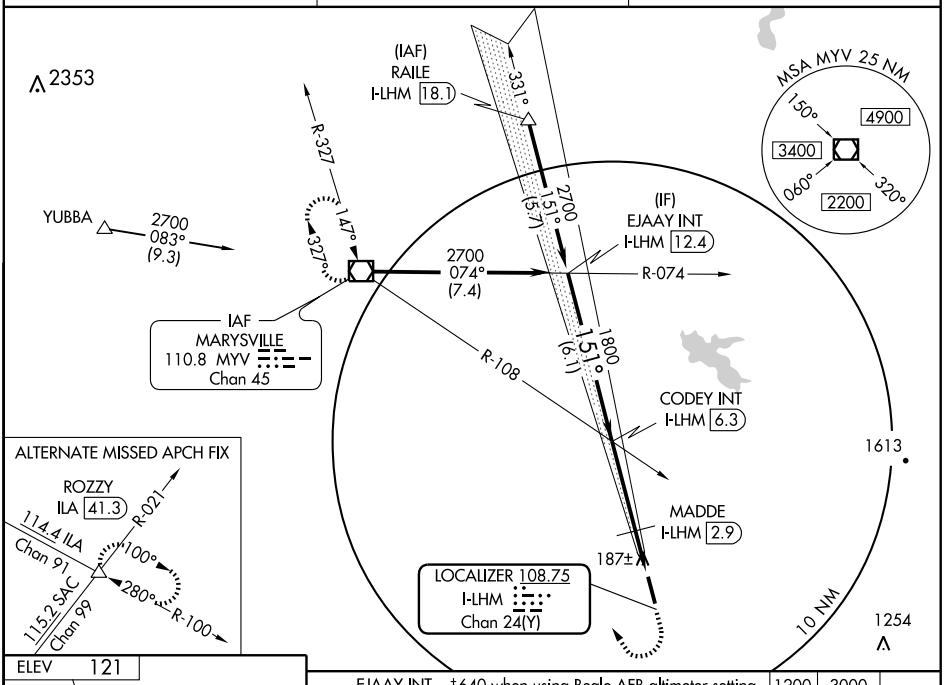
LINCOLN RGNL/KARL HARDER FIELD (LHM)

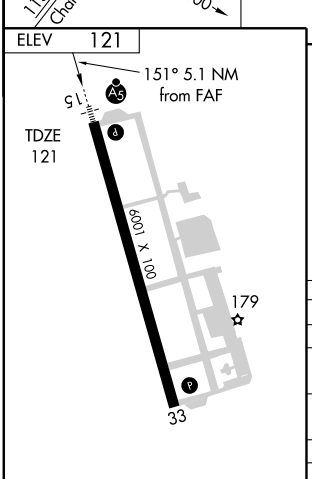
When local altimeter setting not received, use Beale AFB altimeter setting and increase all DA/MDA 40 feet, and increase S-LOC 15 Cat C/D visibility ¼ mile. VDP NA with Beale AFB altimeter setting. MADDE FIX MINIMUMS: For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1 mile.

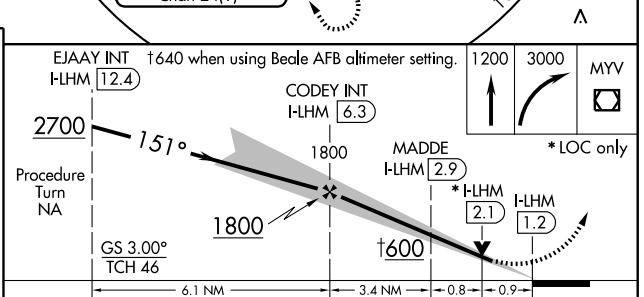
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct MYV VOR/DME and hold.

AWOS-3	NORCAL APP CON	UNICOM
124.25	125.4 259.1	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 15	321-½ 200 (200-½)			
S-LOC 15	600-½ 479 (500-½)		600-¾ 479 (500-¾)	600-1 479 (500-1)
CIRCLING	600-1 479 (500-1)		600-1½ 479 (500-1½)	680-2 559 (600-2)
MADDE FIX MINIMUMS				
S-LOC 15	460-½ 339 (400-½)			460-¾ 339 (400-¾)
CIRCLING	500-1 379 (400-1)	580-1 459 (500-1)	580-1½ 459 (500-1½)	680-2 559 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82618 W15A	APP CRS 151°	Rwy Idg 6001 TDZE 121 Apt Elev 121

RNAV (GPS) RWY 15

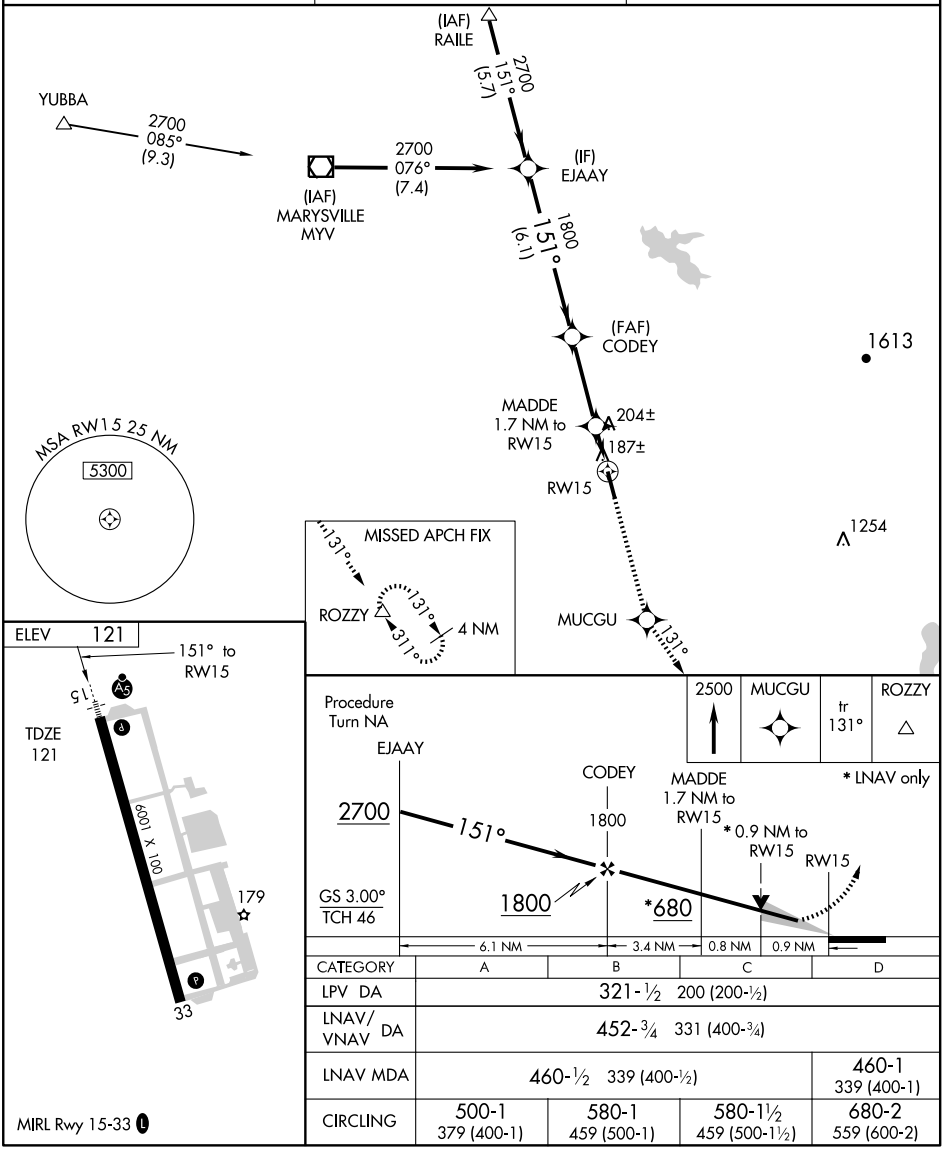
LINCOLN RGNL/KARL HARDER FIELD (LHM)

Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using BEALE AFB altimeter setting. When local altimeter setting not received, use BEALE AFB altimeter setting and increase all DA/MDA 40 feet. For inoperative MALSR when using BEALE AFB altimeter setting, increase LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2500 direct MUCGU and on track 131° to ROZZY and hold.

AWOS-3	NORCAL APP CON	UNICOM
124.25	125.4 259.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	321-½ 200 (200-½)			
LNAV/VNAV DA	452-¾ 331 (400-¾)			
LNAV MDA	460-½ 339 (400-½)			460-1 339 (400-1)
CIRCLING	500-1 379 (400-1)	580-1 459 (500-1)	580-1½ 459 (500-1½)	680-2 559 (600-2)

MIRL Rwy 15-33 L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6001
331°	TDZE	121
	Apt Elev	121

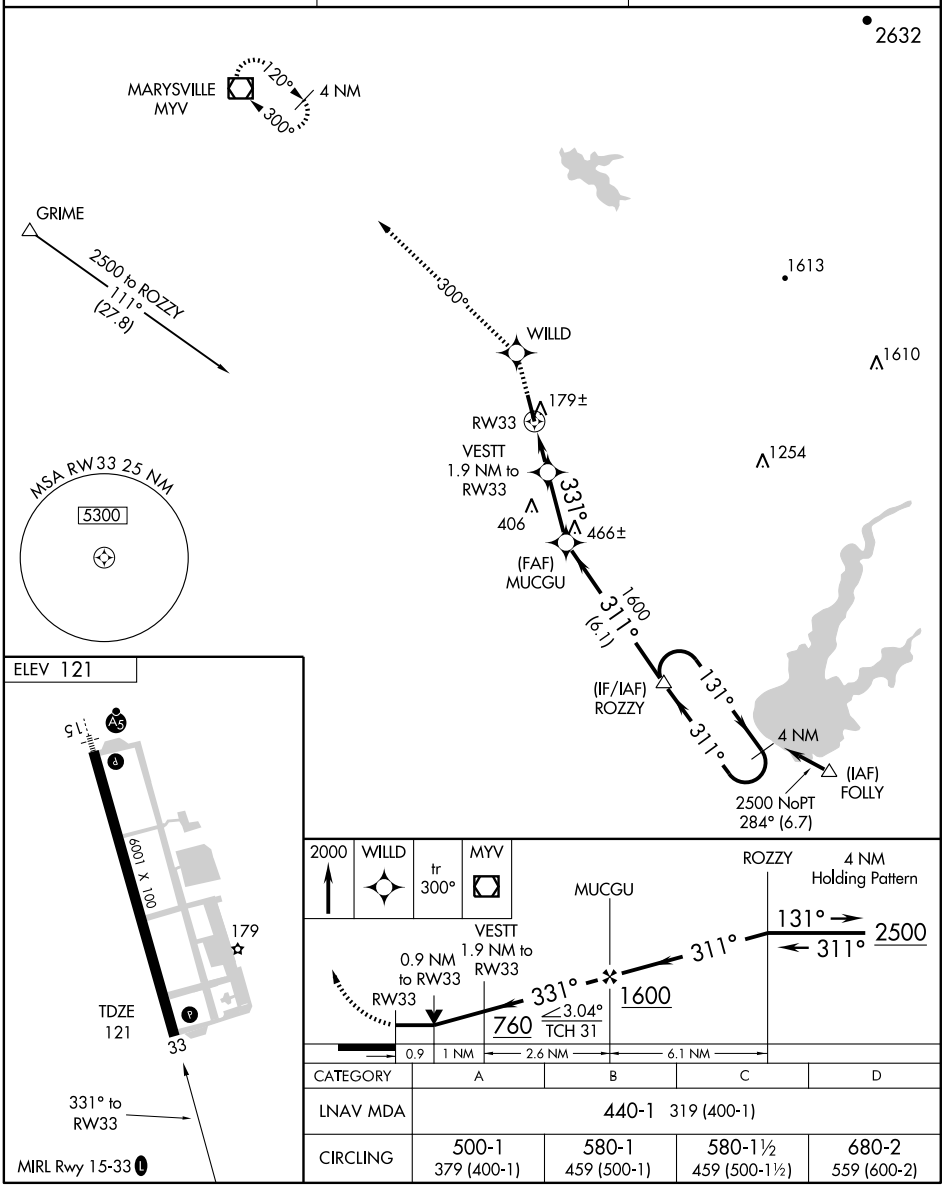
RNAV (GPS) RWY 33

LINCOLN RGNL/ KARL HARDER FIELD (LHM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use BEALE AFB altimeter setting and increase all MDA 40 feet, and increase LNAV Cat D visibility ¼ mile. VDP NA with BEALE AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct WILLD and on track 300° to MYV VOR/DME and hold.

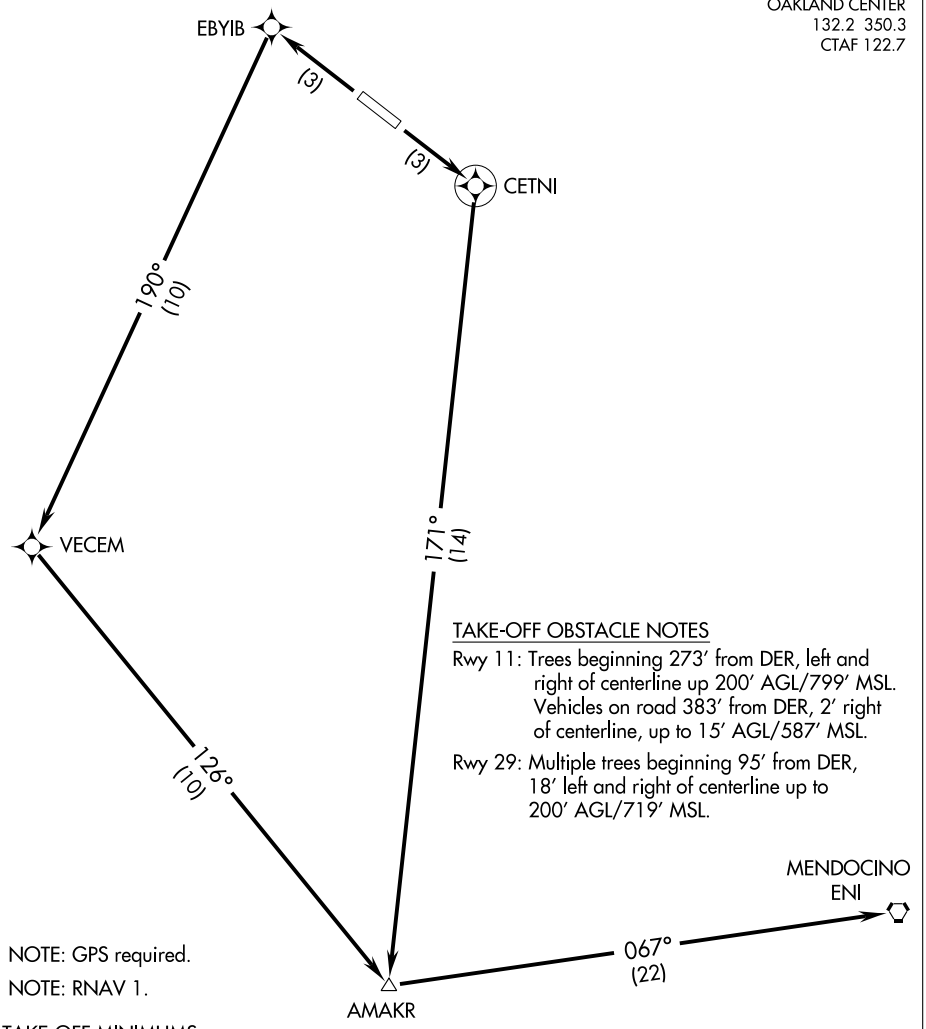
AWOS-3	NORCAL APP CON	UNICOM
124.25	125.4 259.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 319 (400-1)			
CIRCLING	500-1 379 (400-1)	580-1 459 (500-1)	580-1½ 459 (500-1½)	680-2 559 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb to 6000 direct CETNI and via track 171° to AMAKR and left turn via track 067° to ENI VORTAC, thence . . . .

TAKE-OFF RUNWAY 29: Climb to 6000 direct EBYIB and left turn via track 190° to VECEM and via track 126° to AMAKR and via track 067° to ENI VORTAC, thence . . . .

. . . . via assigned route.

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5249
293°	TDZE	572
	Apt Elev	572

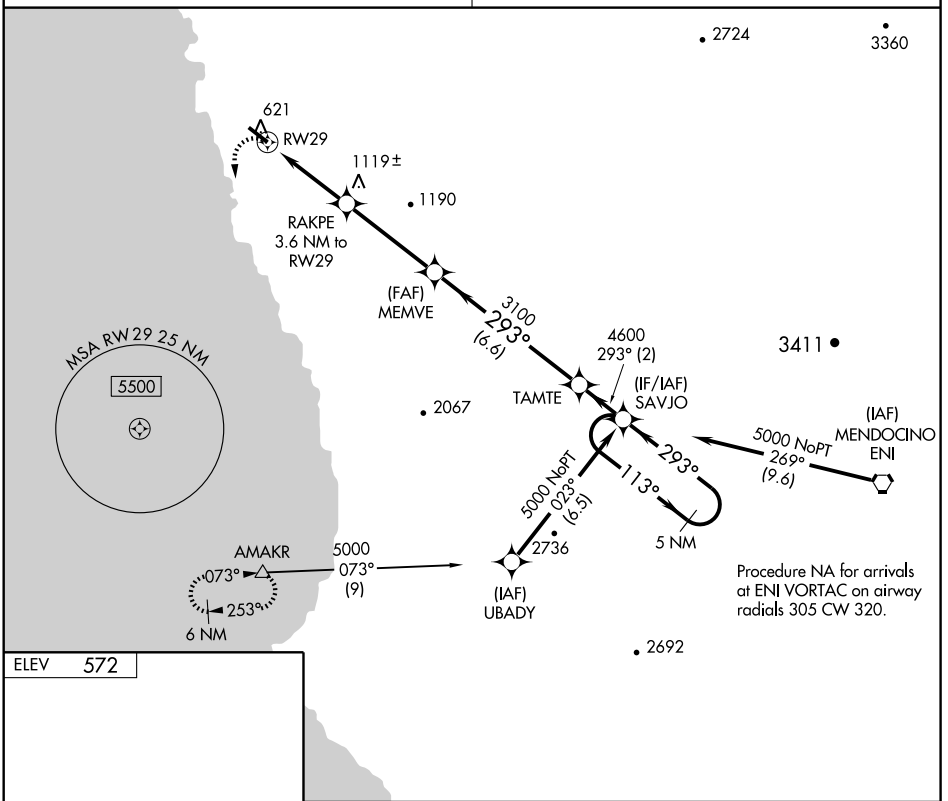
RNAV (GPS) RWY 29

LITTLE RIVER (LLR)

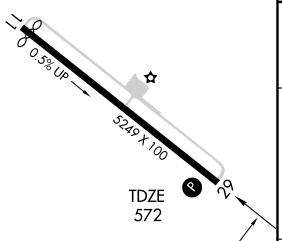
When local altimeter setting not received, procedure NA.
Circling NA east of Rwy 11-29. DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 6000 direct AMAKR and hold, continue climb-in-hold to 6000.

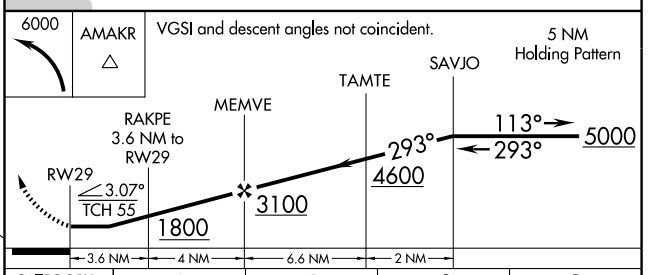
OAKLAND CENTER	UNICOM
132.2 350.3	122.7 (CTAF) L



ELEV 572



MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 808 (900-1)	1380-1¼ 808 (900-1¼)	1380-2¼ 808 (900-2¼)	1380-2½ 808 (900-2½)
CIRCLING	1380-1 808 (900-1)	1380-1¼ 808 (900-1¼)	1380-2¼ 808 (900-2¼)	1380-2½ 808 (900-2½)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS
119.65
LIVERMORE TOWER *
118.1 239.25
GND CON
121.6

121°49.5′W 121°49.0′W 121°48.5′W

37°42.0′N

VAR 14.2° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL
CONTROL TOWER 463
NORTHWEST APRON
FBO
FIRE STATION
HANGARS
HANGARS

ELEV 373
07L
076.4°
0.5% UP
5253 X100
256.4°
25R
FIELD ELEV 400

ELEV 379
07R
076.4°
0.6% UP
2699 X 75
256.4°
25L
ELEV 395

37°41.5′N

SOUTHWEST APRON
HANGARS
HANGARS

RWY 07L-25R
S-45, D-60
RWY 07R-25L
S-12.5

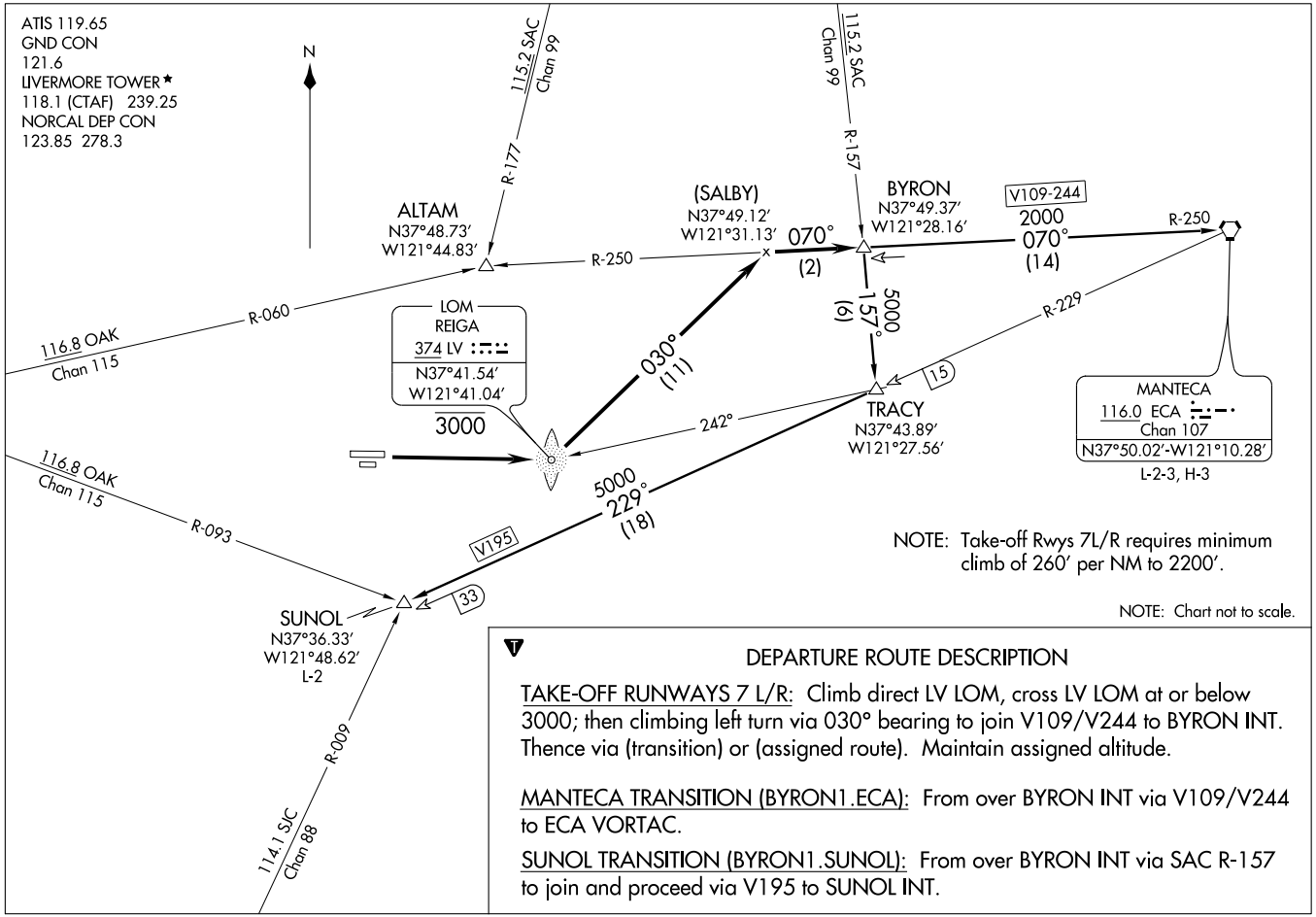
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AL-6075 (FAA)

10210 AIRPORT DIAGRAM
LIVERMORE MUNI (LVK)
LIVERMORE, CALIFORNIA

BYRON ONE DEPARTURE

(BYRON1.BYRON) 10266



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 L/R: Climb direct LV LOM, cross LV LOM at or below 3000; then climbing left turn via 030° bearing to join V109/V244 to BYRON INT. Thence via (transition) or (assigned route). Maintain assigned altitude.

MANTECA TRANSITION (BYRON1.ECA): From over BYRON INT via V109/V244 to ECA VORTAC.

SUNOL TRANSITION (BYRON1.SUNOL): From over BYRON INT via SAC R-157 to join and proceed via V195 to SUNOL INT.

LIVERMORE, CALIFORNIA
LIVERMORE MUNI (LVK)

SL-6075 (FAA)

BYRON ONE DEPARTURE
(BYRON1.BYRON) 10266
LIVERMORE MUNI (LVK)
LIVERMORE, CALIFORNIA

LOC I-LVK	APP CRS	Rwy Idg	5253
110.5	255°	TDZE	397
		Apt Elev	397

ILS RWY 25R
LIVERMORE MUNI (LVK)

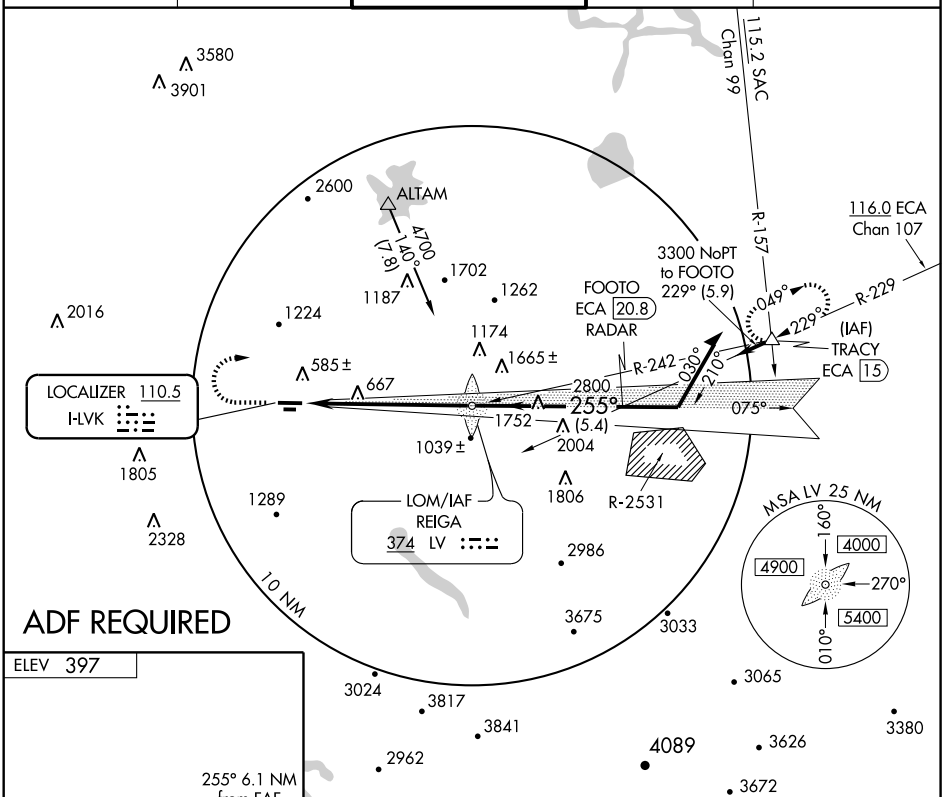
Circling NA north of Rwy 7L-25R.
Autopilot coupled approaches NA below 1700.

MALSR

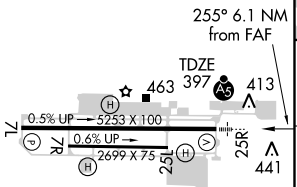
MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 direct REIGA LOM, then via REIGA LOM 062° bearing to TRACY Int and hold.

ATIS	NORCAL APP CON	LIVERMORE TOWER ★	GND CON	UNICOM
119.65	123.85 278.3	118.1 (CTAF) L 239.25	121.6	122.95

SW-2, 21 OCT 2010 to 18 NOV 2010

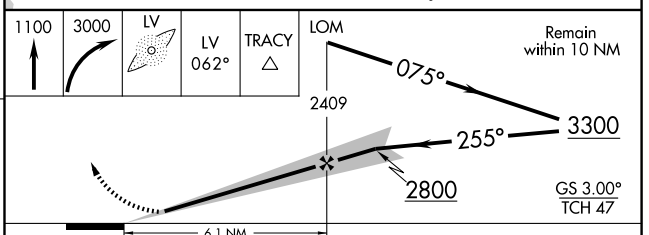


ELEV 397



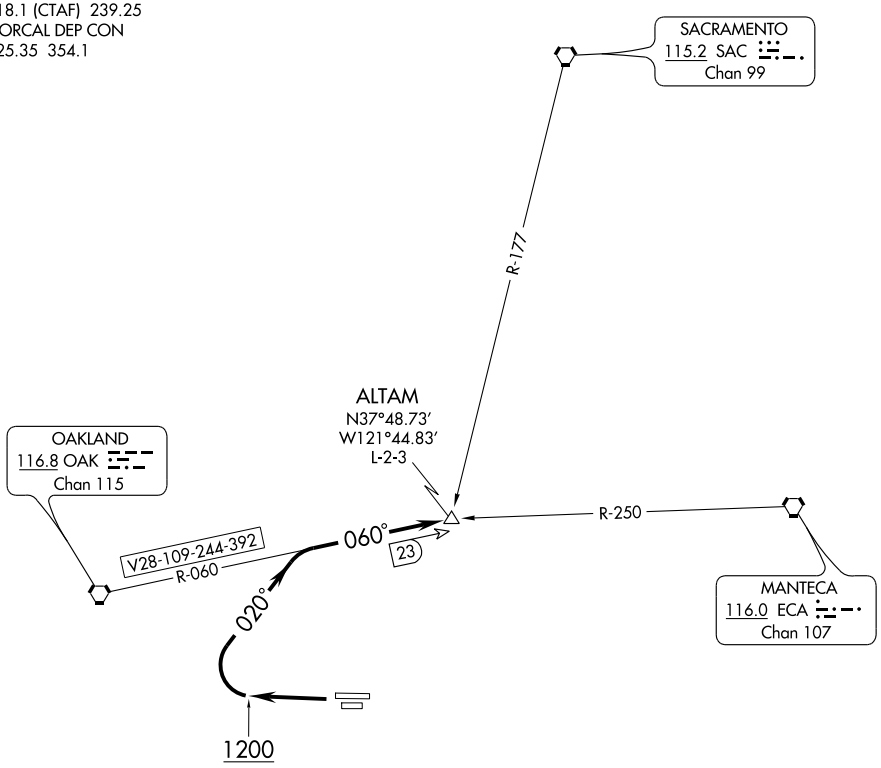
MIRL Rwy 7L-25R L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 25R	597-½ 200 (200-½)			
S-LOC 25R	940-½ 543 (600-½)		940-1 543 (600-1)	940-1¼ 543 (600-1¼)
CIRCLING	940-1 543 (600-1)		940-1½ 543 (600-1½)	1100-2¼ 703 (800-2¼)

ATIS 119.65
GND CON
121.6
LIVERMORE TOWER*
118.1 (CTAF) 239.25
NORCAL DEP CON
125.35 354.1



TAKE-OFF MINIMUMS: 2300-2 or standard with a minimum climb of 375' per NM to 3100'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 25 L/R: Climb runway heading to 1200, then climbing right turn heading 020° and OAK R-060 to ALTAM INT. Maintain assigned altitude.

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50214 W25A	APP CRS 255°	Rwy Idg 5253	TDZE 400	Apt Elev 400

RNAV (GPS) RWY 25R

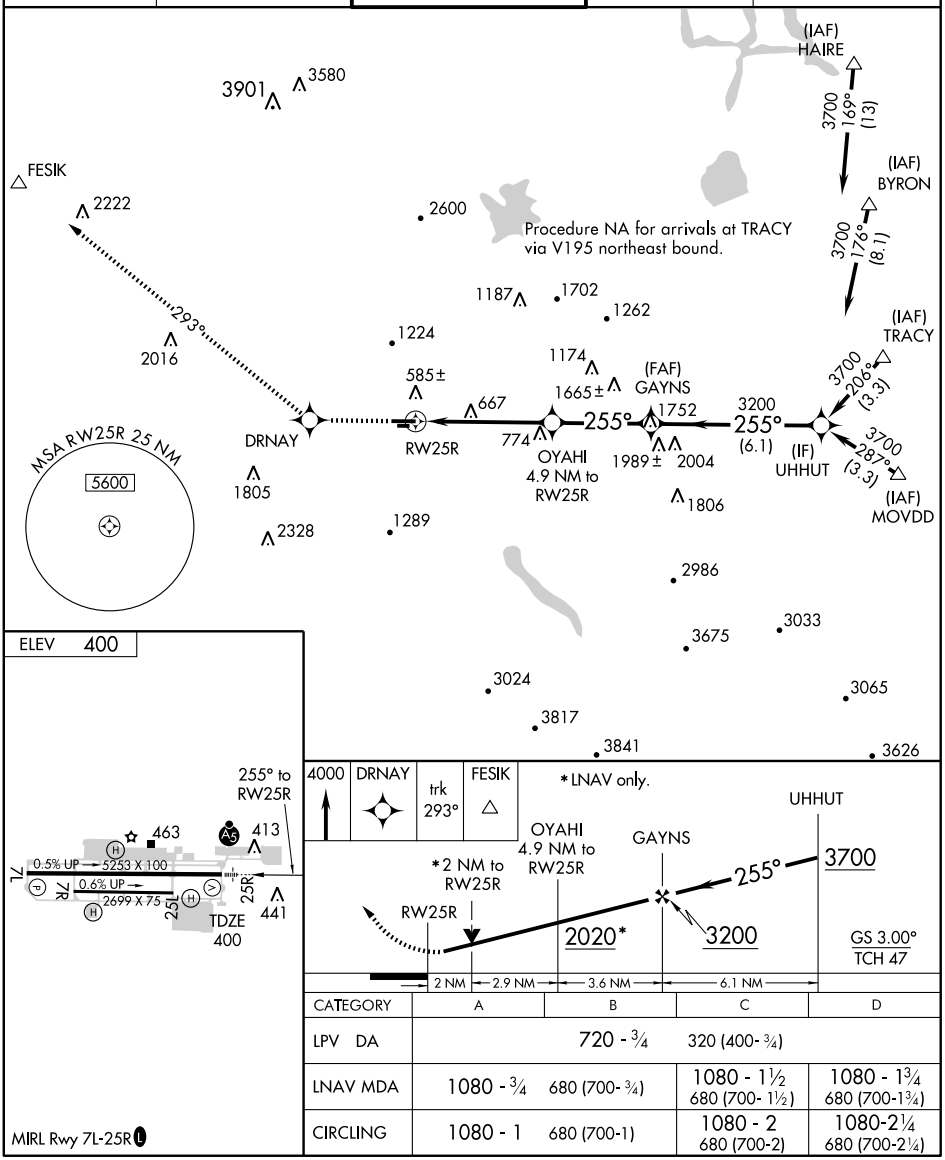
LIVERMORE MUNI (LVK)

For inoperative MALSR, increase LNAV Cat A and B visiblility to 1 mile.
Circling NA north of Rwy 7L-25R.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 direct DRNAY and via track 293° to FESIK.

ATIS	NORCAL APP CON	LIVERMORE TOWER ★	GND CON	UNICOM
119.65	123.85 278.3	118.1 (CTAF) L 239.25	121.6	122.95



CATEGORY	A	B	C	D
LPV DA	720 - ¾		320 (400- ¾)	
LNAV MDA	1080 - ¾	680 (700- ¾)	1080 - 1½ 680 (700- 1½)	1080 - 1¾ 680 (700-1¾)
CIRCLING	1080 - 1	680 (700-1)	1080 - 2 680 (700-2)	1080-2¼ 680 (700-2¼)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

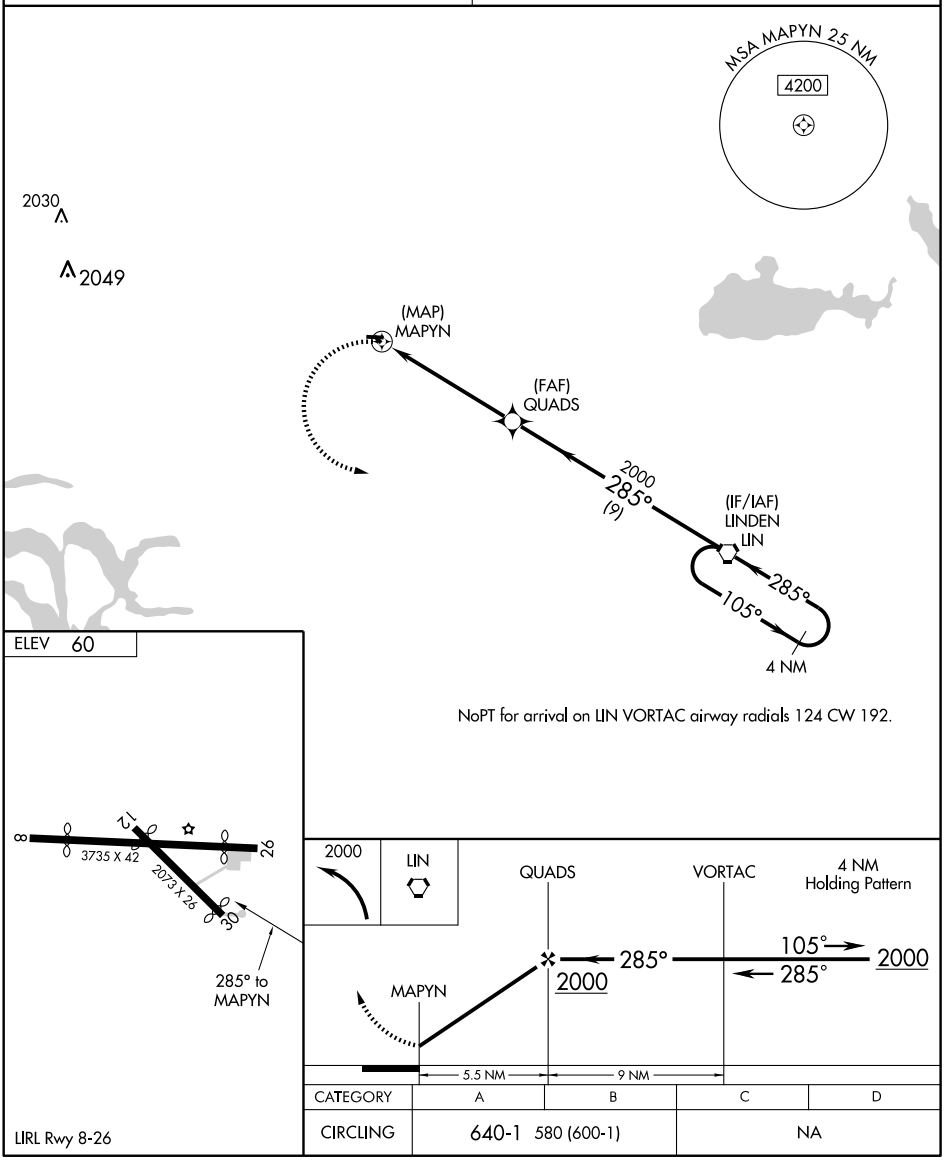
APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	60

RNAV (GPS)-B
LODI (103)

DME/DME RNP-0.3 NA.
NA
Use Stockton altimeter setting, when not received, use Sacramento Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LIN VORTAC and hold.

NORCAL APP CON	CTAF
125.1 363.2	122.9



CATEGORY	A	B	C	D
CIRCLING	640-1 580 (600-1)		NA	

LIRL Rwy 8-26

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LIN 114.8 Chan 95	APP CRS 284°	Rwy Idg N/A TDZE N/A Apt Elev 60

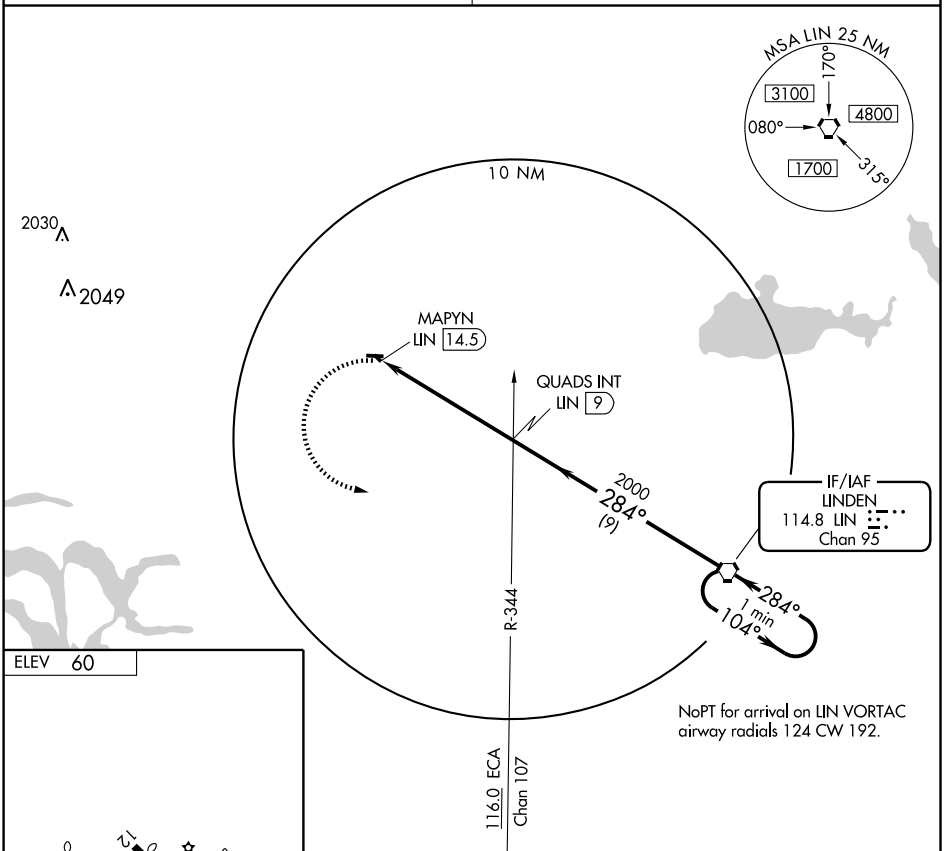
VOR-A
LODI (103)

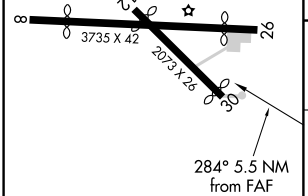
NA

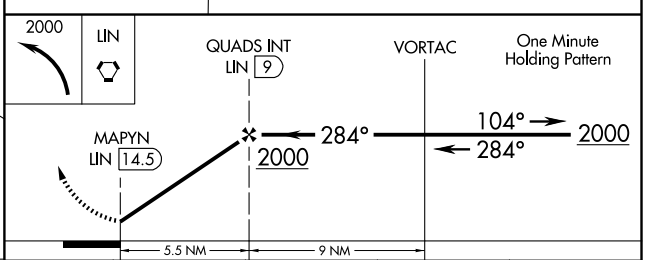
Use Stockton altimeter setting, when not received, use Sacramento Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LIN VORTAC and hold.

NORCAL APP CON	CTAF
125.1 363.2	122.9







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	640-1 580 (600-1)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

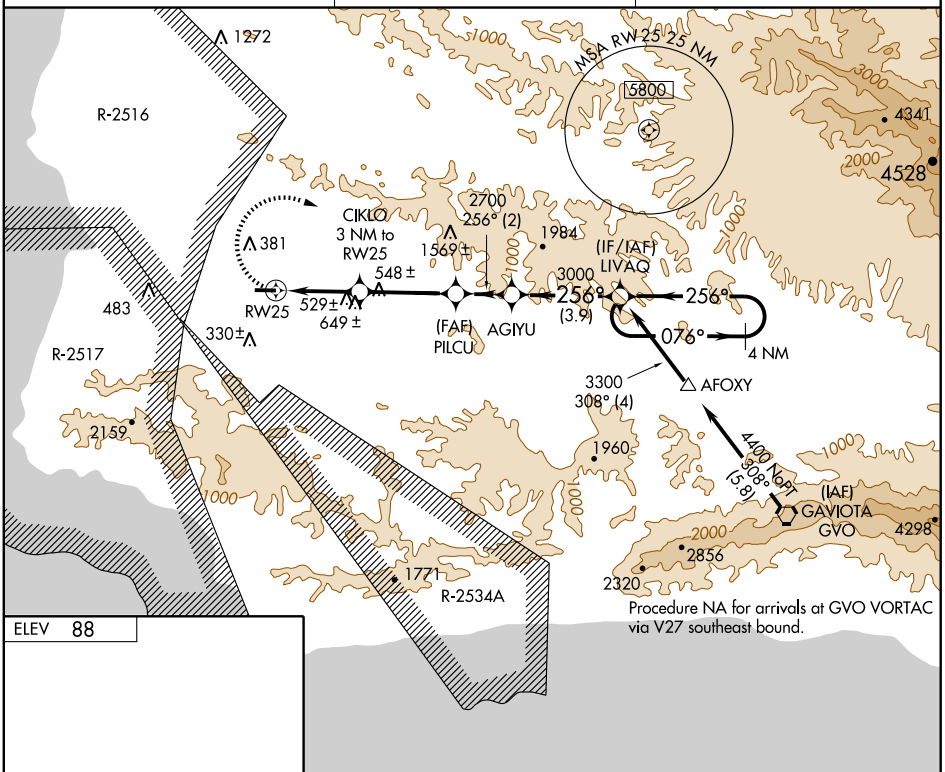
APP CRS	Rwy Idg	4600
256°	TDZE	88
	Apt Elev	88

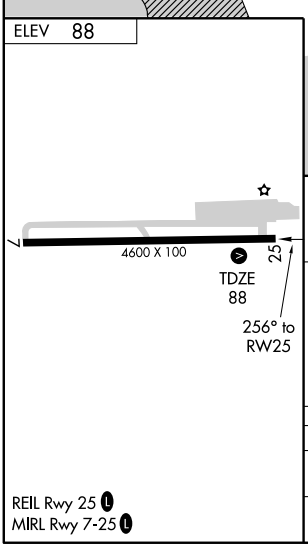
RNAV (GPS) RWY 25
LOMPOC (LPC)

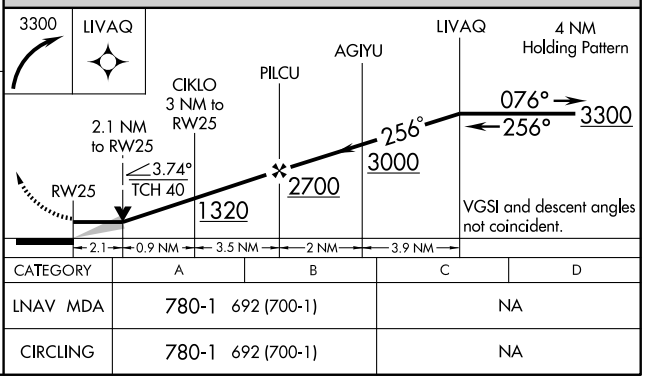
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Santa Maria Public/Captain G. Allan Hancock Field altimeter setting and increase all MDA 60 feet, and increase visibility LNAV and circling Cat B ¼ mile. VDP NA when using Santa Maria Public/Captain G. Allan Hancock Field altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct LIVAQ and hold.

AWOS-3	SANTA BARBARA APP CON ★	UNICOM
133.875	124.15 327.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 692 (700-1)		NA	
CIRCLING	780-1 692 (700-1)		NA	

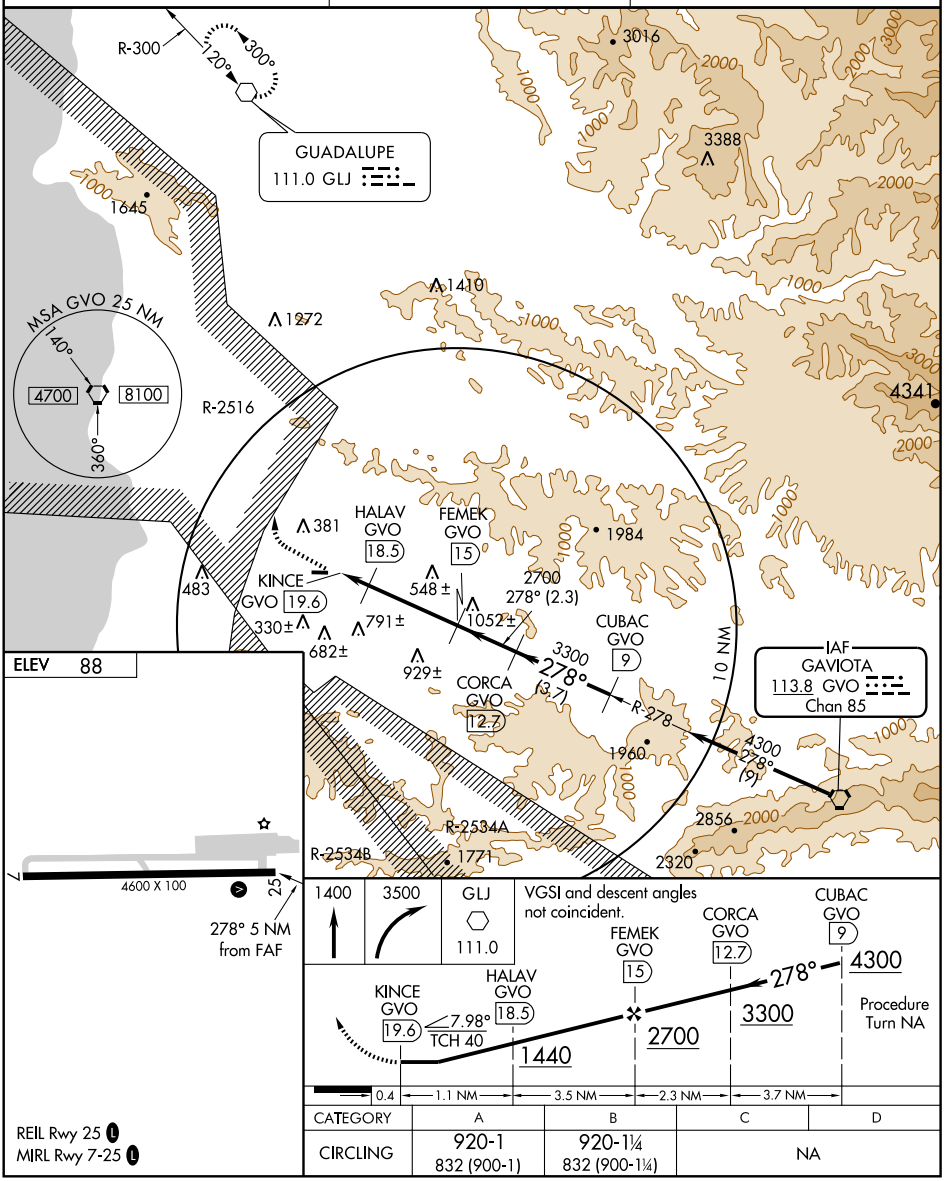
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GVO 113.8 Chan 85	APP CRS 278°	Rwy Idg N/A TDZE N/A Apt Elev 88

VOR/DME-A
LOMPOC (LPC)

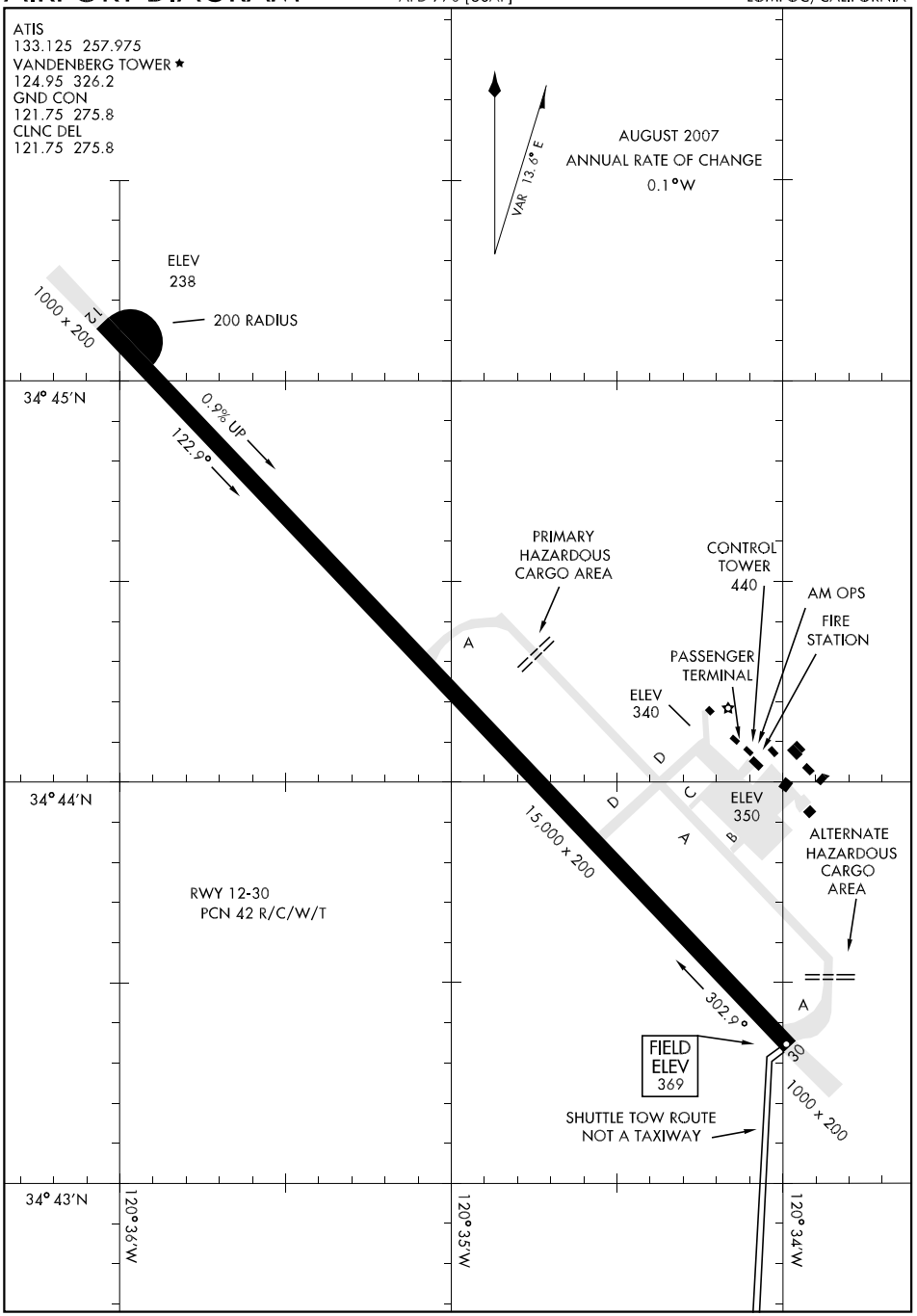
MISSED APPROACH: Climb to 1400, then climbing right turn to 3500 direct GLJ VOR and hold.

AWOS-3	SANTA BARBARA APP CON ★	UNICOM
133.875	124.15 327.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 832 (900-1)	920-1¼ 832 (900-1¼)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



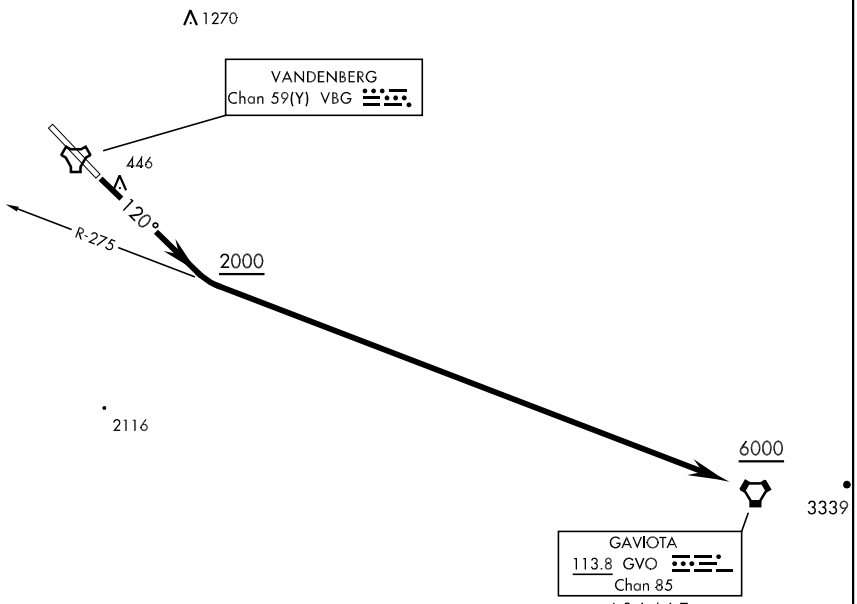
SW-3, 21 OCT 2010 to 18 NOV 2010

GAVIOTA ONE DEPARTURE (GVO1.GVO)

Rwy	Knots	60	120	180	240
12	V/V(fpm)	280	560	840	1120

Minimum Climb Rate to 2000.

ATIS
133.125 257.975
GND CON
121.75 275.8
CLNC DEL
121.75 275.8
VANDENBERG TOWER
124.95 326.2
SANTA BARBARA DEP CON
124.15 327.8



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Cross DER at or above 35' AGL/404' MSL, climb on track 120° to 2000 then turn left and intercept the GVO VORTAC R-275 inbound. Cross GVO at or above 6000. Expect vectors to first filed fix/route prior to GVO.

SW-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 12

LOC I-BVD	APCH CRS	Rwy ldg 15,000 / TDZE 267 / Arpt Elev 369
110.1	123°	

JAL-770 [USAF]

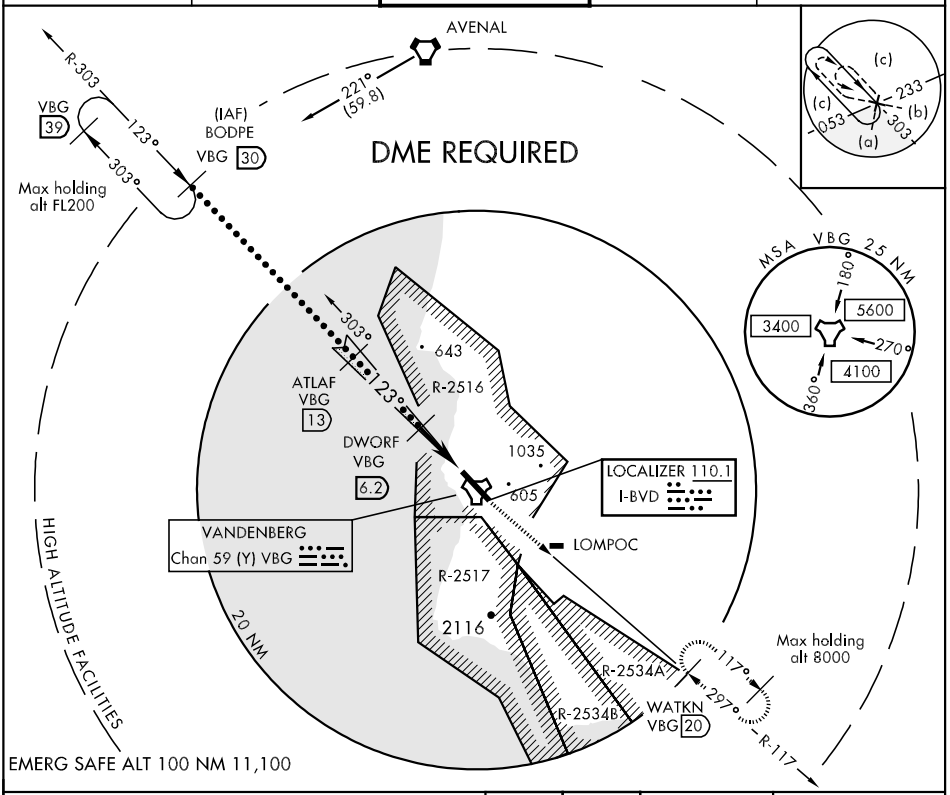
VANDENBERG AFB (KVBG)

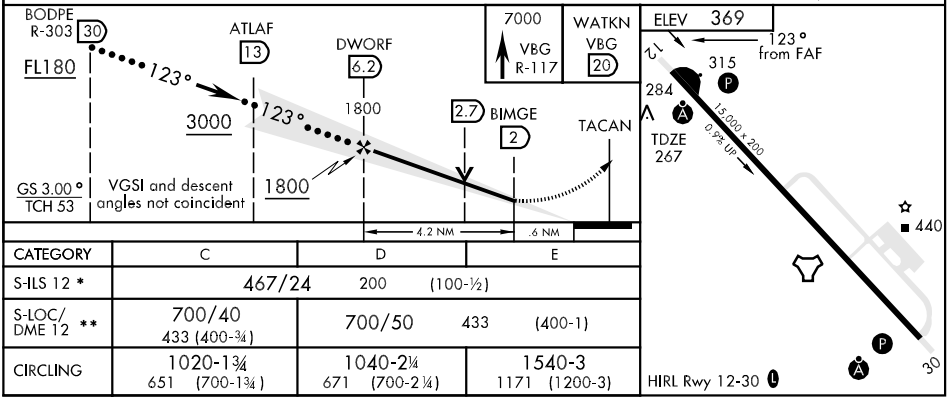
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE vis to 1½ mile.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8	121.75 275.8





CATEGORY	C	D	E
S-ILS 12 *	467/24 200 (100-½)		
S-LOC/DME 12 **	700/40 433 (400-¾)	700/50 433 (400-1)	
CIRCLING	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171 (1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 30

LOC I-VBG	APCH CRS	Rwy ldg 15,000 / TDZE 369 / Arpt Elev 369
110.1	303°	

JAL-770 [USAF]

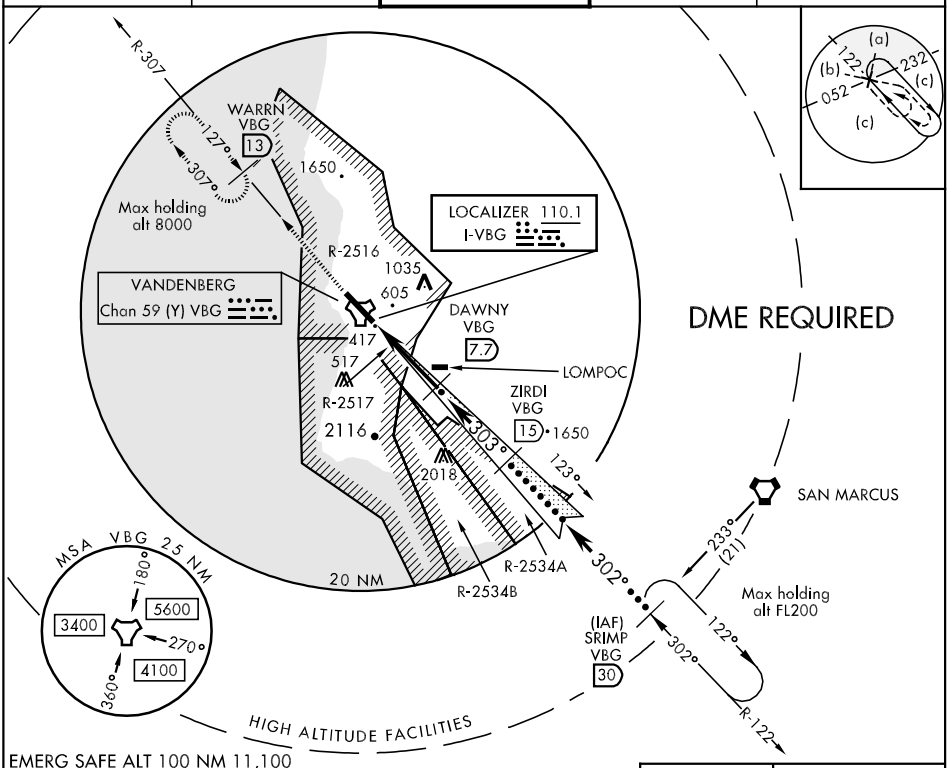
VANDENBERG AFB (KVBG)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

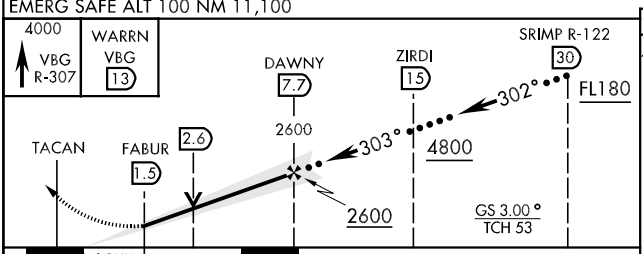
ALSF-2

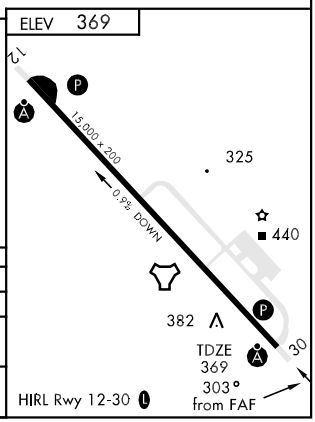
MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 L (CTAF) 326.2	121.75 275.8	121.75 275.8



EMERG SAFE ALT 100 NM 11,100





CATEGORY	C	D	E
S-ILS 30 *	569/24 200 (200-½)		
S-LOC/ DME 30 **	940/50 571 (600-1)	940/60 571 (600-1¼)	940-1½ 571 (600-1½)
CIRCLING	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171 (1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 12

TACAN VBG Chan 59(Y)	APCH CRS 127°	Rwy ldg 15,000 TDZE 267 Arpt Elev 369

JAL-770 [USAF]

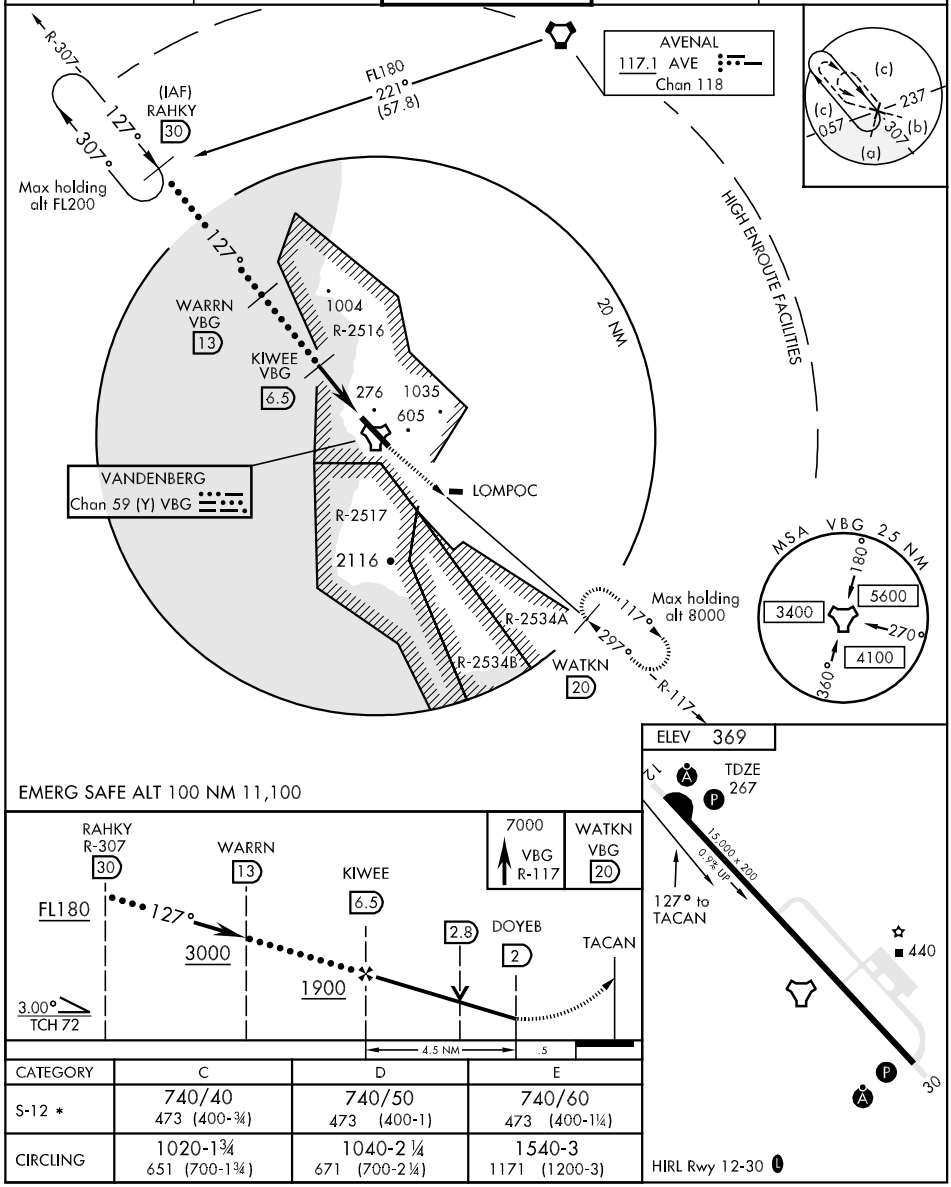
VANDENBERG AFB (KVBG)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8	121.75 275.8



CATEGORY	C	D	E
S-12 *	740/40 473 (400-¾)	740/50 473 (400-1)	740/60 473 (400-1¼)
CIRCLING	1020-1¾ 651 (700-1¾)	1040-2 ¼ 671 (700-2 ¼)	1540-3 1171 (1200-3)

HIRL Rwy 12-30 (L)

TACAN VBG Chan 59(Y)	APCH CRS 297°	Rwy ldg 15,000 TDZE 369 Arpt Elev 369

JAL-770 [USAF]

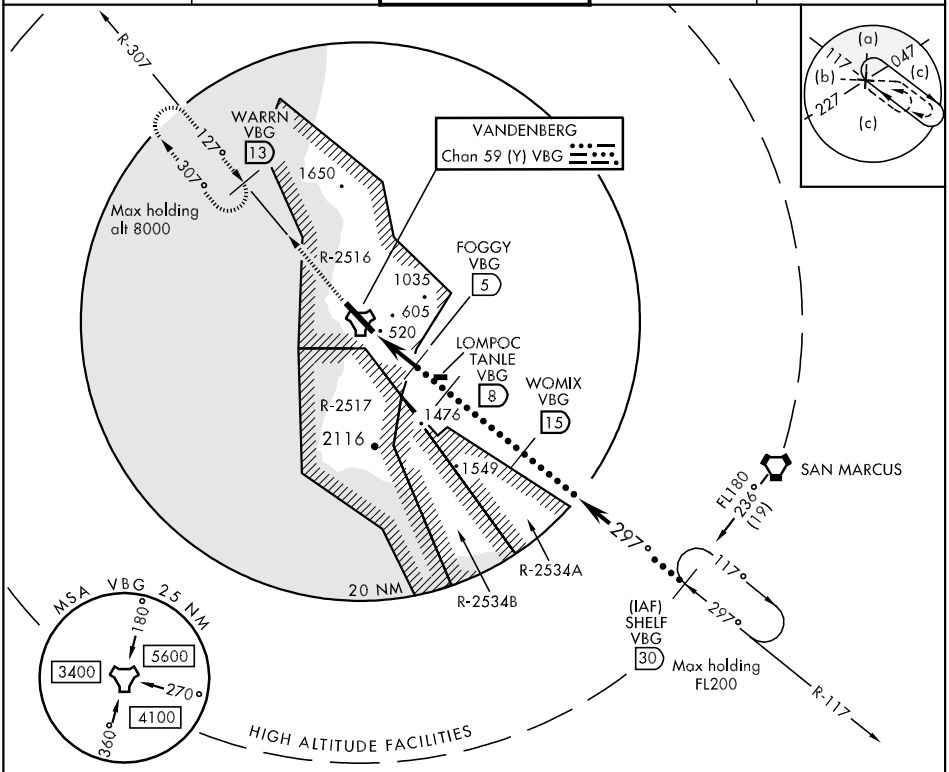
VANDENBERG AFB (KVBG)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

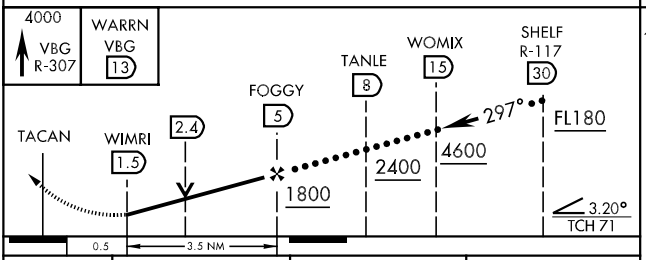
ALSF-2

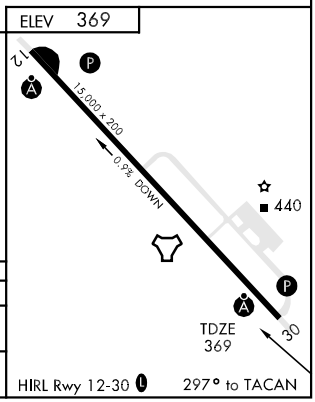
MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (CTAF) 326.2	121.75 275.8	121.75 275.8



EMERG SAFE ALT 100 NM 11,100





CATEGORY	C	D	E
S-30 *	920/50 551 (600-1)	920/60 551 (600-1¼)	920-1½ 551 (600-1½)
CIRCLING	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171 (1200-3)

ILS or LOC/DME RWY 12

LOC I-BVD	APCH CRS	Rwy ldg 15,000 / TDZE 267 / Arpt Elev 369
110.1	123°	

AL-770 [USAF]

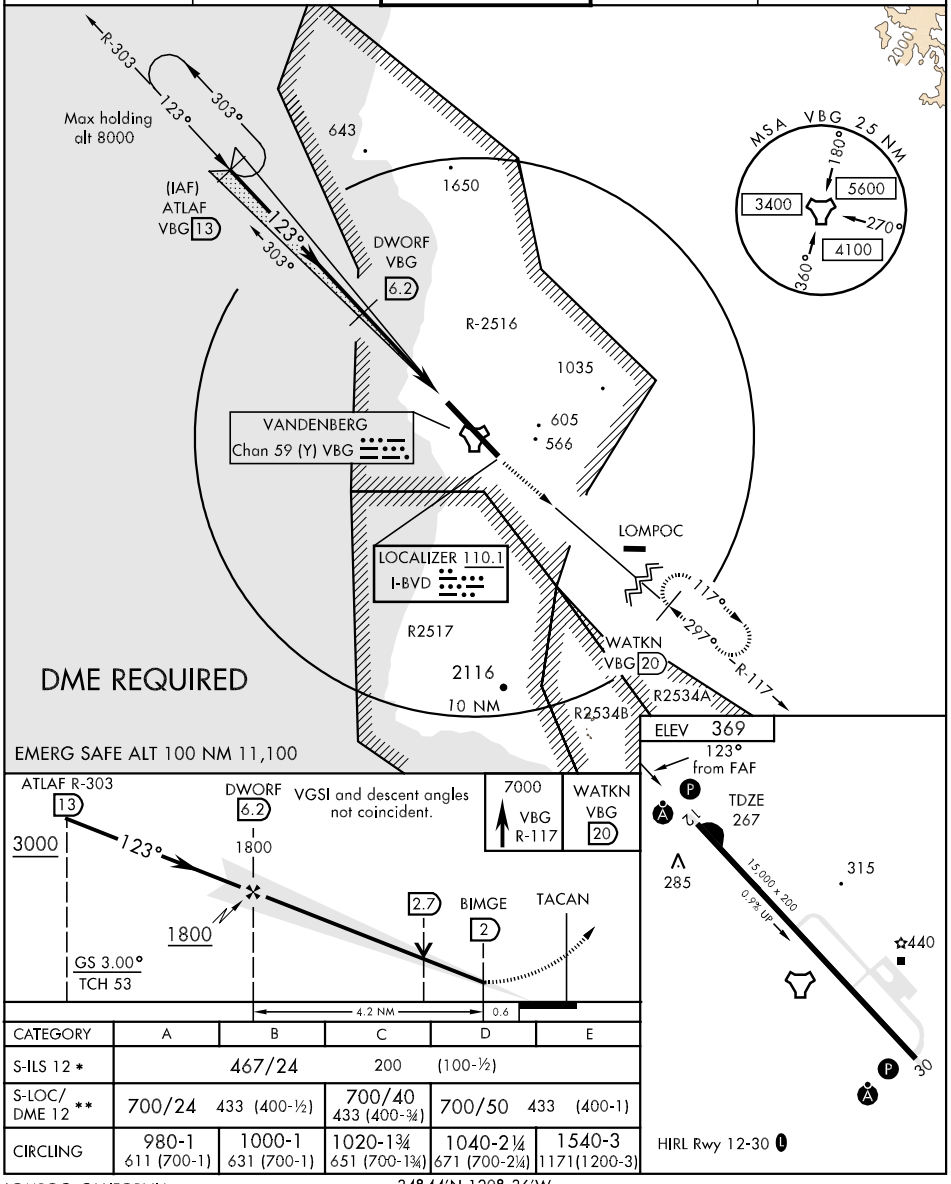
VANDENBERG AFB (KVBG)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE vis to 1½.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8	121.75 275.8



CATEGORY	A	B	C	D	E
S-ILS 12 *	467/24		200 (100-½)		
S-LOC/DME 12 **	700/24 433 (400-½)		700/40 433 (400-¾)	700/50 433 (400-1)	
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171(1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 30

VANDENBERG AFB (KVBG)

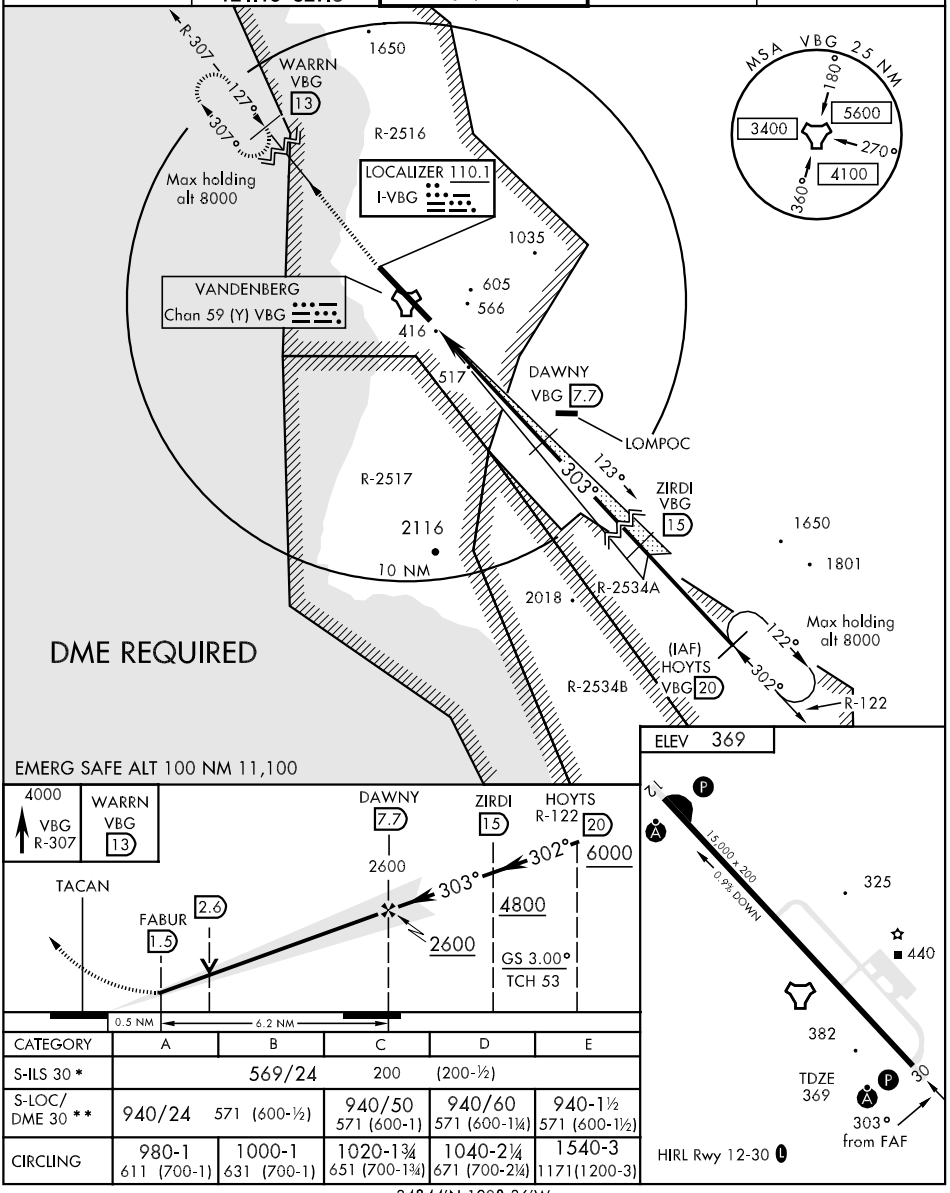
LOC I-VBG	APCH CRS	Rwy ldg 15,000 / TDZE 369 / Arpt Elev 369
110.1	303°	AL-770 [USAF]

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8	121.75 275.8



CATEGORY	A	B	C	D	E
S-ILS 30 *	569/24		200 (200-½)		
S-LOC/DME 30 **	940/24 571 (600-½)		940/50 571 (600-1)	940/60 571 (600-1¼)	940-1½ 571 (600-1½)
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171(1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 12

TACAN	APCH CRS	Rwy ldg	15,000
VBG Chan 59(Y)	127°	TDZE	267
		Arpt Elev	369

AL-770 [USAF]

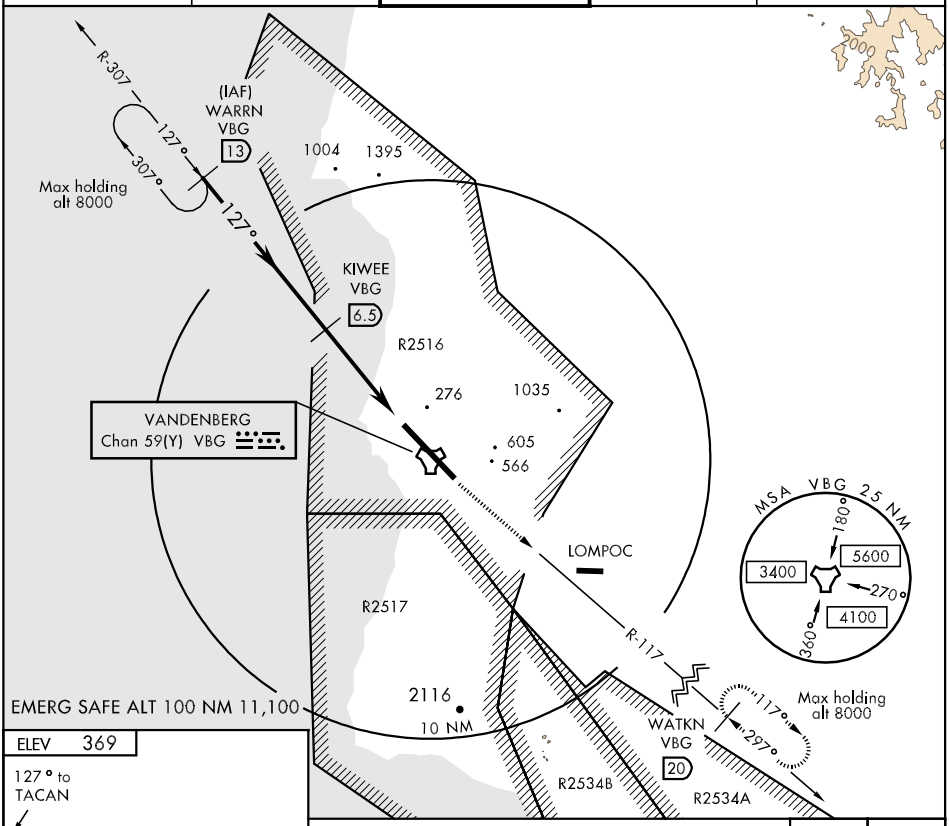
VANDENBERG AFB (KVBG)

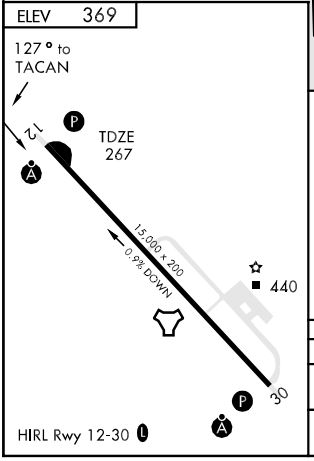
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis to 1½ miles.

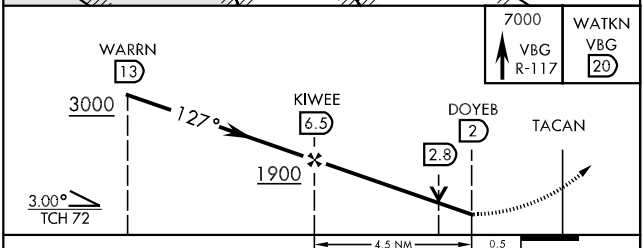
ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8	121.75 275.8







CATEGORY	A	B	C	D	E
S-12 *	740/24 473 (400-½)		740/40 473 (400-¾)	740/50 473 (400-1)	740/60 473 (400-1¼)
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171(1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 30

TACAN VBG Chan 59(Y)	APCH CRS 297°	Rwy ldg 15,000 TDZE 369 Arpt Elev 369

AL-770 [USAF]

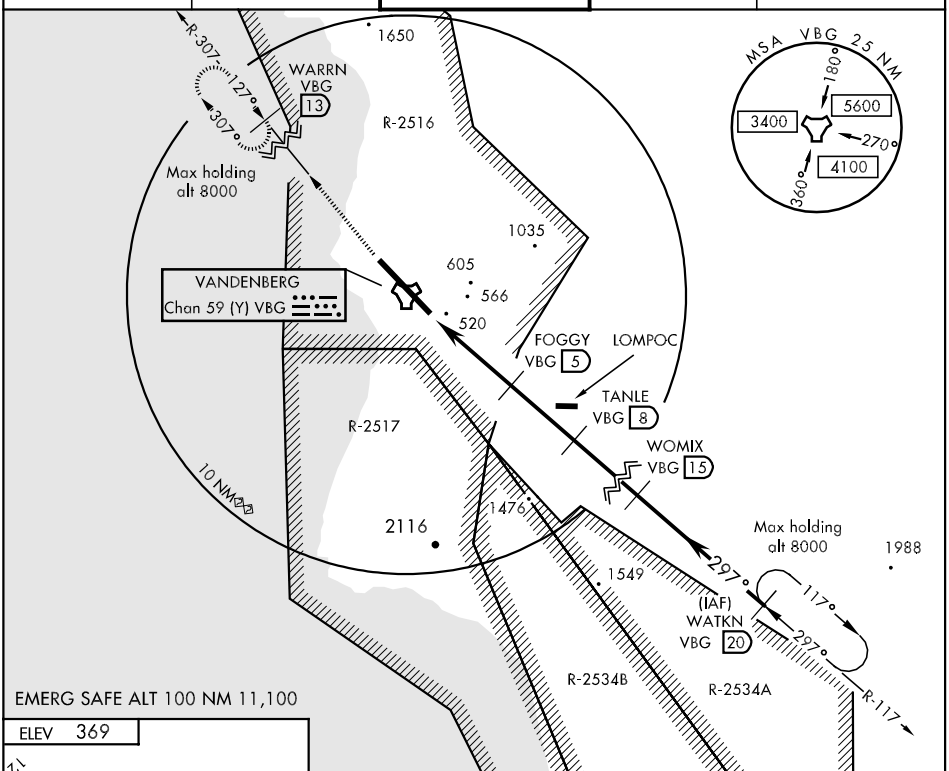
VANDENBERG AFB (KVBG)

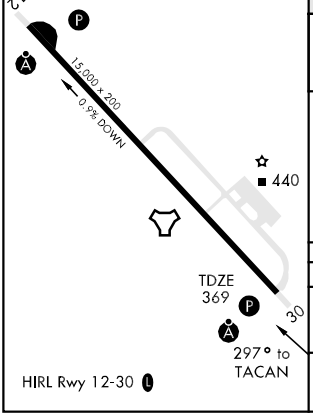
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.

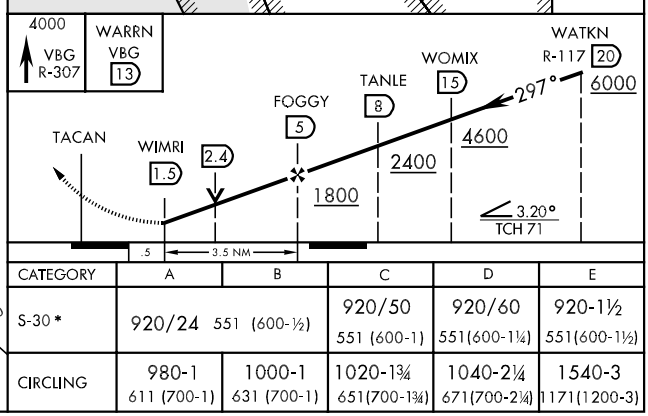
ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS	SANTA BARBARA APP/DEP CON	VANDENBERG TOWER ★	GND CON	CLNC DEL
133.125 257.975	124.15 327.8	124.95 (CTAF) 326.2	121.75 275.8	121.75 275.8







CATEGORY	A	B	C	D	E
S-30 *	920/24 551 (600-½)		920/50 551 (600-1)	920/60 551(600-1¼)	920-1½ 551(600-1½)
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651(700-1¾)	1040-2¼ 671(700-2¼)	1540-3 1171(1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VANDENBERG ONE DEPARTURE (VBG1.MQO)

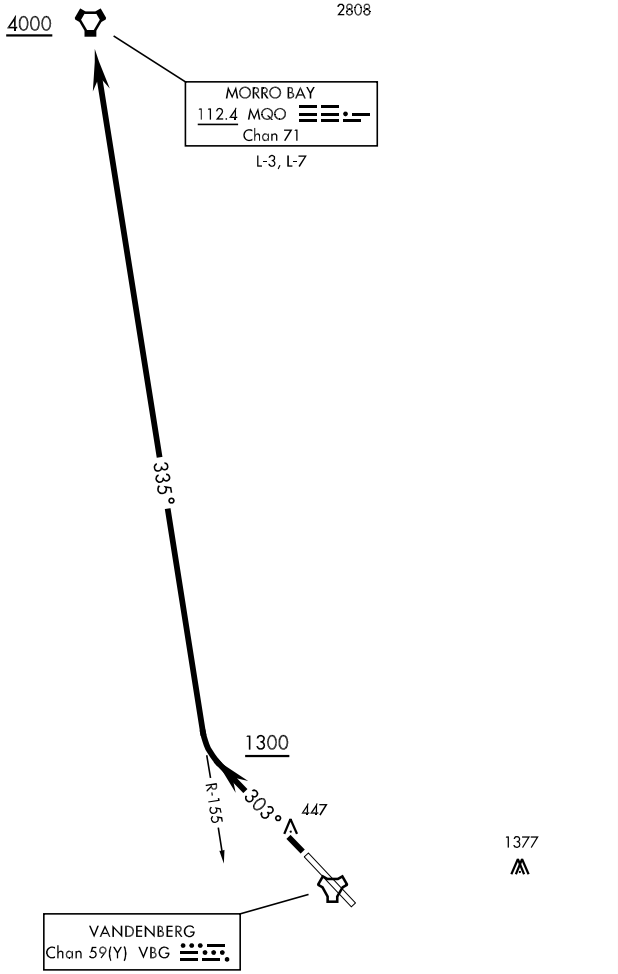
LOMPOC, CALIFORNIA

ATIS
133.125 257.975
GND CON
121.75 275.8
CLNC DEL
121.75 275.8
VANDENBERG TOWER
124.95 326.2
SANTA BARBARA DEP CON
124.15 327.8

SL-770 [USAF]

Rwy	Knots	60	120	180	240
30	V/V(fpm)	230	460	690	920

● Minimum Climb Rate to 700.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 30: Cross DER at or above 35' AGL/274' MSL, climb on track 303° to join MQO VORTAC R-155 at or above 1300, direct MQO. Cross MQO at or above 4000. Expect vectors to first filed fix/route prior to MQO.

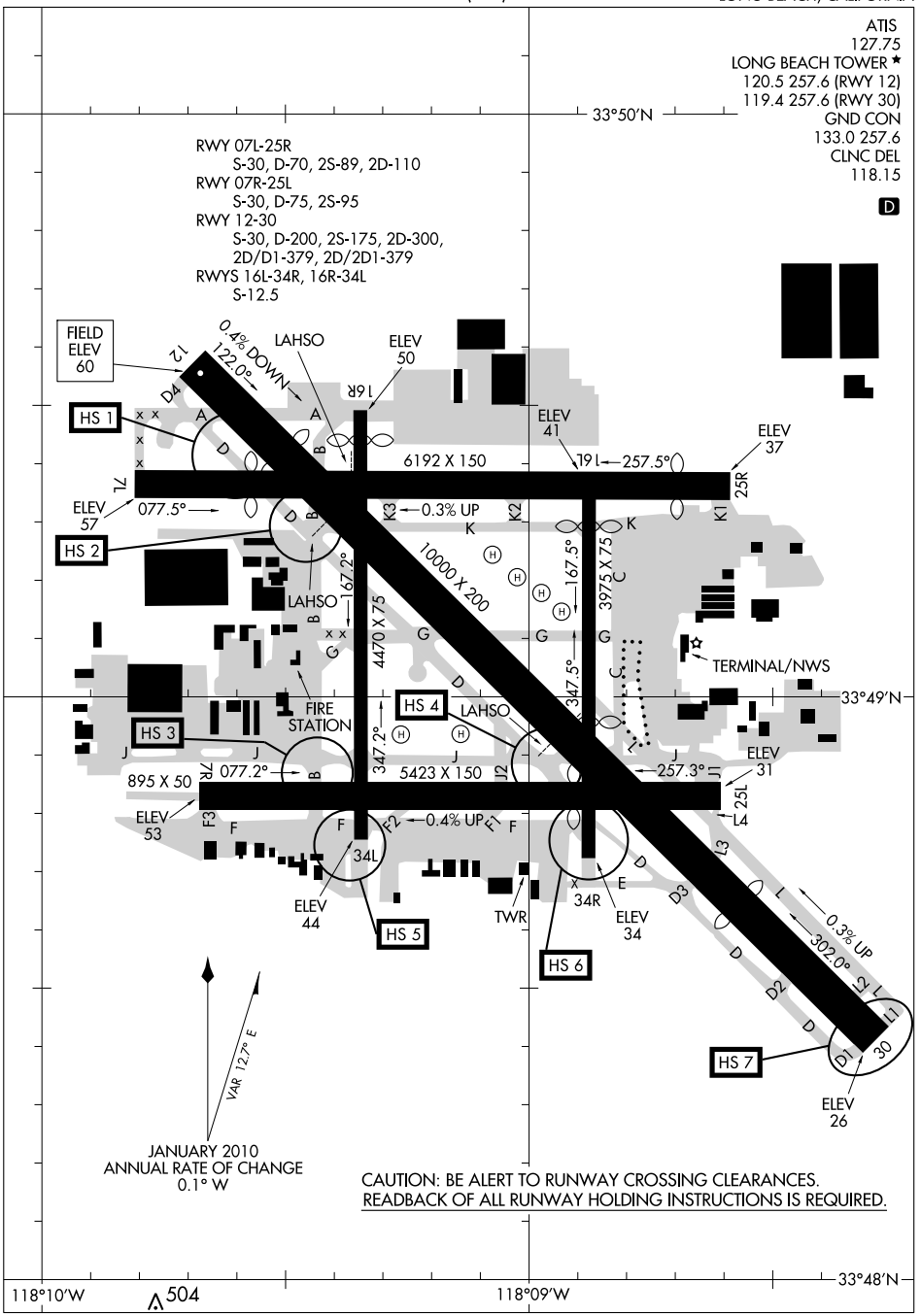
SW-3, 21 OCT 2010 to 18 NOV 2010

VANDENBERG ONE DEPARTURE (VBG1.MQO)
LOMPOC, CALIFORNIA
VANDENBERG AFB (KVBG)

AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)
LONG BEACH, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LONG BEACH, CALIFORNIA
LONG BEACH (DAUGHERTY FIELD) (LGB)

10266

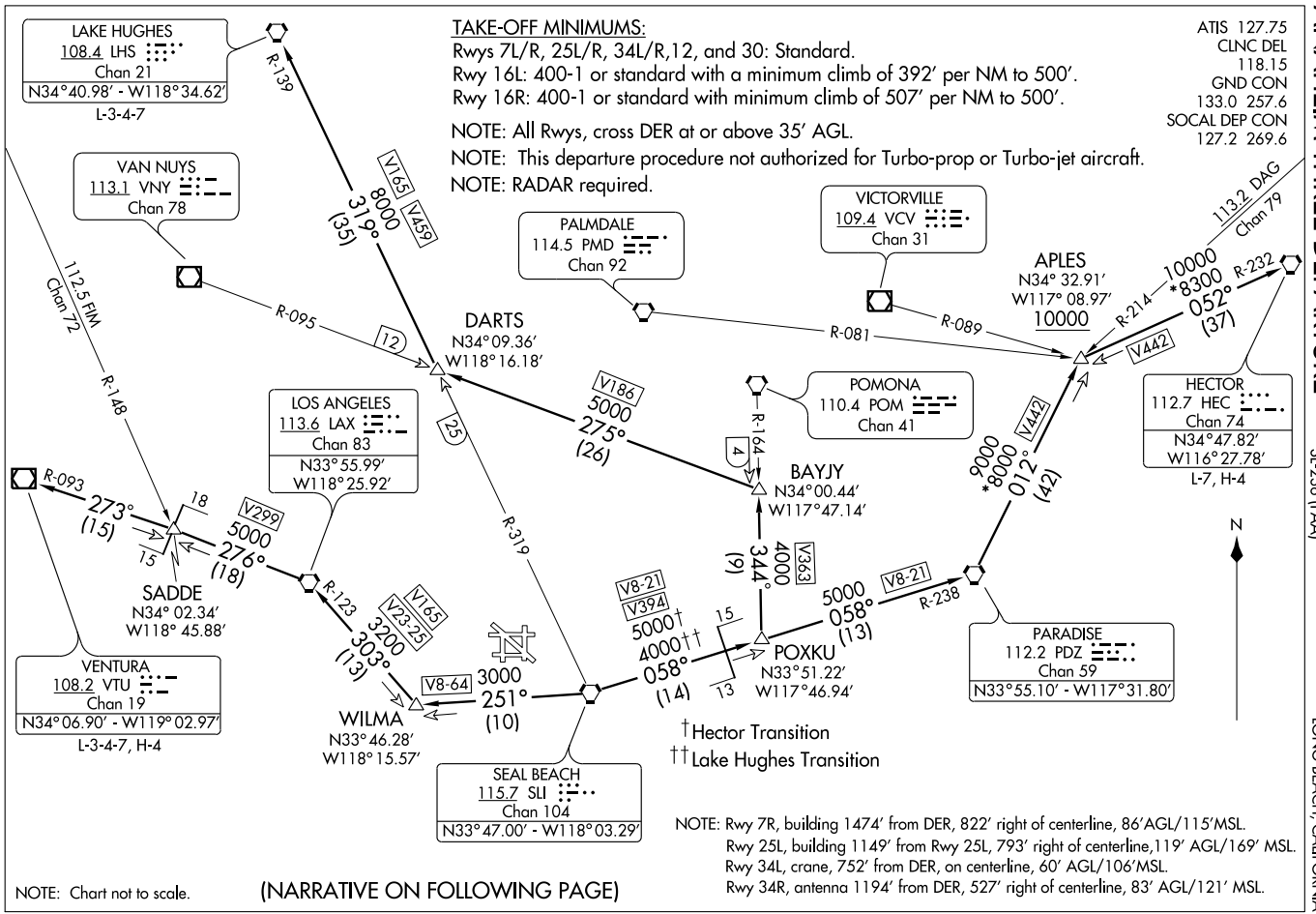
ANAHEIM THREE DEPARTURE

(ANAHM3.SLI) 09015

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

SL-236 (FAA)



DEPARTURE ROUTE DESCRIPTION

HECTOR or LAKE HUGHES TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to SLI VORTAC. Thence. . . .

VENTURA TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to LAX VORTAC. Thence. . . .

. . . .via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

SW-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
	HS 2	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
	HS 3	Rwy 07R-25L, Twy B.
	HS 4	Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.
	HS 5	Rwy 16R-34L, southwest ramp, Twy F and Twy B.
	HS 6	Rwy 34R and Rwy 07R-25L.
	HS 7	Rwy 12-30 cross every other rwy.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.
SANTA ANA, CA		
JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1	Rwy 19L and Rwy 19R, Twy L and Twy K.
	HS 2	Rwy 19L and Rwy 19R, Twy H.
	HS 3	Twy A,Twy H, and Twy C.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LGB	APP CRS	Rwy Idg	8000
110.3	301°	TDZE	38
		Apt Elev	60

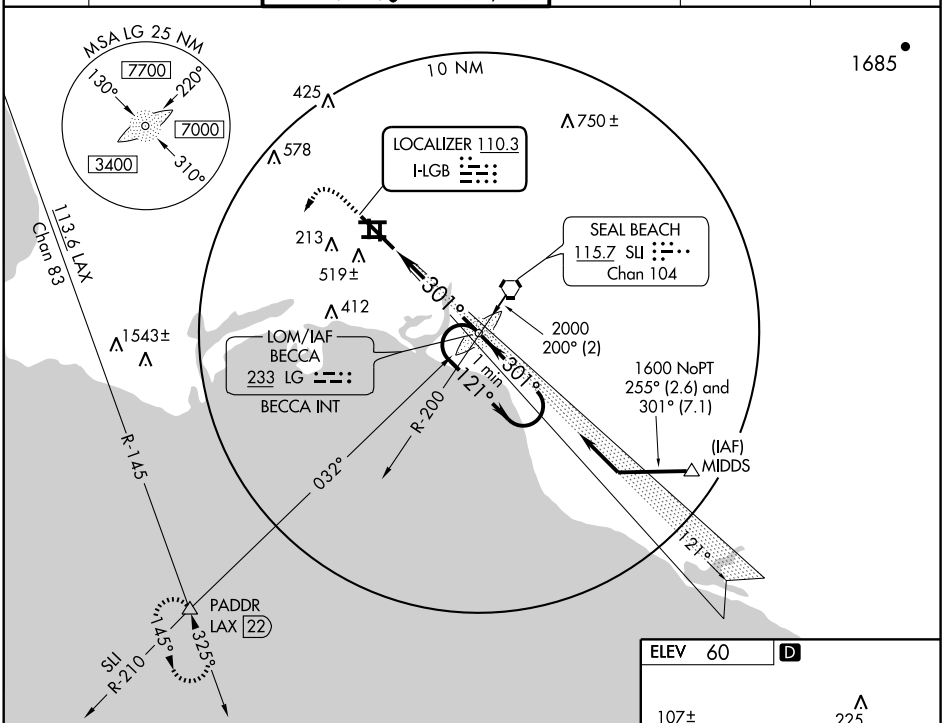
ILS or LOC RWY 30

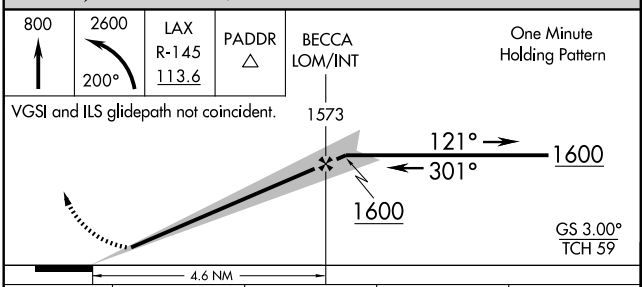
LONG BEACH (DAUGHERTY FIELD) (LGB)

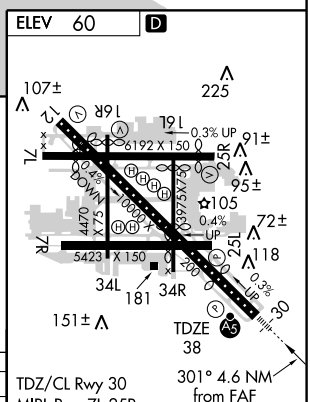
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2600 via heading 200° and LAX R-145 to PADDR INT/LAX 22 DME and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER★	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) L 257.6 (Rwy 30)	133.0 257.6	118.15	122.95







TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30

CATEGORY	A	B	C	D
S-ILS 30	250/18 212 (200-½)			
S-LOC 30	520/24 482 (500-½)		520/40 482 (500-¾)	520/50 482 (500-1)
CIRCLING	880-1 820 (900-1)	880-1¼ 820 (900-1¼)	880-2½ 820 (900-2½)	880-2¾ 820 (900-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

KAYOH FOUR ARRIVAL

(KAYOH.KAYOH4) 07298

LONG BEACH, CALIFORNIA

SOCAL APP CON
133.85 346.35
FULLERTON MUNI ATIS
125.05
LONG BEACH ATIS
127.75
ORANGE COUNTY ATIS
126.0
TORRANCE MUNI ATIS
125.6

HECTOR TRANSITION (HEC.KAYOH4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to DAWNA INT, then via HDF R-353 to HDF VOR then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

PALM SPRINGS TRANSITION (PSP.KAYOH4): From over PSP VORTAC via PSP R-260 to BANDS INT, then via HDF R-054 to HDF VOR, then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

....From over KAYOH INT via SLI R-075 to SLI VORTAC.

Expect radar vectors to final approach course.

HECTOR
112.7 HEC
Chan 74
N34°47.82′
W116°27.78′
L-7, H-4

V8-21-283-587
10,500
211°
(46)

31
44

DAWNA
N34°15.90′-W117°06.78′
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet: Expect clearance to cross at 13,000′.
Non-Turbojet: Expect clearance to cross at 12,000′.

PARADISE
112.2 PDZ
Chan 59

29

R-030

V283-587
10,500
173°
(29)

POMONA
110.4 POM
Chan 41

KAYOH
N33°46.82′
W117°35.41′
VERTICAL NAVIGATION PLANNING INFORMATION
210K

FULLERTON MUNI

LONG BEACH (DAUGHERTY FIELD)

R-164

R-185

R-154

R-353

V283-372

V372
8000
234°
(18)

13,000
260°
(21)

V16-370-372

ST-236 (FAA)

ZAMPERINI FIELD

R-075 4000
(14)

6000
255°
(9)

19
24
(5)

23

8000
257°
(16)

R-054

BANDS
N33°53.38′-W116°50.97′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

LOS ALAMITOS AAF

JOGIT
N33°46.91′
W117°46.85′

JOHN WAYNE ARPT-ORANGE COUNTY

DEJAY
N33°46.77′
W117°29.86′

HOMELAND
113.4 HDF
N33°46.58′-W117°11.12′

R-021

VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or above 8000′.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00′-W118°03.29′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′-W116°25.79′
L-4, H-4

OCEANSIDE
115.3 OCN
Chan 100

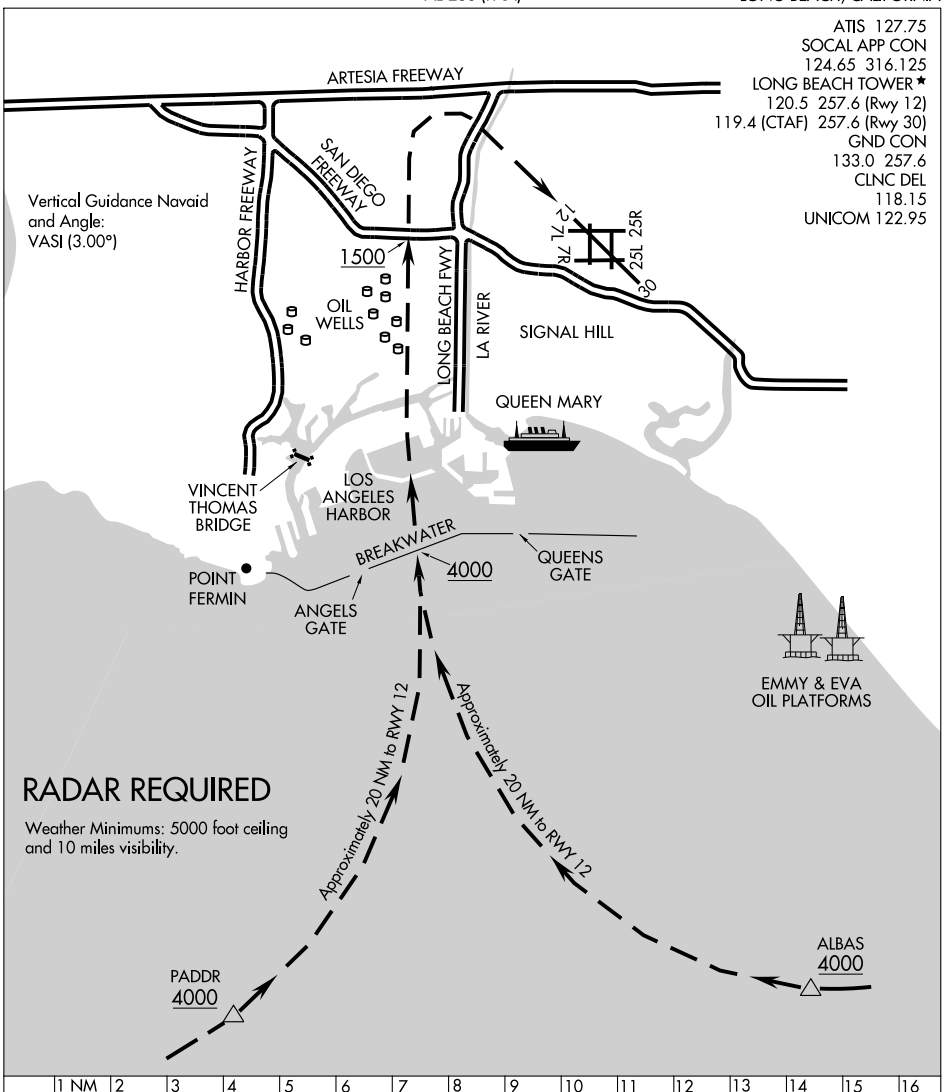
N

NOTE: Chart not to scale.

LA RIVER VISUAL RWY 12

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)
LONG BEACH, CALIFORNIA



PROCEDURE NOT AUTHORIZED AT NIGHT.

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BURBANK, CA			
BOB HOPE (BUR)	15	08-26	4,250 feet
LONG BEACH, CA			
LONG BEACH (DAUGHERTY FIELD) (LGB)	12	16L-34R	4,100 feet
	25R	12-30	3,400 feet
	30	07L-25R	5,850 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 90120	301°	TDZE	38
W30A		Apt Elev	60

RNAV (GPS) Z RWY 30

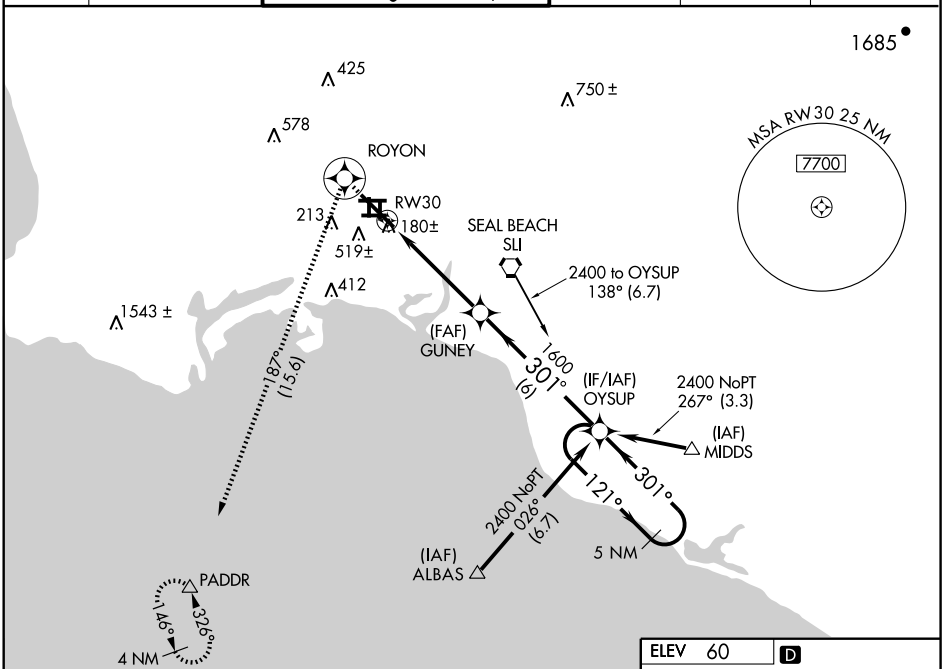
LONG BEACH (DAUGHERTY FIELD) (LGB)

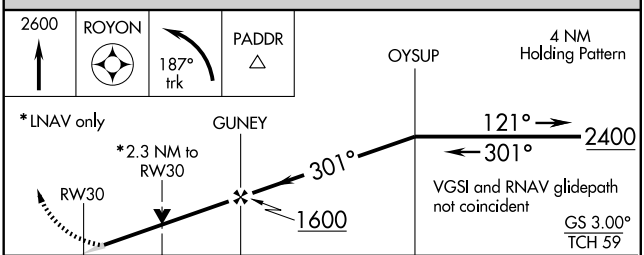
T A W — Baro-VNAV NA below -15°C (5°F). DME/DME RNP- 0.3 NA.

MALSR

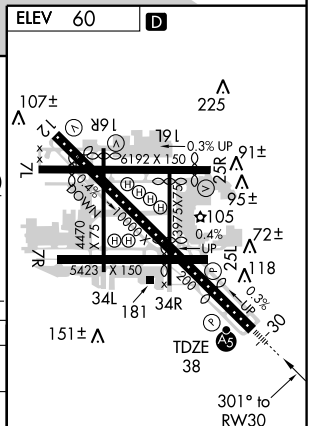
MISSED APPROACH: Climb to 2600 direct ROYON and left turn via 187° track to PADDR and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER★	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) 257.6 (Rwy 30)	133.0 257.6	118.15	122.95





CATEGORY	A	B	C	D
LPV DA	290/24 252 (300-½)			
LNAV/VNAV DA	657-1¾ 619 (600-1¾)			
LNAV MDA	820/24 782 (800-½)	820/40 782 (800-¾)	820-1¾ 782 (800-1¾)	820-2 782 (800-2)
CIRCLING	880-2¼ 820 (900-2¼)		880-2½ 820 (900-2½)	880-2¾ 820 (900-2¾)



TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8650
121°	TDZE	53
	Apt Elev	60

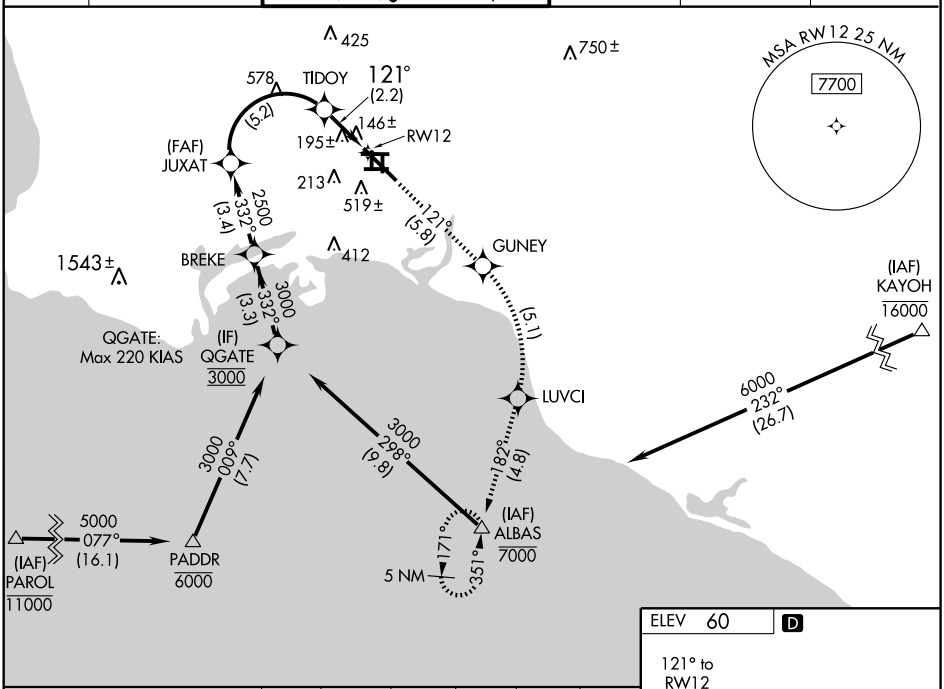
RNAV (RNP) RWY 12

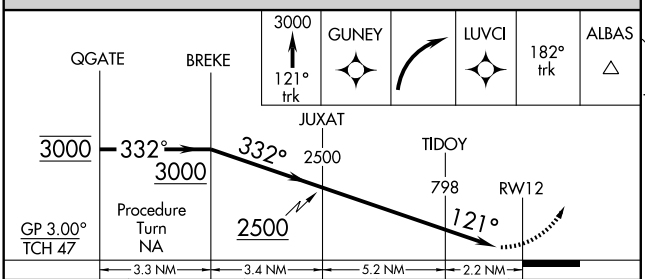
LONG BEACH (DAUGHERTY FIELD) (LGB)

RF and GPS required.
Procedure NA when control tower closed.
For uncompensated Baro-VNAV systems, procedure NA below 3°C (37°F) or above 49°C (121°F).
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 121° track to GUNEY, right radius turn to LUVCI, 182° track to ALBAS and hold.

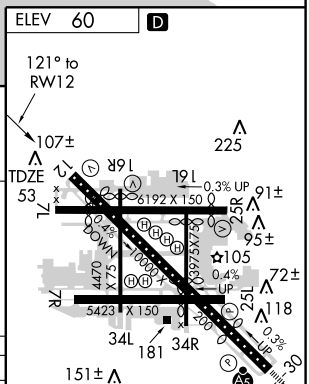
ATIS	SOCAL APP CON	LONG BEACH TOWER★	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) 257.6 (Rwy 30)	133.0 257.6	118.15	122.95





CATEGORY	A	B	C	D
RNP 0.13 DA	371-1 318 (400-1)			
RNP 0.19 DA	388-1¼ 335 (400-1¼)			
RNP 0.30 DA	478-1½ 425 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5661
256°	TDZE	48
	Apt Elev	60

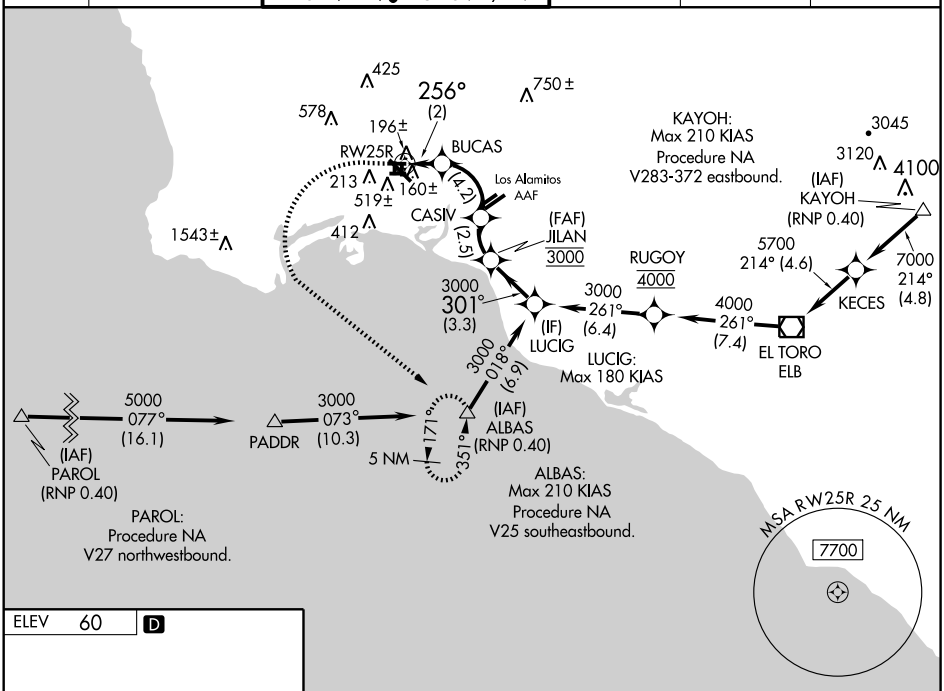
RNAV (RNP) RWY 25R

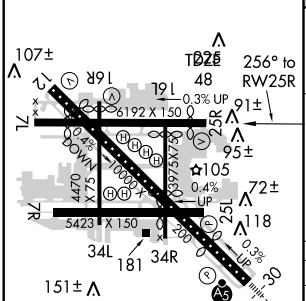
LONG BEACH (DAUGHERTY FIELD) (LGB)

RF and GPS required. Procedure NA when control tower closed. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 39°C (102°F).
*NA at night. Visibility reduction by helicopters NA.
#Missed approach requires minimum climb of 370 feet per NM to 500.

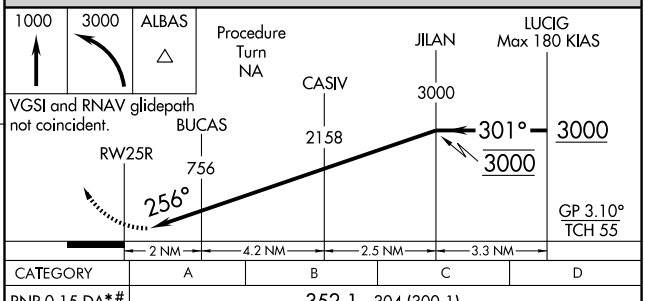
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ALBAS and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER*	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) 257.6 (Rwy 30)	133.0 257.6	118.15	122.95





TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30



CATEGORY	A	B	C	D
RNP 0.15 DA*#	352-1 304 (300-1)			
RNP 0.30 DA*	403-1¼ 355 (400-1¼)			
RNP 0.30 DA	460-1½ 412 (400-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
301°	TDZE	38
	Apt Elev	60

RNAV (RNP) Y RWY 30

LONG BEACH (DAUGHERTY FIELD) (LGB)

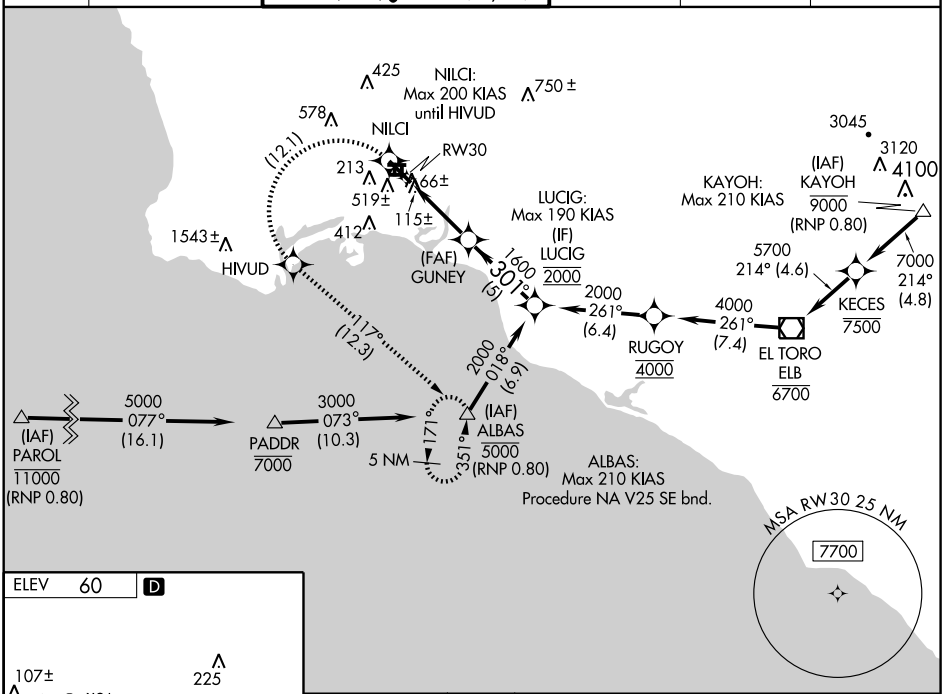
RF and GPS required. Procedure NA when control tower closed.
For uncompensated Baro-VNAV systems, procedure NA below 3° C (37° F) or above 48° C (119° F).
Missed approach requires RNP less than 1.0.
For inoperative MALSR, increase RNP 0.13 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.
* When VGSI inoperative, procedure NA at night.

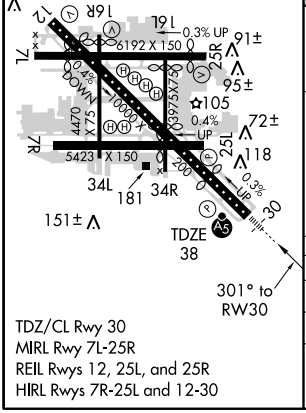
NA

MALSR

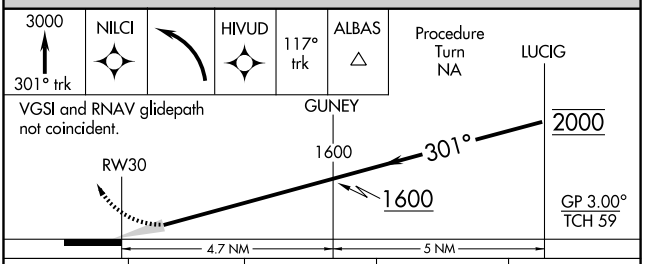
MISSED APPROACH: Climb to 3000 via 301° track to NILCI, left radius turn to HIVUD, 117° track to ALBAS and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER*	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) L 257.6 (Rwy 30)	133.0 257.6	118.15	122.95





TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30



CATEGORY	A	B	C	D
RNP 0.13 DA	358/40 320 (300-¾)			
RNP 0.30 DA*	408/40 370 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SENIC ONE DEPARTURE (RNAV)

(SENIC1.SENIC) 07354

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

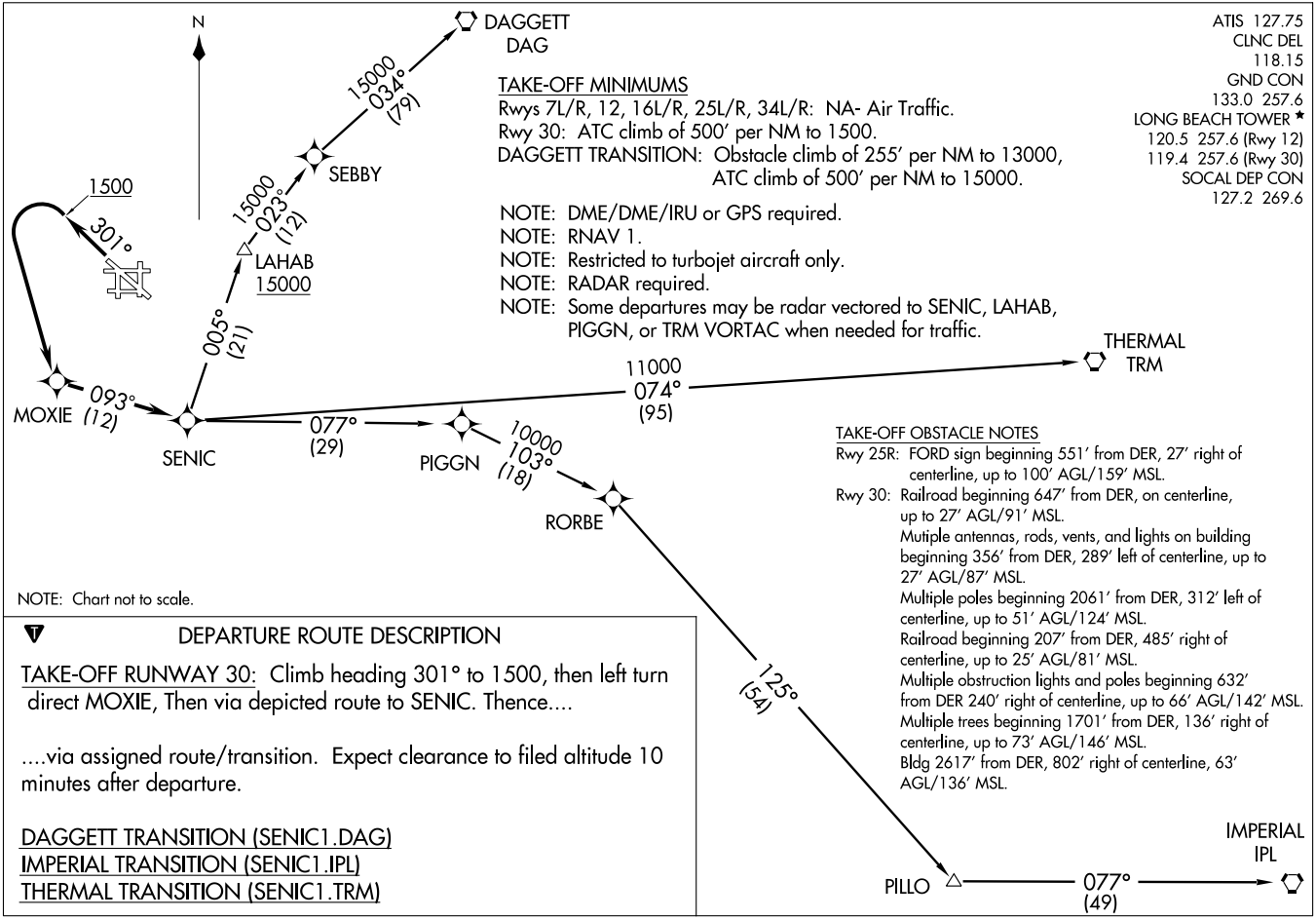
SENIC ONE DEPARTURE (RNAV)

(SENIC1.SENIC) 07354

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

SL-236 (FAA)



ATIS 127.75
CLNC DEL
118.15
GND CON
133.0 257.6
LONG BEACH TOWER ★
120.5 257.6 (Rwy 12)
119.4 257.6 (Rwy 30)
SOCAL DEP CON
127.2 269.6

TAKE-OFF MINIMUMS

Rwys 7L/R, 12, 16L/R, 25L/R, 34L/R: NA- Air Traffic.
Rwy 30: ATC climb of 500′ per NM to 1500.
DAGGETT TRANSITION: Obstacle climb of 255′ per NM to 13000, ATC climb of 500′ per NM to 15000.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Restricted to turbojet aircraft only.
NOTE: RADAR required.
NOTE: Some departures may be radar vectored to SENIC, LAHAB, PIGGN, or TRM VORTAC when needed for traffic.

TAKE-OFF OBSTACLE NOTES

Rwy 25R: FORD sign beginning 551′ from DER, 27′ right of centerline, up to 100′ AGL/159′ MSL.
Rwy 30: Railroad beginning 647′ from DER, on centerline, up to 27′ AGL/91′ MSL.
Mutiple antennas, rods, vents, and lights on building beginning 356′ from DER, 289′ left of centerline, up to 27′ AGL/87′ MSL.
Multiple poles beginning 2061′ from DER, 312′ left of centerline, up to 51′ AGL/124′ MSL.
Railroad beginning 207′ from DER, 485′ right of centerline, up to 25′ AGL/81′ MSL.
Multiple obstruction lights and poles beginning 632′ from DER 240° right of centerline, up to 66′ AGL/142′ MSL.
Multiple trees beginning 1701′ from DER, 136′ right of centerline, up to 73′ AGL/146′ MSL.
Bldg 2617′ from DER, 802′ right of centerline, 63′ AGL/136′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 301° to 1500, then left turn direct MOXIE, Then via depicted route to SENIC. Thence....

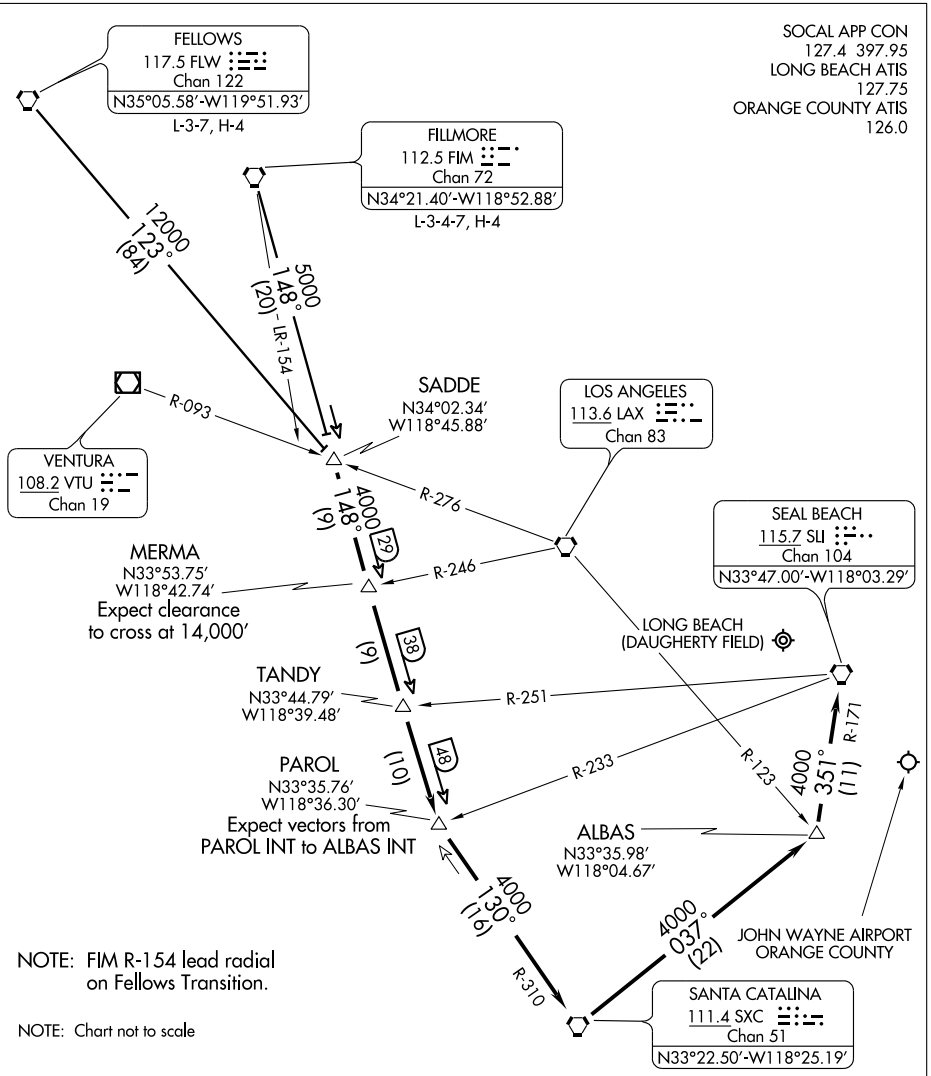
....via assigned route/transition. Expect clearance to filed altitude 10 minutes after departure.

DAGGETT TRANSITION (SENIC1.DAG)
IMPERIAL TRANSITION (SENIC1.IPL)
THERMAL TRANSITION (SENIC1.TRM)

TANDY THREE ARRIVAL

ST-236 (FAA)

LONG BEACH, CALIFORNIA



FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence....

FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence....

....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SLI R-171 to SLI VORTAC.

TANDY THREE ARRIVAL

LONG BEACH, CALIFORNIA

(TANDY.TANDY3) 07298

SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SLI 115.7 Chan 104	APP CRS 275°	Rwy Idg 8000 TDZE 38 Apt Elev 60

VOR or TACAN RWY 30

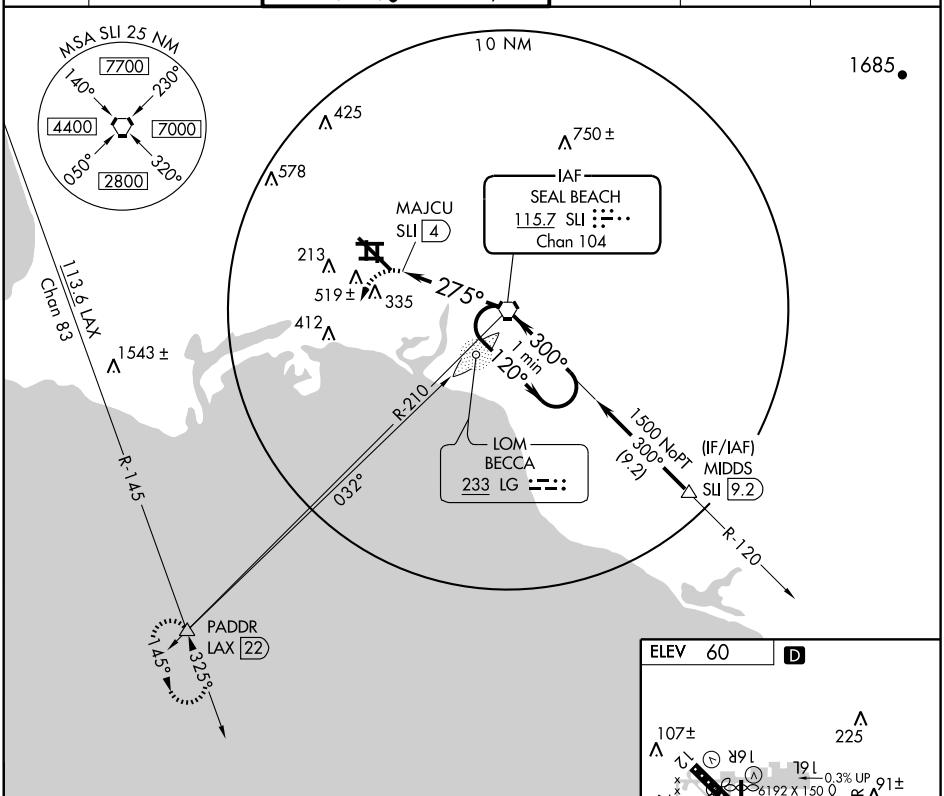
LONG BEACH (DAUGHERTY FIELD) (LGB)

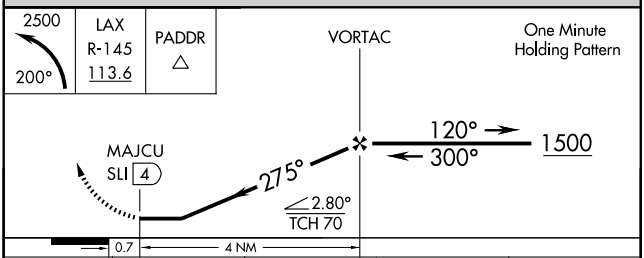
Inoperative table does not apply.
Visibility reduction by helicopters NA.

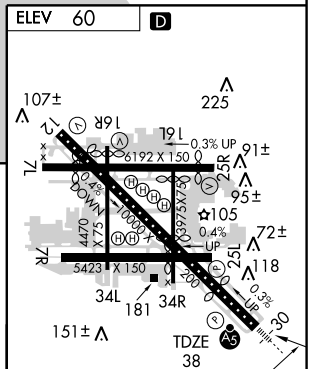
MALSR

MISSED APPROACH: Climbing left turn to 2500 via heading 200° and LAX R-145 to PADDR Int/LAX 22 DME and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER★	GND CON	CLNC DEL	UNICOM
127.75	124.65 316.125	120.5 257.6 (Rwy 12) 119.4 (CTAF) L 257.6 (Rwy 30)	133.0 257.6	118.15	122.95





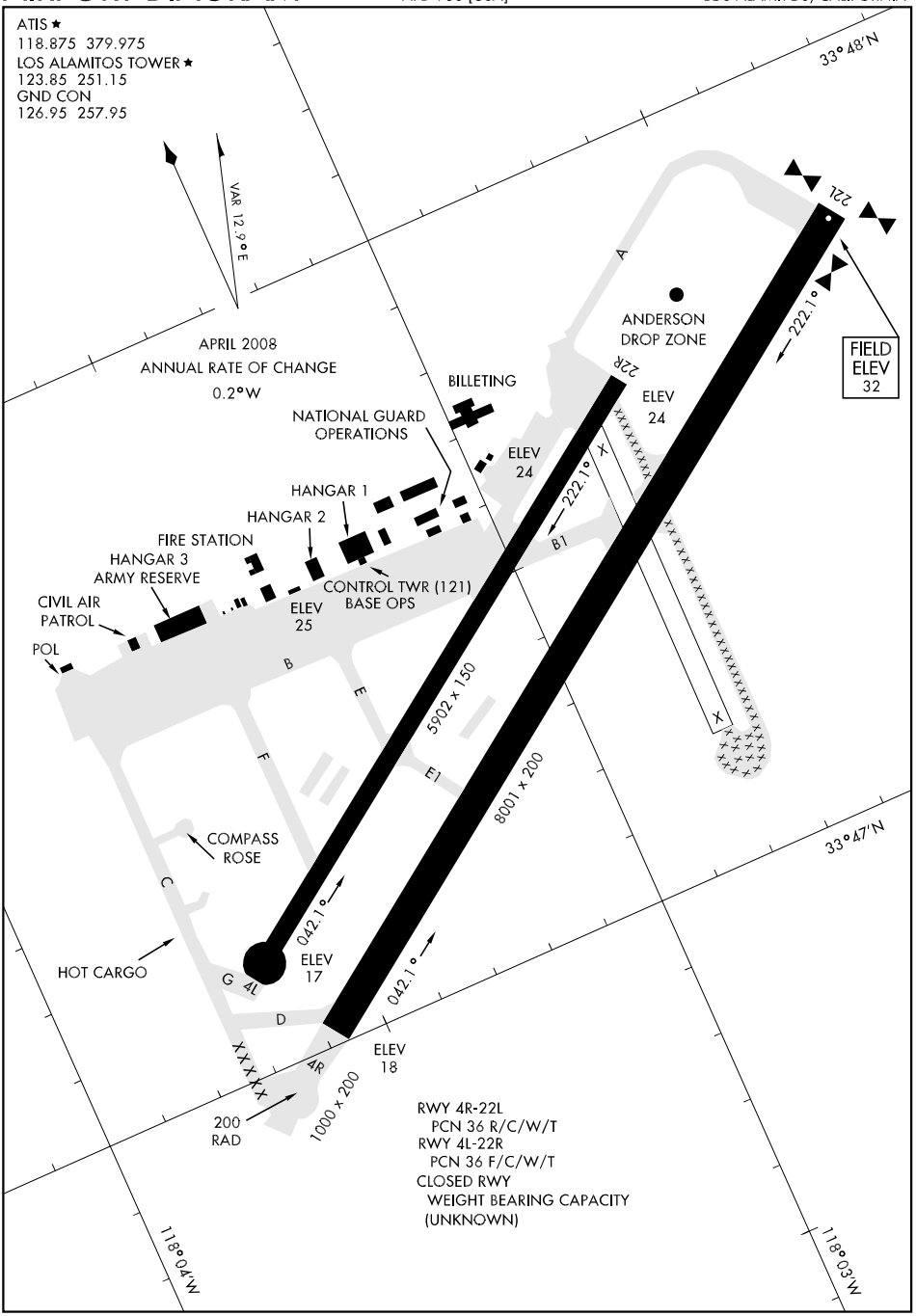


TDZ/CL Rwy 30
MIRL Rwy 7L-25R
REIL Rwys 12, 25L, and 25R
HIRL Rwys 7R-25L and 12-30

CATEGORY	A	B	C	D
S-30	640/50 602 (600-1)		640-1¾ 602 (600-1¾)	640-2 602 (600-2)
CIRCLING	880-1 820 (900-1)	880-1¼ 820 (900-1¼)	880-2½ 820 (900-2½)	880-2¾ 820 (900-2¾)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

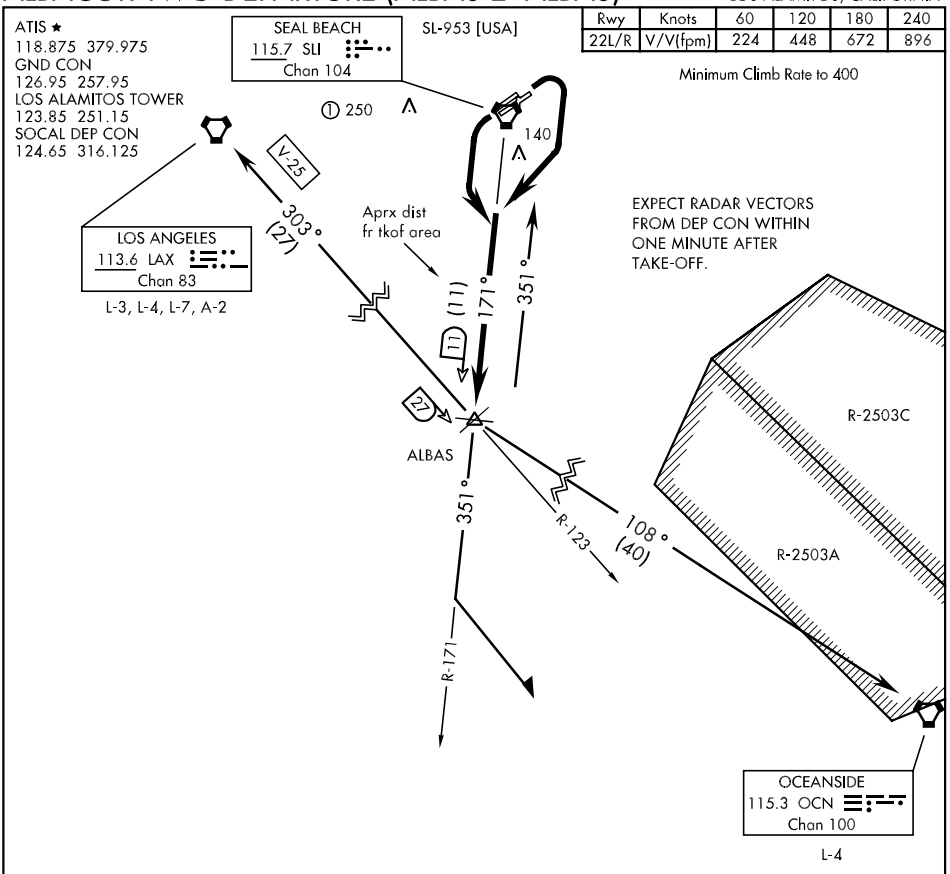
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

ALBACOR-TWO DEPARTURE (ALBAS 2•ALBAS)

LOS ALAMITOS, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Immediate climb to assigned alt. Maintain rwy hdg until passing 400′. Aircraft under VFR conditions maintain rwy hdg until end of rwy approach lights. Turn right hdg 180° for one minute. Thence ....

TAKE-OFF RWY 22L/R: Immediate climb to assigned altitude. Maintain rwy hdg until passing 400′. Aircraft under VFR conditions maintain rwy hdg until end of rwy. Turn left to hdg 180° for one minute. Thence ....

.... intercept and proceed via SLI R-171 to ALBAS INT. Cross ALBAS INT at as assigned, then via transition or assigned route.

LOS ANGELES TRANSITION: Via LAX R-123 to LAX (ALBAS 2•LAX).

OCEANSIDE TRANSITION: Via direct OCN (ALBAS 2•OCN).

SEAL BEACH TRANSITION: Procedure turn East of course, then inbound via SLI R-171 to SLI. (ALBAS 2• SLI).

SW-3, 21 OCT 2010 to 18 NOV 2010

KAYOH FOUR ARRIVAL

(KAYOH.KAYOH4) 07298

LONG BEACH, CALIFORNIA

SOCAL APP CON
133.85 346.35
FULLERTON MUNI ATIS
125.05
LONG BEACH ATIS
127.75
ORANGE COUNTY ATIS
126.0
TORRANCE MUNI ATIS
125.6

HECTOR TRANSITION (HEC.KAYOH4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to DAWNA INT, then via HDF R-353 to HDF VOR then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

PALM SPRINGS TRANSITION (PSP.KAYOH4): From over PSP VORTAC via PSP R-260 to BANDS INT, then via HDF R-054 to HDF VOR, then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

....From over KAYOH INT via SLI R-075 to SLI VORTAC.

Expect radar vectors to final approach course.

HECTOR
112.7 HEC
Chan 74
N34°47.82′
W116°27.78′
L-7, H-4

V8-21-283-587
10,500
211°
(46)

31
44

DAWNA
N34°15.90′-W117°06.78′
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet: Expect clearance to cross at 13,000′.
Non-Turbojet: Expect clearance to cross at 12,000′.

PARADISE
112.2 PDZ
Chan 59

29

R-030

V283-587
10,500
173°
(29)

POMONA
110.4 POM
Chan 41

KAYOH
N33°46.82′
W117°35.41′
VERTICAL NAVIGATION PLANNING INFORMATION
210K

FULLERTON MUNI

LONG BEACH (DAUGHERTY FIELD)

R-164

R-185

R-154

R-353

V283-372

V372
8000
234°
(18)

13,000
260°
(21)

V16-370-372

ST-236 (FAA)

ZAMPERINI FIELD

R-075 4000
(14)

6000
255°
(9)

19
24
(5)

23

8000
257°
(16)

R-054

BANDS
N33°53.38′-W116°50.97′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

LOS ALAMITOS AAF

JOGIT
N33°46.91′
W117°46.85′

JOHN WAYNE ARPT-ORANGE COUNTY

DEJAY
N33°46.77′
W117°29.86′

HOMELAND
113.4 HDF
N33°46.58′-W117°11.12′

R-021

VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or above 8000′.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00′-W118°03.29′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′-W116°25.79′
L-4, H-4

OCEANSIDE
115.3 OCN
Chan 100

N

NOTE: Chart not to scale.

NDB RWY 22L

LOM LG	APCH CRS	Rwy ldg	TDZE	Arpt Elev
233	206°	8001	32	32

AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

* When ALS inop, increase CAT D vis ¼ mile.
** Circling not authorized N of Rwy 4L-22R.

NA

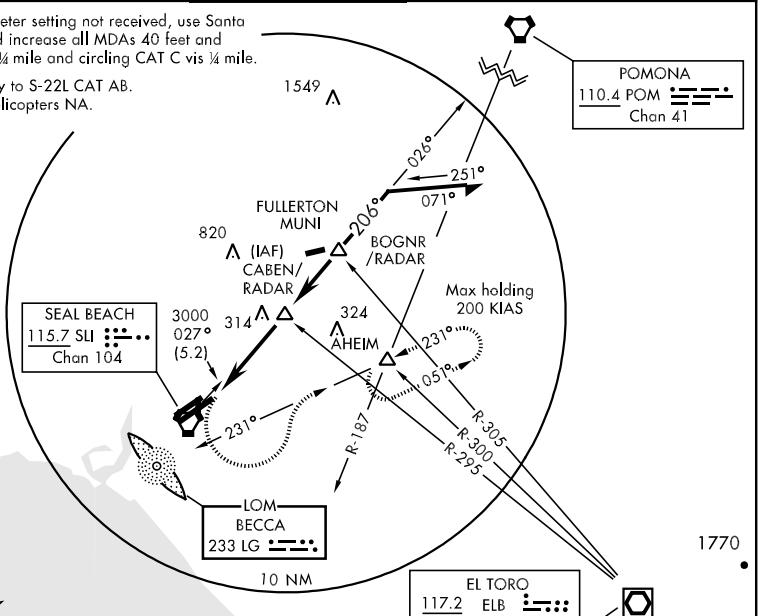
SALSF

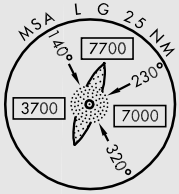
MISSED APROACH: Climb to 1800 then climbing left turn to 3000 via BECCA LOM 051° bearing to AHEIM INT and hold.

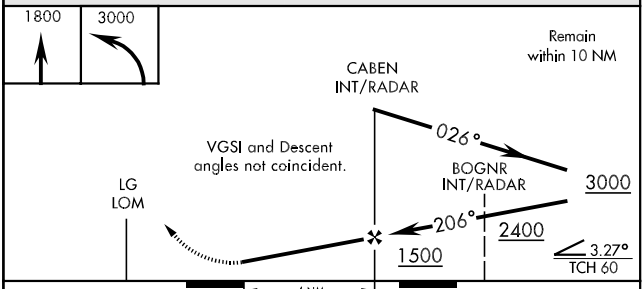
ATIS ★	SOCAL APP CON	LOS ALAMITOS TOWER ★	GND CON	PAR
118.875 379.975	124.65 316.125	123.85 251.15	126.95 257.95	

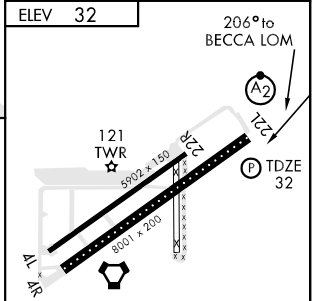
When Los Alamitos altimeter setting not received, use Santa Ana altimeter setting and increase all MDAs 40 feet and S-22L CAT C and D vis ¼ mile and circling CAT C vis ¼ mile.

Inop table does not apply to S-22L CAT AB.
Visibility reduction by helicopters NA.









CATEGORY	A	B	C	D
S-22L *	620-1 588 (600-1)		620-1¼ 588 (600-1¼)	620-1½ 588 (600-1½)
CIRCLING **	620-1 588 (600-1)		620-1½ 588 (600-1½)	620-2 588 (600-2)

HIRL Rwy 4R-22L
MIRL Rwy 4L-22R

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22L

APCH CRS	Rwy Idg	TDZE	Arpt Elev
220°	8001	32	32

AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

NA

* When ALS inop, increase CAT D vis ¼ mile.
** Circling not authorized N of Rwy 4L-22R.

SALSF

† MISSED APPROACH: Climbing left turn to 3200 direct AHEIM and hold.

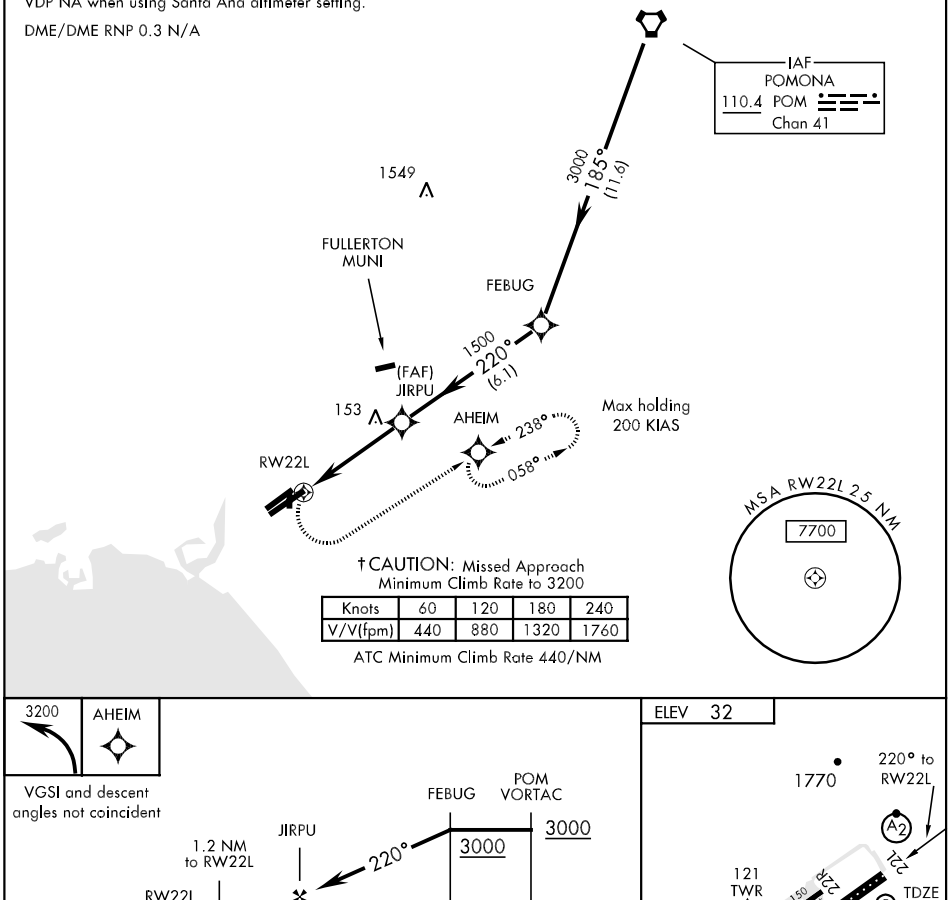
ATIS ★	SOCAL APP CON	LOS ALAMITOS TOWER ★	GND CON	PAR
118.875 379.975	124.65 316.125	123.85 251.15	126.95 257.95	

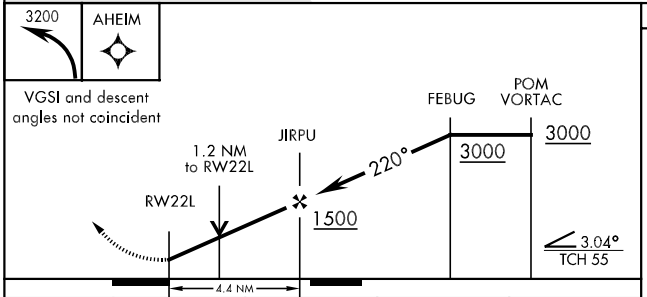
When Los Alamitos altimeter setting not available, use Santa Ana altimeter setting and increase MDAs 40'.

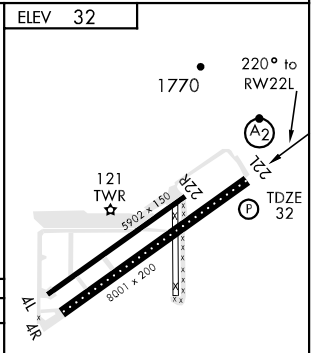
VDP NA when using Santa Ana altimeter setting.

DME/DME RNP 0.3 N/A

Procedure NA for arrivals at POM VORTAC on airway radials 164°CW 225°.







CATEGORY	A	B	C	D
LNAV/MDA*	480- ¾ 448 (500- ¾)		480-1 448 (500-1)	480-1¼ 448 (500-1¼)
CIRCLING **	480-1 448 (500-1)	500-1 468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN RWY 22L

VORTAC SLI	APCH CRS	Rwy ldg	8001
115.7	214°	TDZE	32
Chan 104		Arpt Elev	32

AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

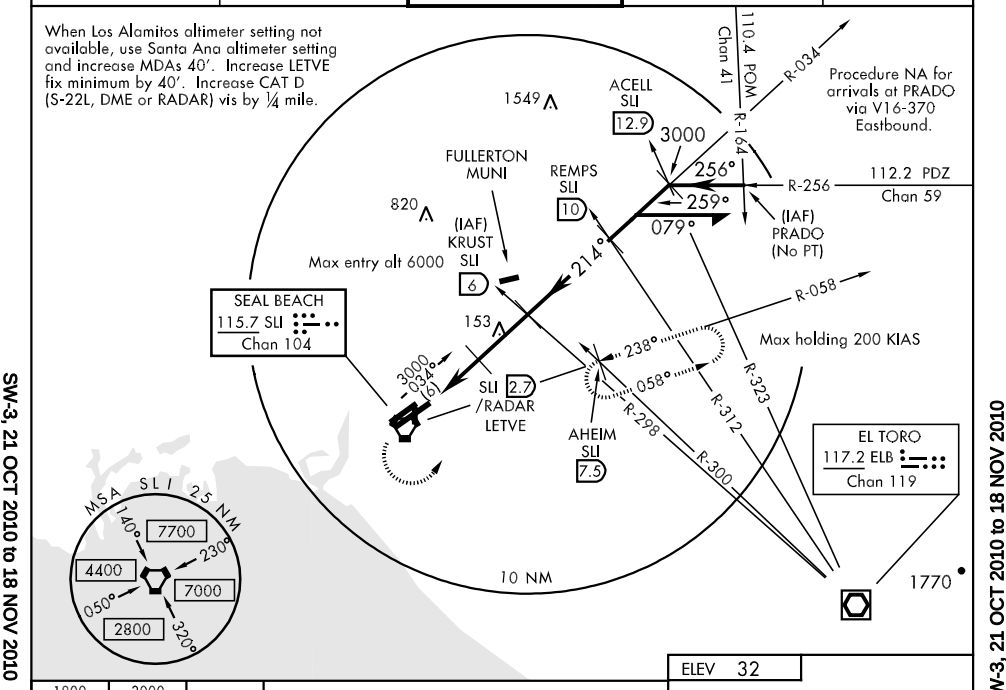
* When ALS inop, increase vis CAT D ¼ mile.
** Circling not authorized N of Rwy 4L-22R.

SALSF

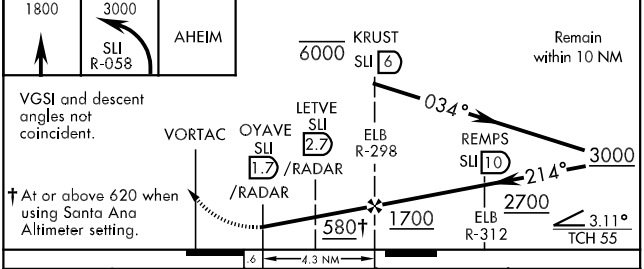
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via SLI VORTAC R-058 to AHEIM INT and hold.

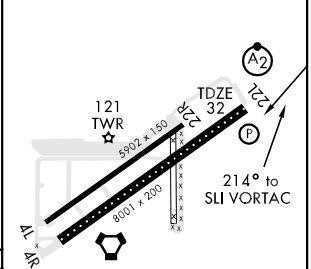
ATIS ★	SOCAL APP CON	LOS ALAMITOS TOWER ★	GND CON	PAR
118.875 379.975	124.65 316.125	123.85 251.15	126.95 257.95	

When Los Alamitos altimeter setting not available, use Santa Ana altimeter setting and increase MDAs 40'. Increase LETVE fix minimum by 40'. Increase CAT D (S-22L, DME or RADAR) vis by ¼ mile.



ELEV 32





CATEGORY	A	B	C	D
S-22L	580- ¾ 548 (600- ¾)		580-1 ¼ 548 (600-1 ¼)	580-1½ 548 (600-1½)
CIRCLING **	580-1 548 (600-1)		580-1½ 548 (600-1½)	600-2 568 (600-2)
DME or RADAR				
S-22L *	440- ¾ 408 (500- ¾)		440-1 408 (500-1)	440-1 ¼ 408 (500-1 ¼)
CIRCLING **	440-1 408 (500-1)	500-1 468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)

HIRL Rwy 4R-22L
MIRL Rwy 4L-22R

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

VOR or TACAN RWY 22L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

BASET THREE ARRIVAL

(BASET.BASET3) 09351

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL

SOCAL APP CON
124.05 353.775
ATIS
133.8

N

SANTA MONICA
110.8 SMO
Chan 45

LOS ANGELES
113.6 LAX
Chan 83
N33°55.99′
W118°25.92′

REEDR
N33°56.94′
W118°16.55′
9000

BASET
N33°58.72′
W117°58.71′

DOWNE
N33°57.86′
W118°07.42′
10000

ARNES
N33°59.93′
W117°45.92′
13000
10000

BINDY
N34°00.72′
W117°38.16′
12000

CIVET
N34°02.07′
W117°23.45′
14000

DAWNA
N34°15.90′
W117°06.78′

RESOR
N34°23.40′
W116°57.68′

HECTOR
112.7 HEC
Chan 74
N34°47.82′-W116°27.78′
L-7, H-4

PEACH SPRINGS
112.0 PGS
Chan 57
N35°37.48′-W113°32.67′
L-8, H-4

EMMEY
N34°24.96′
W116°24.91′

BUGGA
N34°43.13′
W115°43.11′

DIKES
N34°36.17′
W115°59.22′

GRAMM
N34°06.55′
W117°06.41′

RUSTT
N34°02.89′
W117°14.55′

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′-W115°46.19′
L-4, H-4

(IPHIW)
N34°00.56′
W116°27.44′

CACTS
N33°56.14′
W117°38.90′
13000
10000

(ZUSGI)
N33°48.46′
W118°26.71′
8000

TANDY
N33°44.79′
W118°39.48′

(CUGBA)
N33°45.36′
W118°30.40′

SEAL BEACH
115.7 SLI
Chan 104

PARADISE
112.2 PDZ
Chan 59
N33°55.10′-W117°31.80′
12000

TRTLE
N33°56.65′
W117°13.87′
16000

KONZL
N33°57.26′
W117°06.69′

ARRVD
N33°59.13′
W116°43.96′

HOMELAND
113.4 HDF

112.5 FIM
R-148
Chan 72

R-084
R-068
R-170
R-297
R-327
R-003
R-251
R-277
R-302
R-030
R-046
R-069
R-005
R-353

MAA 17999
7000
248°
(8)

MAA FL450
10500
211°
(35)

MAA FL450
14000
(39)

MAA FL450
FL230

MAA FL450
FL250
229°
(120)

MAA 17999
16000
245°
(35)

MAA FL450
12000
(19)
249°
(14)

MAA FL450
16000
(19)

7000
265°
(6)

210°
(11)

226°
(15)

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-237 (FAA)

ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.BASET3): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then via LAX R-068 to BASET INT. Thence....

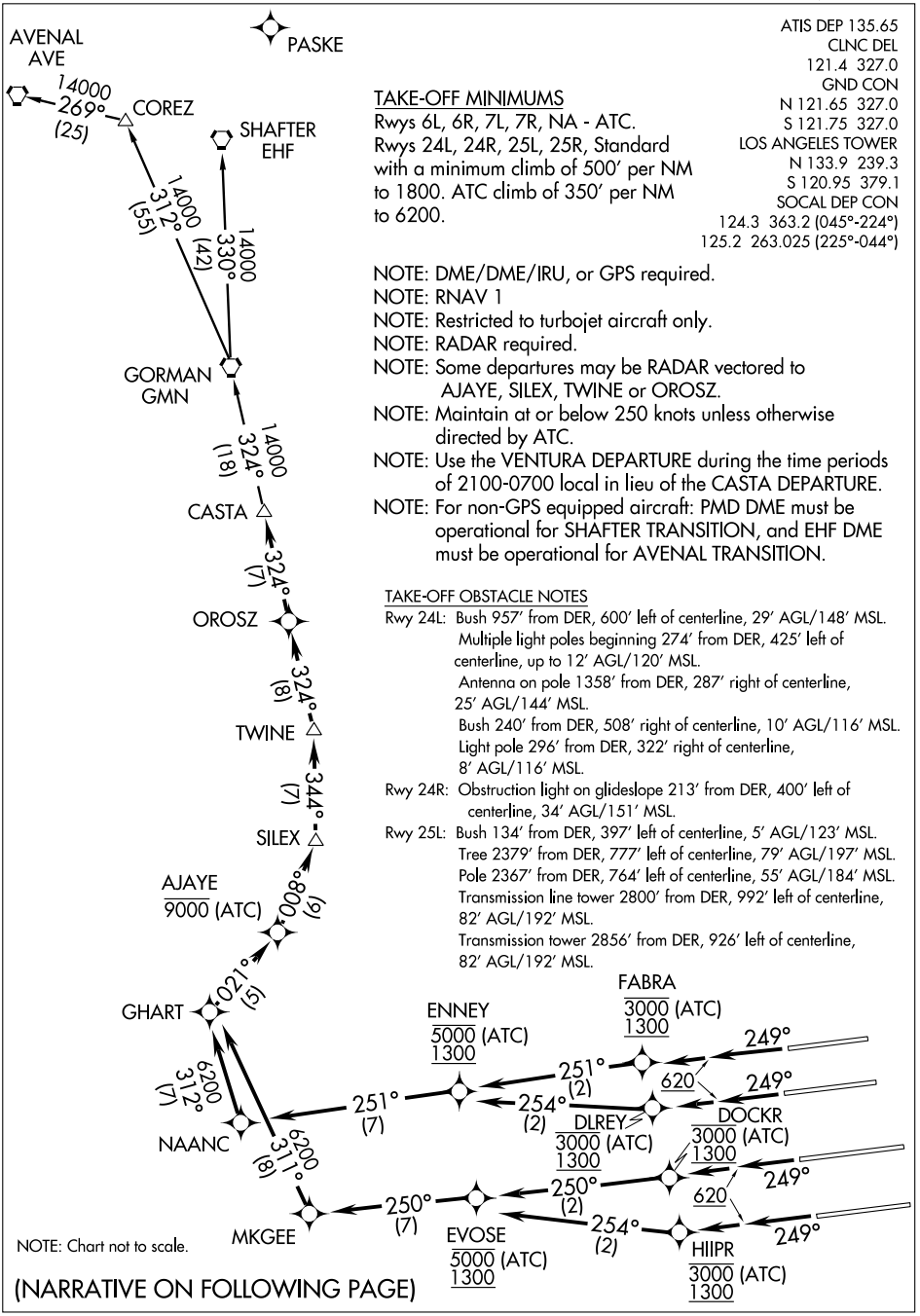
PEACH SPRINGS TRANSITION (PGS.BASET3): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then via LAX R-068 to BASET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BASET3): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-265 to BASET INT. Thence....

.... From over BASET INT/DME via LAX R-068 to cross DOWNE INT/DME at or above 10,000' and cross REEDR INT/DME at or above 9,000'. Depart REEDR via heading 210° for radar vectors to final approach course for Runways 6L/R or 7L/R.

LOST COMMUNICATIONS: Depart REEDR heading 210° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

SW-3, 21 OCT 2010 to 18 NOV 2010



ATIS DEP 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF MINIMUMS
Rwys 6L, 6R, 7L, 7R, NA - ATC.
Rwys 24L, 24R, 25L, 25R, Standard with a minimum climb of 500′ per NM to 1800. ATC climb of 350′ per NM to 6200.

NOTE: DME/DME/IRU, or GPS required.
NOTE: RNAV 1
NOTE: Restricted to turbojet aircraft only.
NOTE: RADAR required.
NOTE: Some departures may be RADAR vectored to AJAYE, SILEX, TWINE or OROSZ.
NOTE: Maintain at or below 250 knots unless otherwise directed by ATC.
NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the CASTA DEPARTURE.
NOTE: For non-GPS equipped aircraft: PMD DME must be operational for SHAFTER TRANSITION, and EHF DME must be operational for AVENAL TRANSITION.

TAKE-OFF OBSTACLE NOTES
Rwy 24L: Bush 957′ from DER, 600′ left of centerline, 29′ AGL/148′ MSL. Multiple light poles beginning 274′ from DER, 425′ left of centerline, up to 12′ AGL/120′ MSL. Antenna on pole 1358′ from DER, 287′ right of centerline, 25′ AGL/144′ MSL. Bush 240′ from DER, 508′ right of centerline, 10′ AGL/116′ MSL. Light pole 296′ from DER, 322′ right of centerline, 8′ AGL/116′ MSL.
Rwy 24R: Obstruction light on glideslope 213′ from DER, 400′ left of centerline, 34′ AGL/151′ MSL.
Rwy 25L: Bush 134′ from DER, 397′ left of centerline, 5′ AGL/123′ MSL. Tree 2379′ from DER, 777′ left of centerline, 79′ AGL/197′ MSL. Pole 2367′ from DER, 764′ left of centerline, 55′ AGL/184′ MSL. Transmission line tower 2800′ from DER, 992′ left of centerline, 82′ AGL/192′ MSL. Transmission tower 2856′ from DER, 926′ left of centerline, 82′ AGL/192′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000/1300, then via track 251° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence....

TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000/1300, then via track 254° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence....

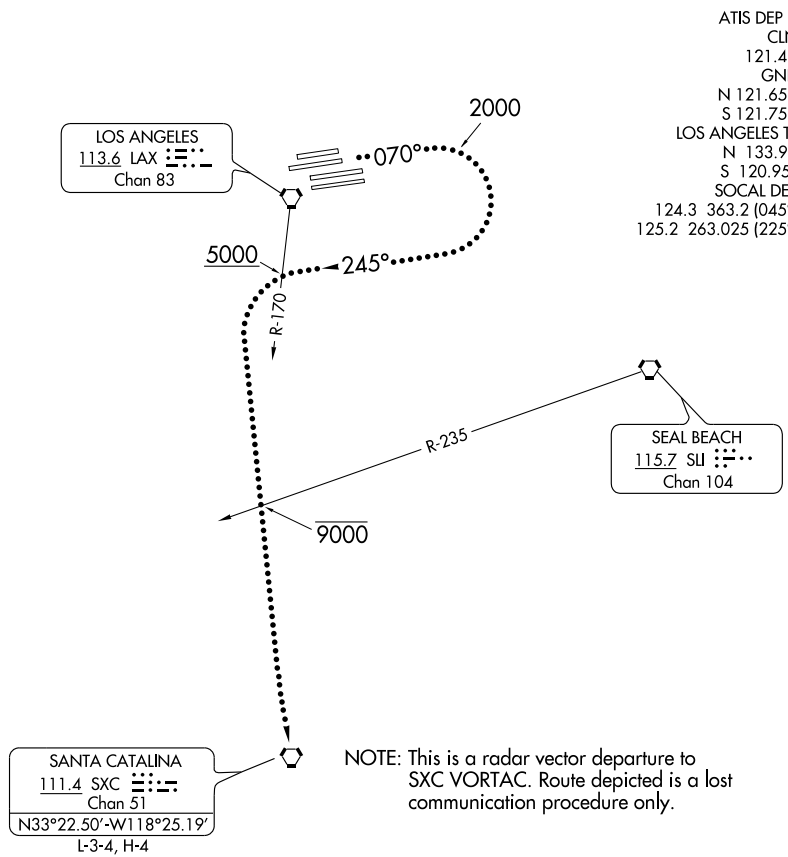
TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000/1300, then via track 250° to cross EVOSE at or below 5000/1300, then via depicted route to CASTA, thence....

TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000/1300, then via track 254° to cross EVOSE at or below 5000/1300, then via depicted route to CASTA, thence....

....via transition. Expect further clearance to filed altitude three minutes after departure.

AVENAL TRANSITION (CASTA2.AVE)
GORMAN TRANSITION (CASTA2.GMN)
SHAFTER TRANSITION (CASTA2.EHF)

SW-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/7: Climb via heading 070° for vector to SXC VORTAC. Then via (assigned route). All aircraft expect further clearance to filed altitude three minutes after departure.

LOST COMMUNICATIONS

Take-off Runways 6/7: If not in contact with Departure Control after reaching 2000', turn right heading 245°. Cross LAX R-170 at or above 5000', then turn left proceed direct SXC VORTAC. Cross SLI R-235 at or below 9000'.

SW-3, 21 OCT 2010 to 18 NOV 2010

CHATY TWO DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

NOTE: DME required.

NOTE: Runway 6L/R take-off minimums 400/2 or standard with a minimum climb of 330 feet per NM to 1500 feet.

NOTE: Procedure for non turbojet aircraft only.

NOTE: Expect clearance to filed altitude 3 minutes after departure.

NOTE: Chart not to scale.

(Continued on next page)

SW-3, 21 OCT 2010 to 18 NOV 2010

CHATY TWO DEPARTURE

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(CHATY2.CHATY) 09239

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R: Climb via heading 040° for vector to V23; thence via (transition) or (assigned route).

TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to V23; thence via (transition) or (assigned route).

LOST COMMUNICATIONS
RUNWAYS 6L/R and 7L/R: If no transmissions are received upon reaching the LAX 7 DME, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY TWO DEPARTURE. Continue climb on course.

GORMAN TRANSITION (CHATY2.GMN): From over CHATY INT via V23 to GMN VORTAC. Cross CHATY INT at or above 5400′, and CASTA INT at or above 8300′.

HENER TRANSITION (CHATY2.HENER): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400′. Then proceed via FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY2.KWANG): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400′. Then proceed via FIM R-250 to KWANG INT.

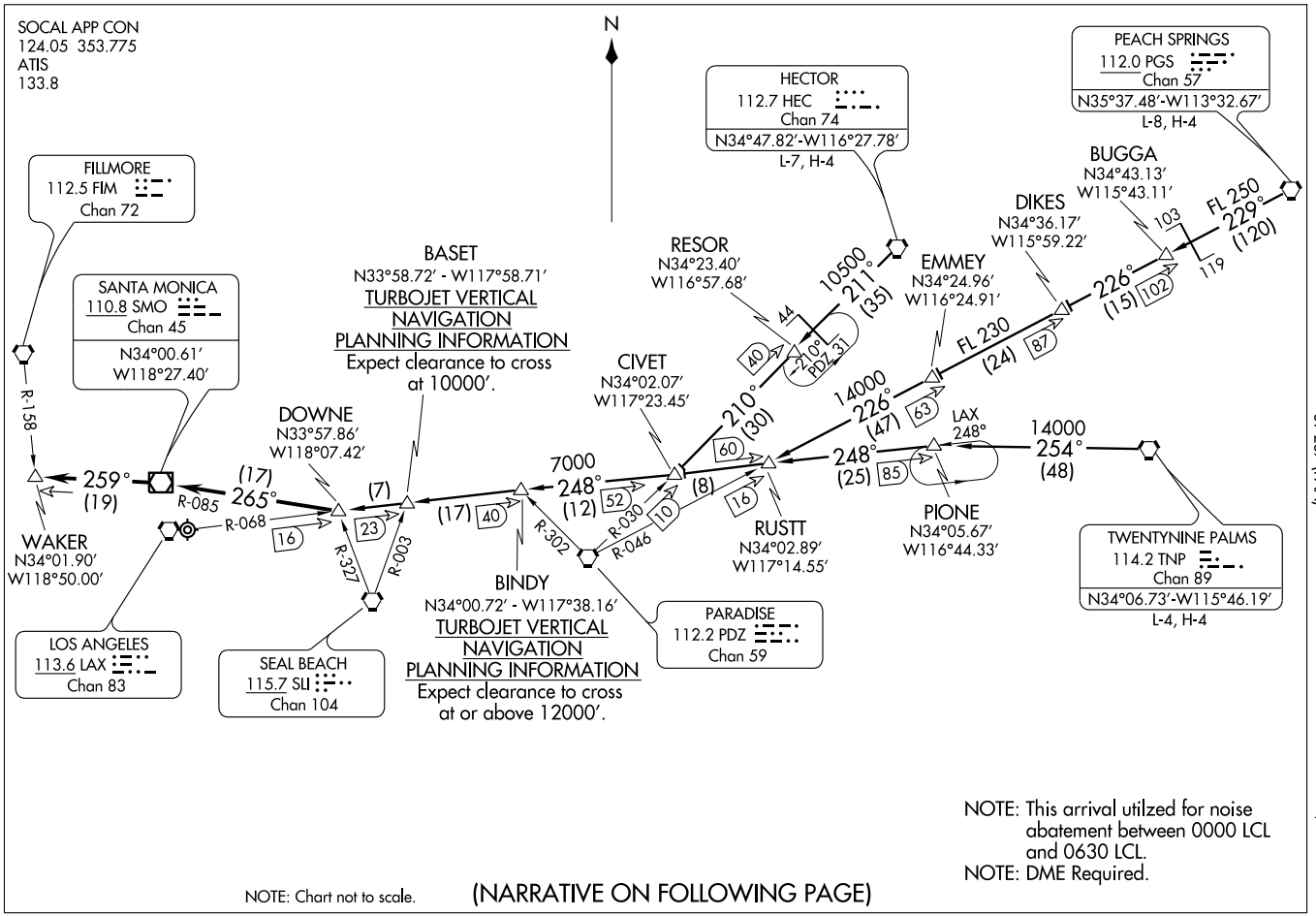
SAN MARCUS TRANSITION (CHATY2.RZS): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400′. Then proceed via FIM R-250 and RZS R-109 to RZS VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

DOWNE FOUR ARRIVAL

(DOWNE.DOWNE4) 09351

SOCAL APP CON
124.05 353.775
ATIS
133.8



NOTE: This arrival utilzed for noise abatement between 0000 LCL and 0630 LCL.
NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

ST-237 (FAA)

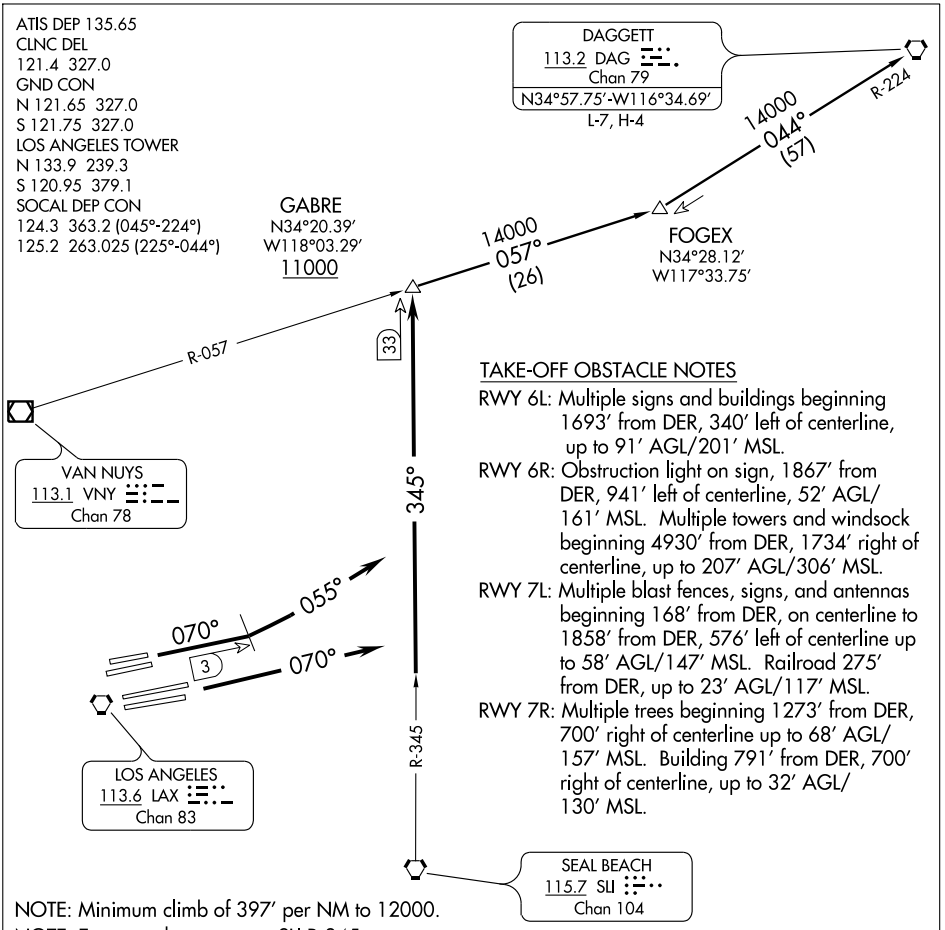
ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.DOWNE4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence....
PEACH SPRINGS TRANSITION (PGS.DOWNE4): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence....
TWENTYNINE PALMS TRANSITION (TNP.DOWNE4): From over TNP VORTAC via TNP R-254 to PIONE DME, then LAX R-068 to DOWNE INT.Thence....
....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT, expect vector to final approach course for runways 6 and 7.

SW-3, 21 OCT 2010 to 18 NOV 2010

GABRE SIX DEPARTURE

SL-237 (FAA)



TAKE-OFF OBSTACLE NOTES

RWY 6L: Multiple signs and buildings beginning 1693' from DER, 340' left of centerline, up to 91' AGL/201' MSL.

RWY 6R: Obstruction light on sign, 1867' from DER, 941' left of centerline, 52' AGL/161' MSL. Multiple towers and windsock beginning 4930' from DER, 1734' right of centerline, up to 207' AGL/306' MSL.

RWY 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 1858' from DER, 576' left of centerline up to 58' AGL/147' MSL. Railroad 275' from DER, up to 23' AGL/117' MSL.

RWY 7R: Multiple trees beginning 1273' from DER, 700' right of centerline up to 68' AGL/157' MSL. Building 791' from DER, 700' right of centerline, up to 32' AGL/130' MSL.

NOTE: Minimum climb of 397' per NM to 12000.
NOTE: Expect radar vectors to SLI R-345.
NOTE: RADAR Required.
NOTE: DME Required.
NOTE: RWY 24L/R, 25L/R NA - Air Traffic.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L/R: Climb heading 070° until the LAX VORTAC 3 DME, then turn left heading 055° for vector to SLI R-345. Thence....

TAKE-OFF RUNWAY 7L/R: Climb heading 070° for vector to SLI R-345. Thence....

....via SLI R-345 to GABRE INT. Then via (transition) or (assigned route).

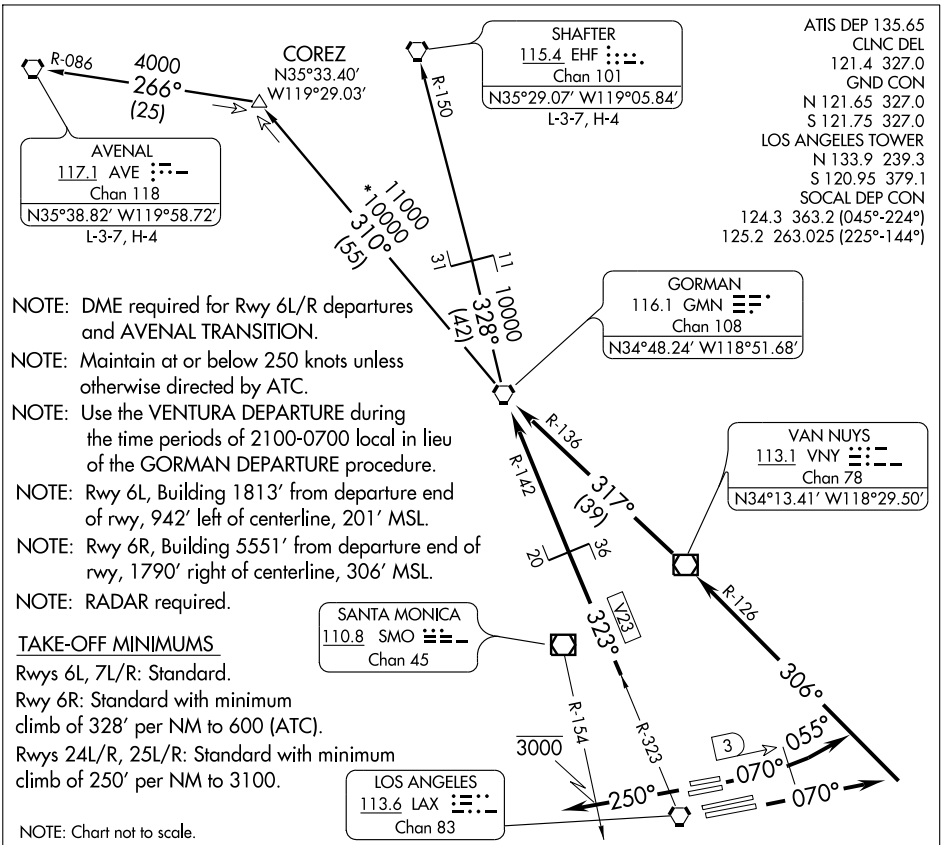
DAGGETT TRANSITION (GABRE6.DAG): From over GABRE INT via VNY R-057 and DAG R-224 to DAG VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

GORMAN FOUR DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



NOTE: DME required for Rwy 6L/R departures and AVENAL TRANSITION.

NOTE: Maintain at or below 250 knots unless otherwise directed by ATC.

NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the GORMAN DEPARTURE procedure.

NOTE: Rwy 6L, Building 1813′ from departure end of rwy, 942′ left of centerline, 201′ MSL.

NOTE: Rwy 6R, Building 5551′ from departure end of rwy, 1790′ right of centerline, 306′ MSL.

NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwys 6L, 7L/R: Standard.

Rwy 6R: Standard with minimum climb of 328′ per NM to 600 (ATC).

Rwys 24L/R, 25L/R: Standard with minimum climb of 250′ per NM to 3100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R: Climb via heading 070° until LAX VORTAC 3 DME, then turn left heading 055° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence....

TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence....

TAKE-OFF RUNWAYS 24L/R,25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000, then via radar vectors to proceed via LAX R-323 and GMN R-142 to GMN VORTAC. Thence....

....via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

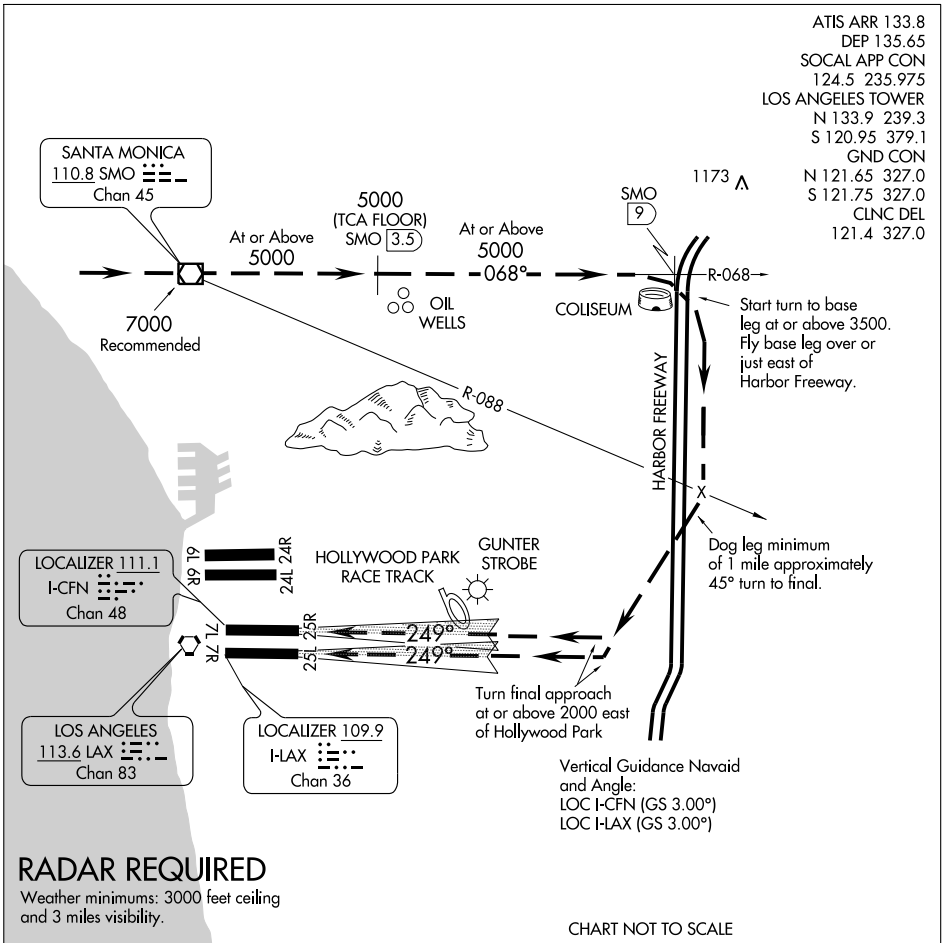
AVENAL TRANSITION (GMN4.AVE): From over GMN VORTAC via GMN R-310 and AVE R-086 to AVE VORTAC.

SHAFTER TRANSITION (GMN4.EHF): From over GMN VORTAC via GMN R-328 and EHF R-150 to EHF VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HARBOR VISUAL RWY 25L/R

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



HARBOR VISUAL APPROACH

When visual approaches to Runways 25L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

"(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY 25 LEFT/RIGHT APPROACH."

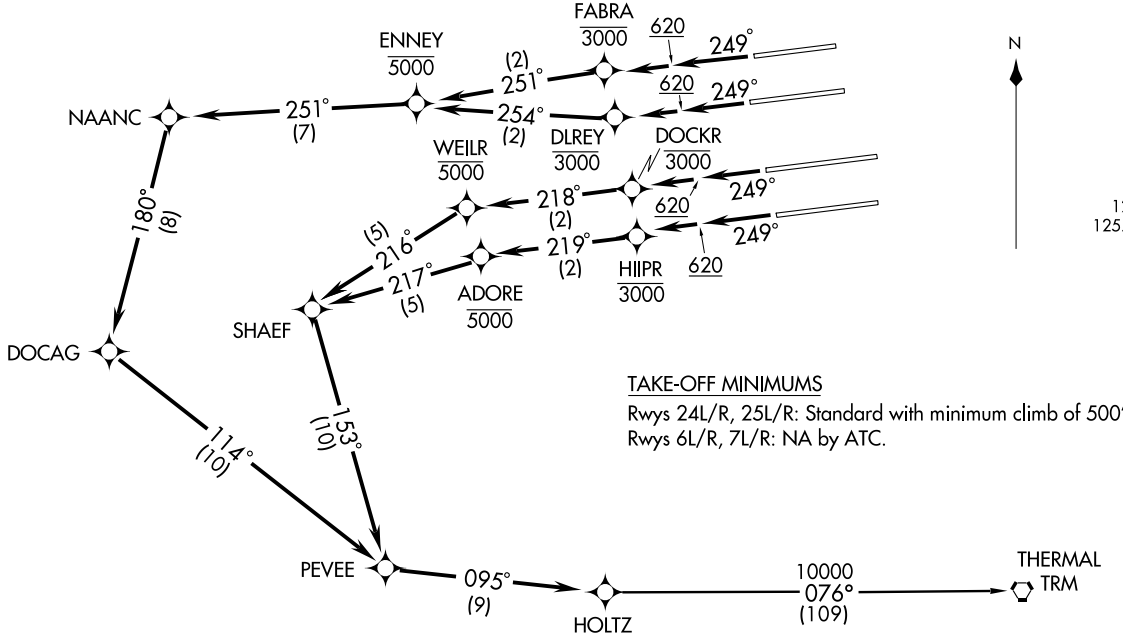
A descent profile of approximately 3° starting at 7000 over SMO VOR/DME may be made with reference to the minimum altitudes above.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HOLTZ NINE DEPARTURE (RNAV)

(HOLTZ9.HOLTZ) 09239

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



ATIS 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327/0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF MINIMUMS

Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 620.
Rwys 6L/R, 7L/R: NA by ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 24L: Bush 957′ from DER, 601′ left of centerline, 29′ AGL/148′ MSL.
Light pole 273′ from DER, 547′ left of centerline, 12′AGL/120′ MSL.
Light pole 301′ from DER, 425′ left of centerline, 10′ AGL/118′ MSL
Antenna on pole 1358′ from DER, 287′ right of centerline 25′ AGL/144′ MSL.
Bush 240′ feet from DER, 508′ right of centerline, 10′ AGL/116′ MSL.
Light pole 296′ from DER, 321′ right of centerline, 8′ AGL/116′ MSL.
Rwy 24R: OL on glideslope 213′ from DER, 400′ left of centerline, 34′ AGL/151′ MSL.
Rwy 25L: Pole 2366′ from DER, 765′ left of centerline, 55′ AGL/184′ MSL.
T-L tower 2800′ from DER, 993′ left of centerline, 82′ AGL/192′ MSL.
Transmission tower 2856′ from DER, 927′ left of centerline, 82′ AGL/192′ MSL.
Tree 2379′ from DER, 778′ left of centerline, 79′ AGL/197′ MSL.
Bush 134′ from DER, 397′ left of centerline, 5′ AGL/123′ MSL.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft departing Rwy 25R or 25L, SLI must be operational.

NOTE: Rwys 24L, 24R departures expect radar vector to PEVEE prior to NAANC.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HOLTZ NINE DEPARTURE (RNAV)
(HOLTZ9.HOLTZ) 09239
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SL-237 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence....
TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence....
TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to HOLTZ, Thence....
TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to HOLTZ, Thence....

. . . . . via THERMAL TRANSITION. Expect further clearance to filed altitude three minutes after departure.

THERMAL TRANSITION (HOLTZ9.TRM)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UWU	APP CRS	Rwy Idg 6L 8925	Rwy Idg 6R 9954
108.5	069°	TDZE 117	TDZE 114
Chan 22		Apt Elev 126	Apt Elev 126

ILS or LOC RWY 6L

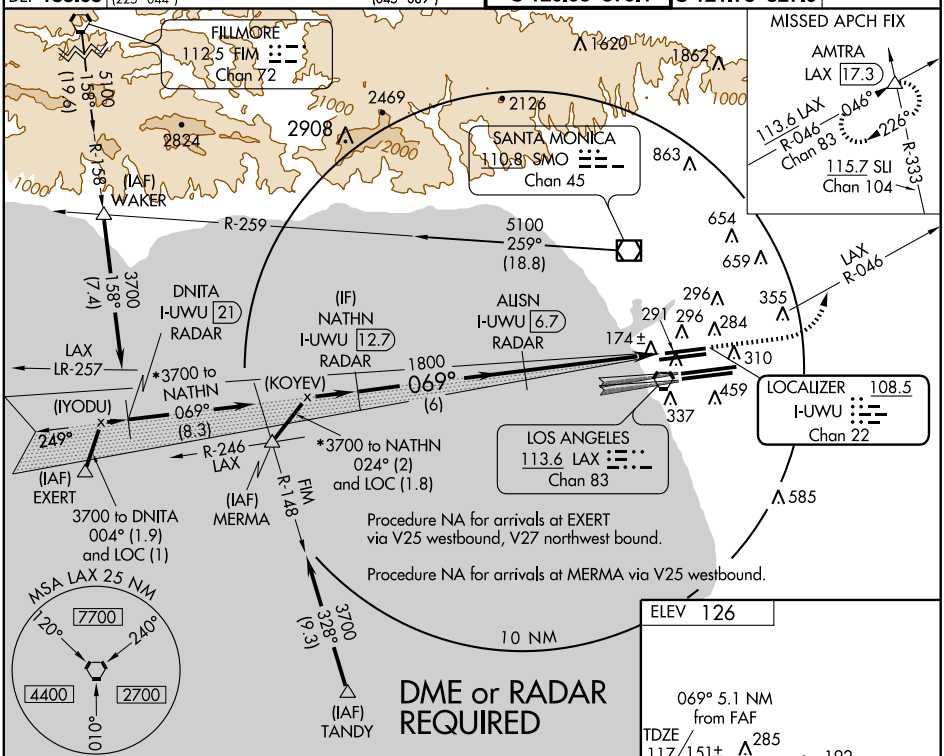
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 7L/R.
LOC procedure NA during simultaneous operations.
Inoperative table does not apply to S-ILS 6L and S-LOC 6L all Cats, Sidestep 6R Cats A/B.
For inoperative MALSR, increase Sidestep 6R Cat C visibility to 1½ mile and Cat D to 2 miles. Visibility reduction by helicopters NA.

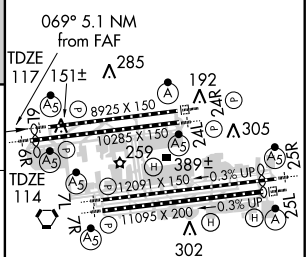
MALSR Rwys 6L and 6R

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 via LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.

ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

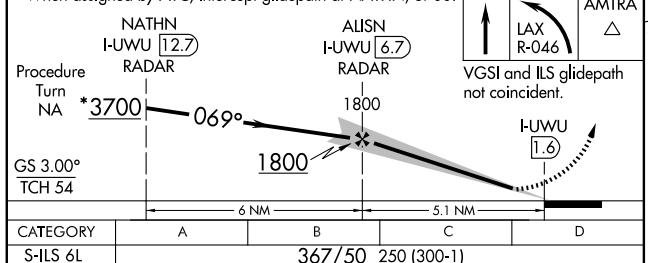


ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

* When assigned by ATC, intercept glidepath at NATHN, 3700.



VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 6L	367/50 250 (300-1)			
S-LOC 6L	440/50 323 (400-1)			
SIDESTEP RWY 6R	440/60 326 (400-1¼)			440-1¾ 326 (400-1¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GPE	APP CRS	Rwy Idg 6R	Rwy Idg 6L
111.7	069°	9954	8925
Chan 54		TDZE 114	TDZE 117
		Apt Elev 126	Apt Elev 126

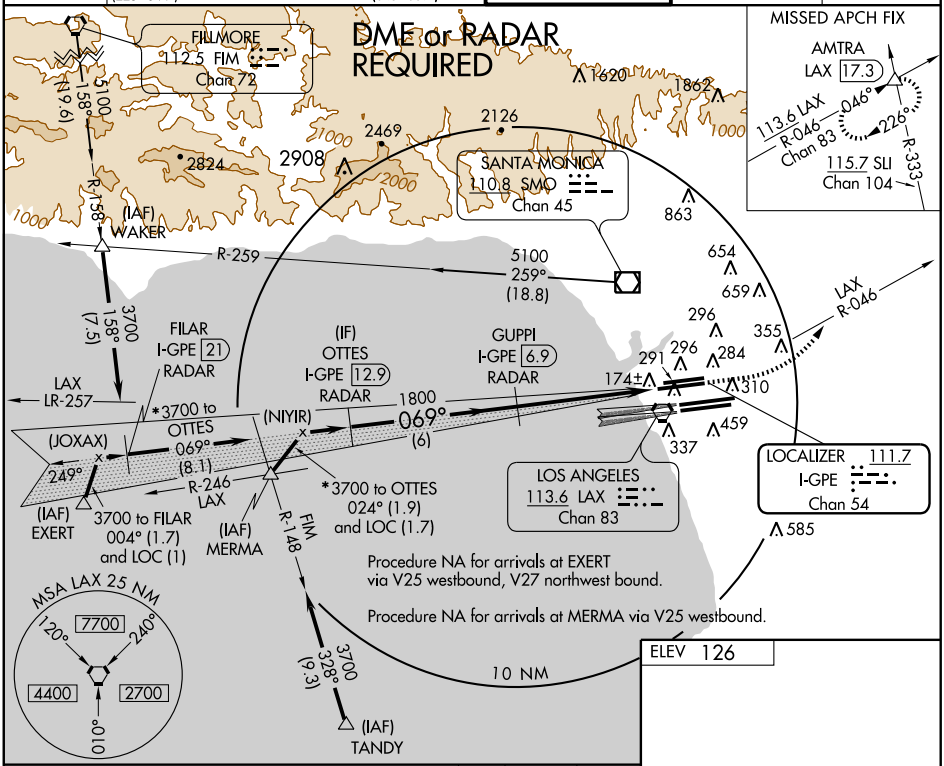
ILS or LOC RWY 6R
LOS ANGELES INTL (LAX)

Inoperative table does not apply to Sidestep Rwy 6L Cats A and B.
Simultaneous approach authorized with Rwy 7L/R.
LOC procedure NA during simultaneous operations.

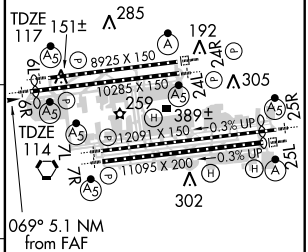
MALSR Rwy 6R (A5) MALSR Rwy 6L (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 via LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



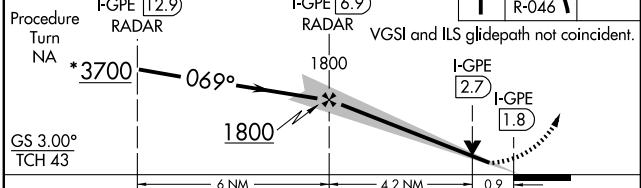
ELEV 126



069° 5.1 NM from FAF

*When assigned by ATC, intercept glidepath at OTTES, 3700.

600 | 3000 LAX R-046 | AMTRA



VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 6R	314/18 200 (200-½)			
S-LOC 6R	460/24 346 (400-½)			460/40 346 (400-¾)
SIDESTEP RWY 6L	460/50 343 (400-1)			460-1½ 343 (400-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAS	APP CRS	Rwy Idg 7L	12091	Rwy Idg 7R	11095
111.1	069°	TDZE	126	TDZE	125
Chan 48		Apt Elev	126	Apt Elev	126

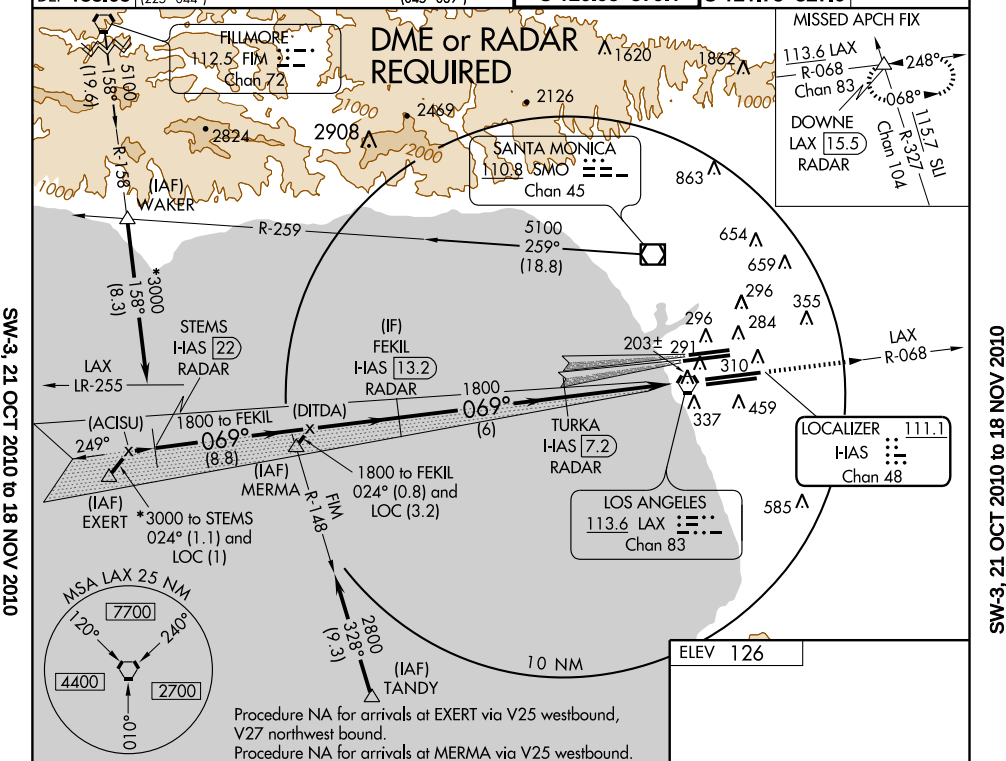
ILS or LOC RWY 7L
LOS ANGELES INTL (LAX)

Inoperative table does not apply to Sidestep Rwy 7R Cats. A and B.
Simultaneous approach authorized with Rwy 6L/R.
LOC procedure NA during simultaneous operations.

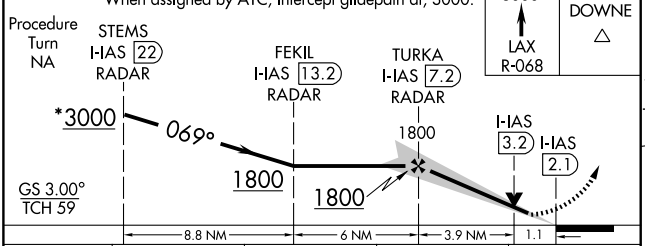
MALSR Rwy 7L | MALSR Rwy 7R

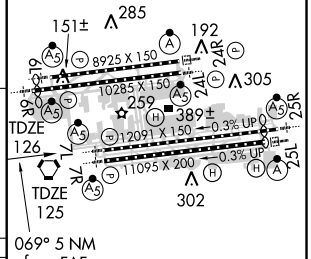
MISSED APPROACH: Climb to 3000 via LAX VORTAC R-068 to DOWNE INT/ LAX 15.5 DME/RADAR and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



*When assigned by ATC, intercept glidepath at, 3000.





CATEGORY	A	B	C	D
S-ILS 7L	327/18 201 (300-½)			
S-LOC 7L	520/24 394 (400-½)			520/40 394 (400-¾)
SIDESTEP RWY 7R	520/50 395 (400-1)			520-1½ 395 (400-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MKZ	APP CRS	Rwy Idg 7R	11095	Rwy Idg 7L	12091
109.9	069°	TDZE	125	TDZE	126
Chan 36		Apt Elev	126	Apt Elev	126

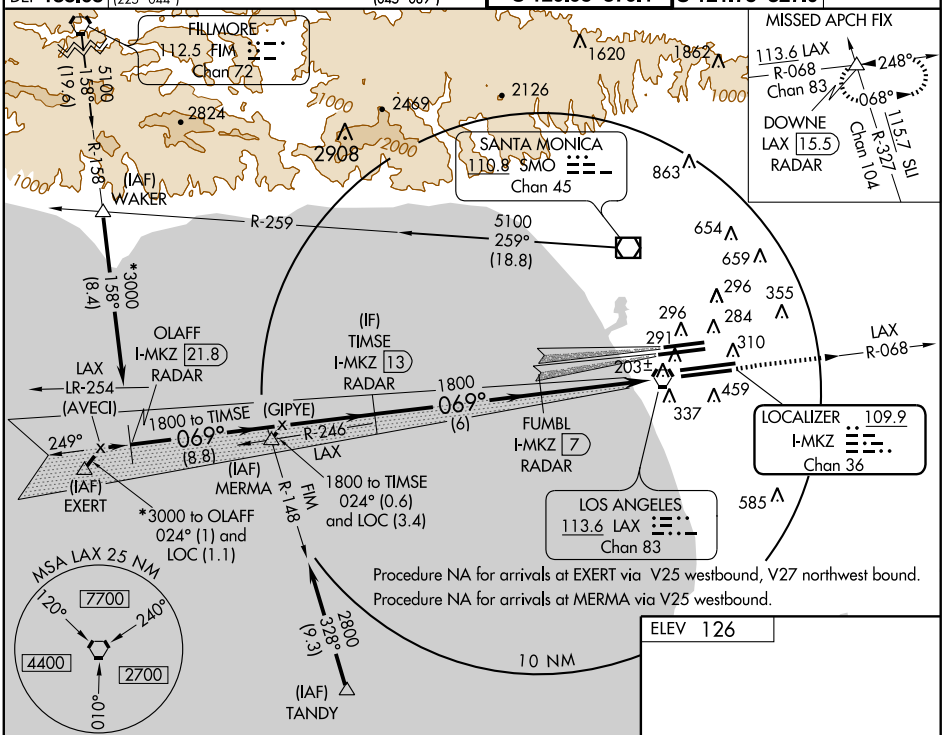
ILS or LOC RWY 7R
LOS ANGELES INTL (LAX)

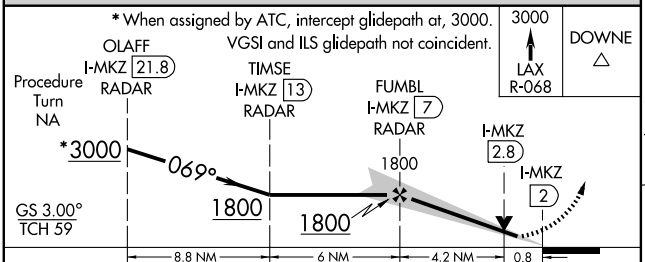
For inoperative MALSR, increase S-LOC 7R Cat. D visibility to RVR 5000.
Inoperative table does not apply to Sidestep Rwy 7L Cat. A/B.
Simultaneous approach authorized with Rwy 6L/R.
LOC procedure NA during simultaneous operations.
DME or RADAR required. Autopilot coupled approach NA below 264.

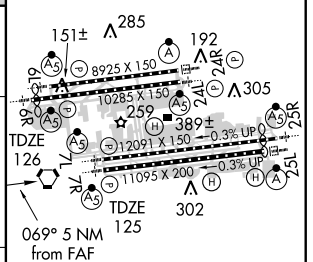
MALSR Rwys 7R and 7L

MISSED APPROACH: Climb to 3000 via LAX VORTAC R-068 to DOWNE INT/LAX 15.5 DME/RADAR and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	







CATEGORY	A	B	C	D
S-ILS 7R	325/24 200 (200-½)			
S-LOC 7R	460/24 335 (400-½)			460/40 335 (400-¾)
SIDESTEP RWY 7L	520/50 395 (400-1)			520-1½ 395 (400-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HQB	APP CRS	Rwy Idg 24L	Rwy Idg 24R
111.7 Chan 54	249°	TDZE 121 Apt Elev 126	TDZE 120 Apt Elev 126

ILS or LOC RWY 24L

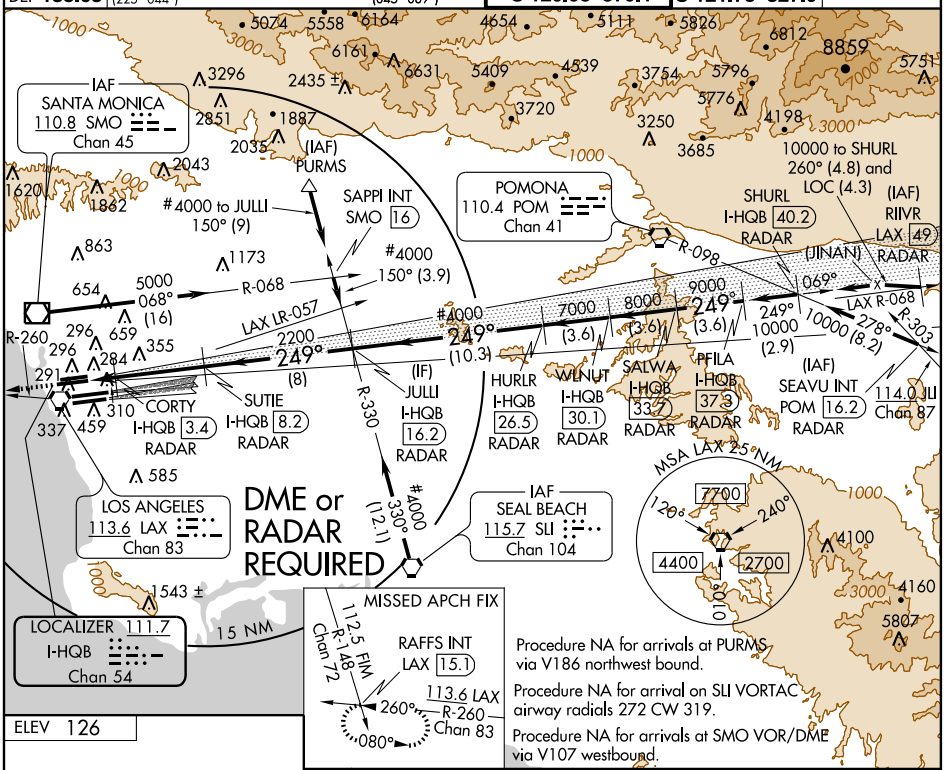
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 25L/R. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep Rwy 24R Cats. A/B.

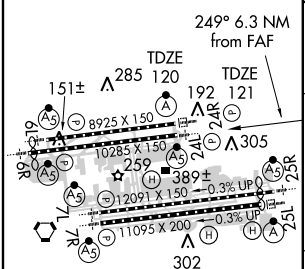
MALSR Rwy 24L (A5) ALSF-2 Rwy 24R (A)

MISSED APPROACH: Climb to 2000 via heading 249° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8 DEP 135.65	124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)		124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	N 133.9 239.3 S 120.95 379.1	N 121.65 327.0 S 121.75 327.0	121.4 327.0

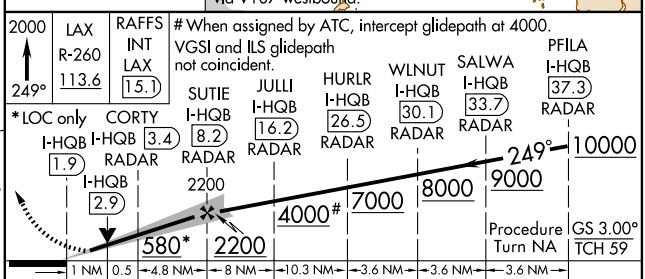


ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 24L	321/24 200 (200-½)			
S-LOC 24L	500/24 379 (400-½)			500/40 379 (400-¾)
SIDESTEP RWY 24R	580/50 460 (500-1)			580-1½ 460 (500-1½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OSS	APP CRS	Rwy Idg 24R	Rwy Idg 24L
108.5 Chan 22	249°	TDZE 120 Apt Elev 126	TDZE 121 Apt Elev 126

ILS or LOC RWY 24R

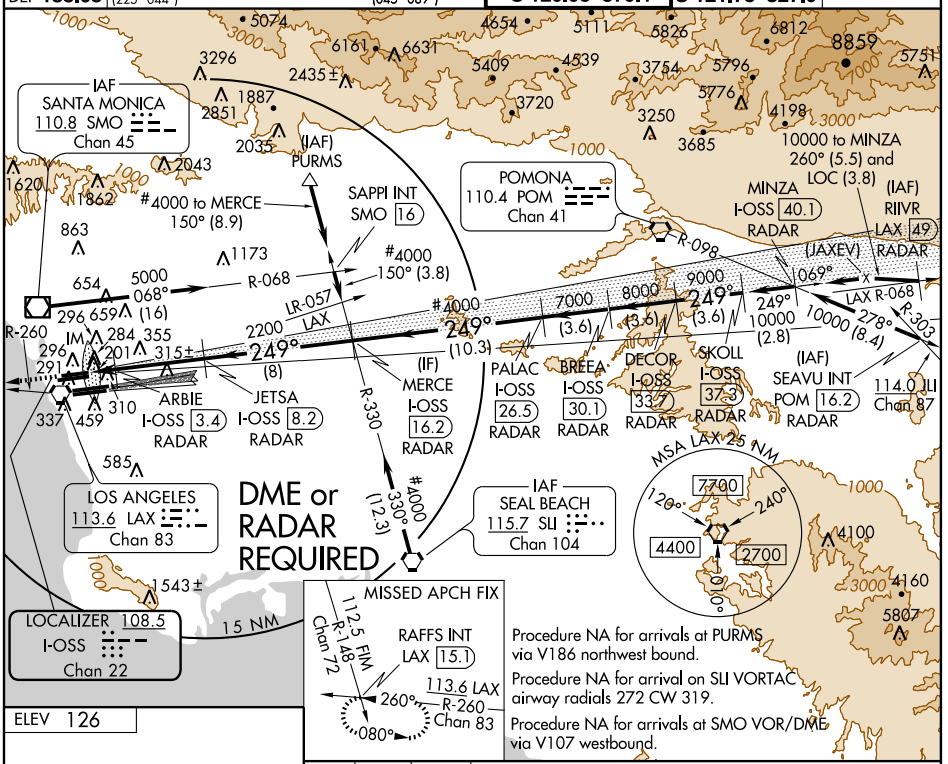
LOS ANGELES INTL (LAX)

Inoperative table does not apply to Sidestep Rwy 24L Cats A/B. For inoperative MALSR, increase S-LOC Rwy 24R Cat D visibility to RVR 5000. LOC procedure NA during simultaneous operation. Simultaneous approach authorized with Rwy 25L/R.

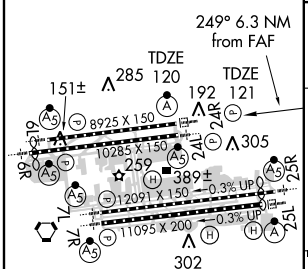
ALSF-2 Rwy 24R (A) | MALSR Rwy 24L (A5)

MISSED APPROACH: Climb to 2000 via heading 249° and LAX R-260 to RAFFS INT/ LAX 15.1 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

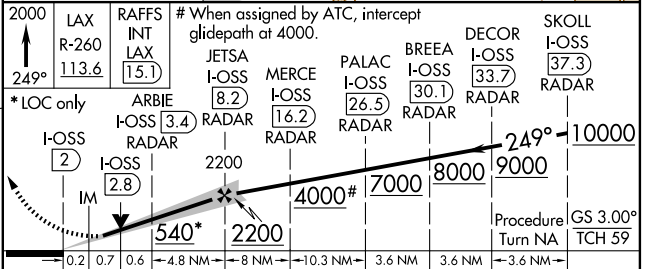


ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 24R	320/18 200 (200-½)			
S-LOC 24R	460/24 340 (400-½)			460/40 340 (400-¾)
SIDESTEP RWY 24L	580/50 459 (500-1)			580-1½ 459 (500-1½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LAX	APP CRS	Rwy Idg 25L	Rwy Idg 25R
109.9	249°	TDZE 104	TDZE 102
Chan 36		Apt Elev 126	Apt Elev 126

ILS or LOC RWY 25L

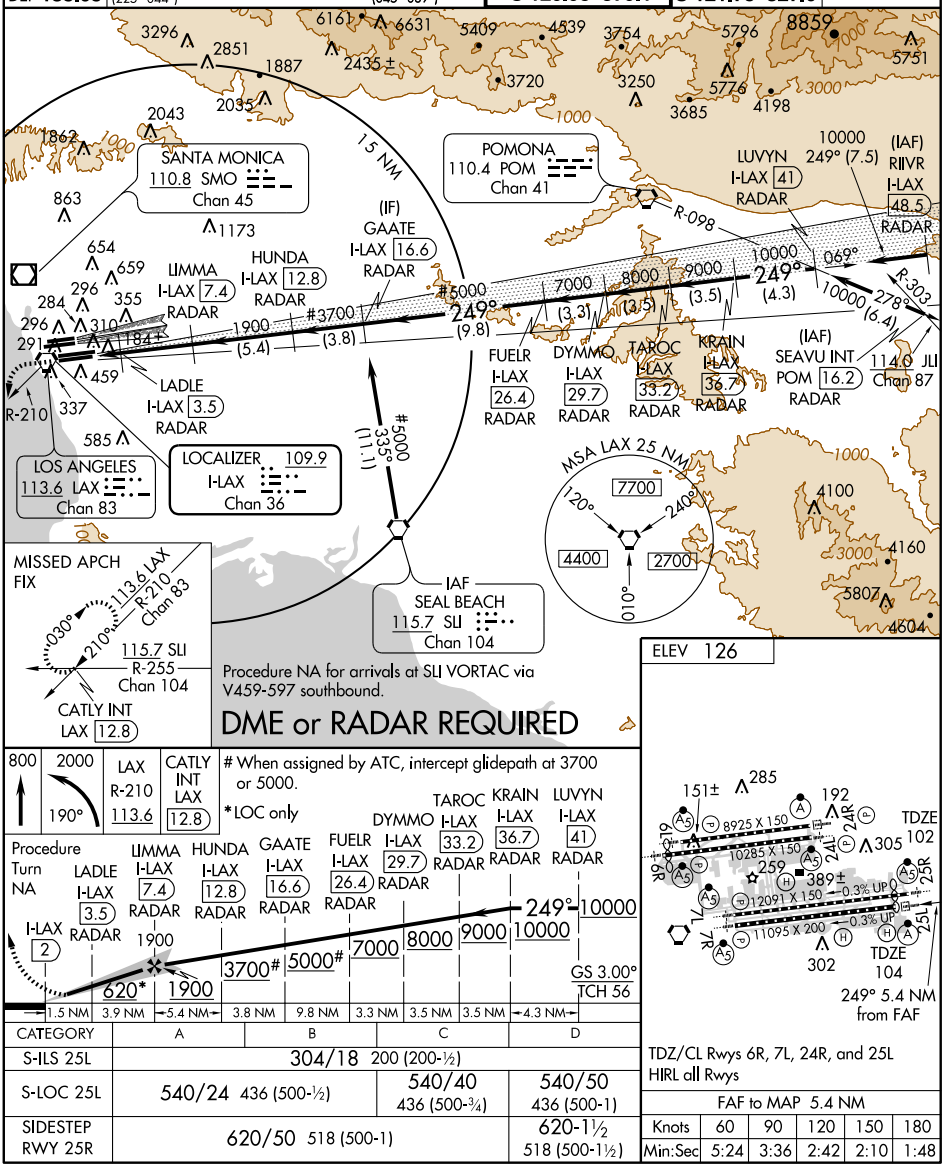
LOS ANGELES INTL (LAX)

Inoperative table does not apply to Sidestep Rwy 25R Cats. A and B.
Simultaneous approach authorized with Rwy 24L/R.
LOC procedure NA during simultaneous operations.

ALSF-2 Rwy 25L (A) | MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 190° and LAX VORTAC R-210 to CATLY INT/ LAX 12.8 DME and hold.

ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)	S 120.95 379.1	S 121.75 327.0	
	124.9 269.0 (090°-224°)			
	128.5 360.7 (045°-089°)			



CATEGORY	A	B	C	D
S-ILS 25L	304/18 200 (200-½)			
S-LOC 25L	540/24 436 (500-½)		540/40 436 (500-¾)	540/50 436 (500-1)
SIDESTEP RWY 25R	620/50 518 (500-1)			620-1½ 518 (500-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CFN	APP CRS	Rwy Idg 25R 11134	Rwy Idg 25L 11095
111.1 Chan 48	249°	TDZE 102	TDZE 104
		Apt Elev 126	Apt Elev 126

ILS or LOC RWY 25R

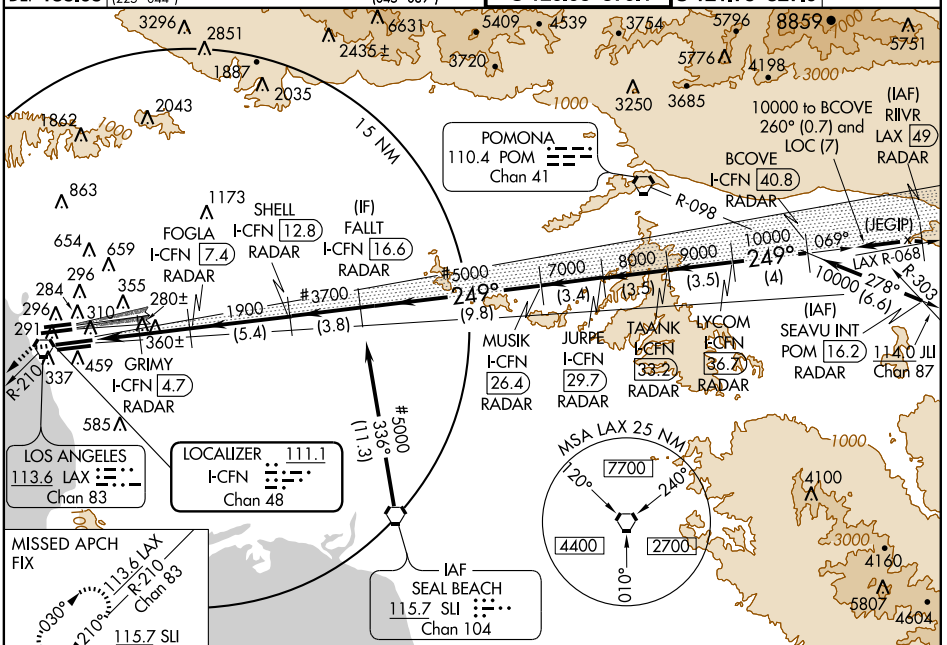
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 24L/R.
LOC procedure NA during simultaneous operations.
Inoperative table does not apply to Sidestep Rwy 25L Cat A/B.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 25R | ALSF-2 Rwy 25L

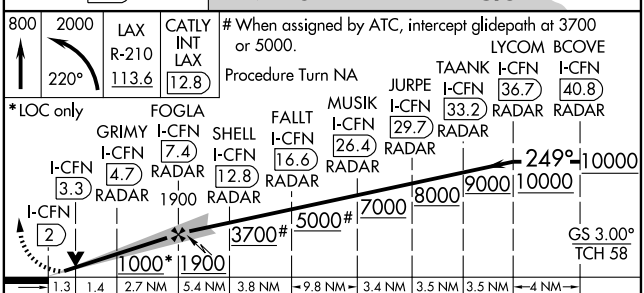
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 220° and LAX VORTAC R-210 to CATLY INT/LAX 12.8 DME and hold.

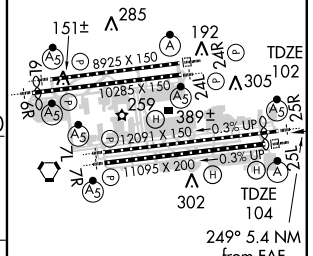
ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-ILS 25R	**302/24 200 (200-½)			
S-LOC 25R	560/24 458 (500-½)		560/40 458 (500-¾)	560/50 458 (500-1)
SIDESTEP RWY 25L	620/50 516 (500-1)			620-1½ 516 (500-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ILS RWY 24R (CAT II)

LOS ANGELES INTL (LAX)

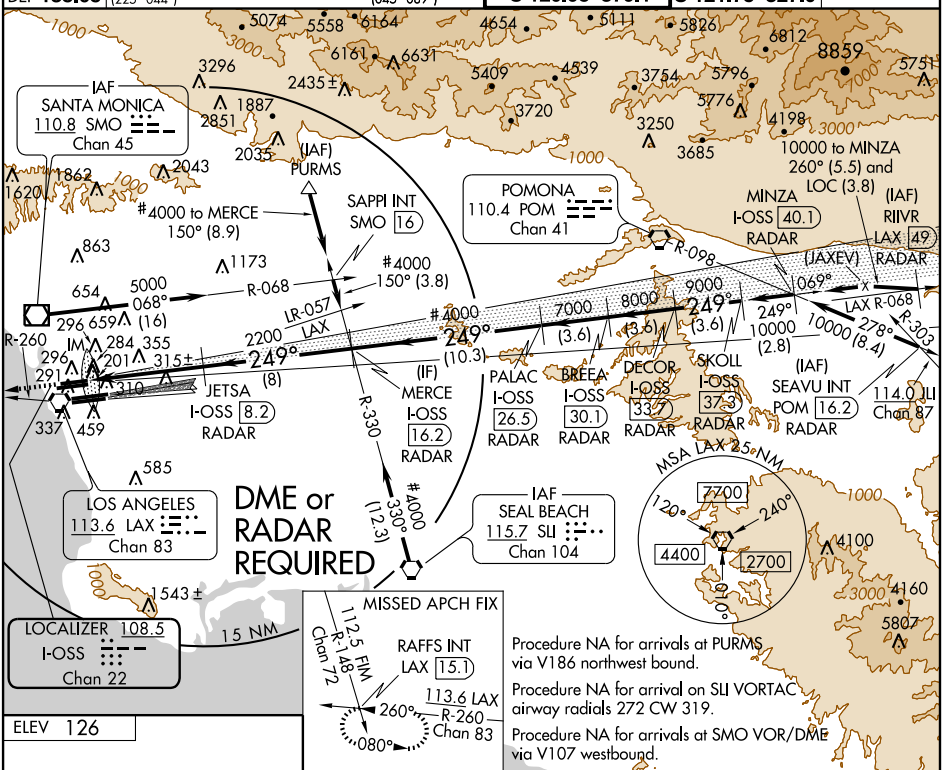
LOC/DME I-OSS	APP CRS	Rwy Idg	8925
108.5	249°	TDZE	120
Chan 22		Apt Elev	126

Simultaneous approach authorized with Rwy 25L/R.

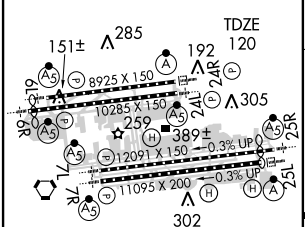
ALSF-2

MISSED APPROACH: Climb to 2000 via heading 249° and LAX R-260 to RAFFS INT/LAX 15.1 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



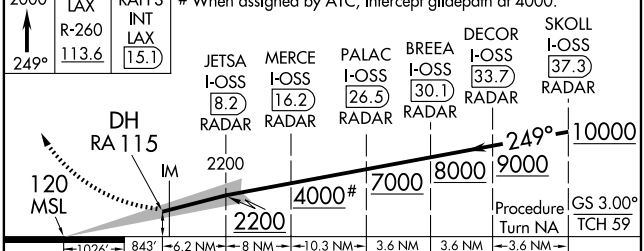
ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

2000	LAX	RAFFS INT LAX
249°	R-260	15.1
	113.6	

When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 24R	RA 115/12 100 DA 220			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OSS	APP CRS	Rwy Idg	8925
108.5	249°	TDZE	120
Chan 22		Apt Elev	126

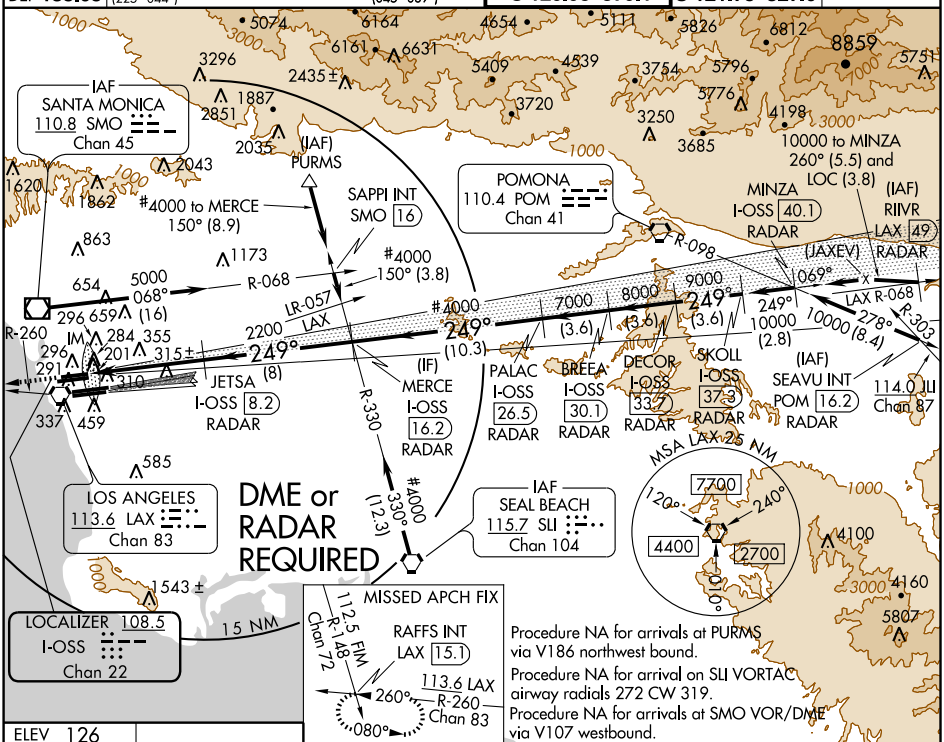
ILS RWY 24R (CAT III)
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 25L/R.

ALSF-2

MISSED APPROACH: Climb to 2000 via heading 249° and LAX R-260 to RAFFS INT/LAX 15.1 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

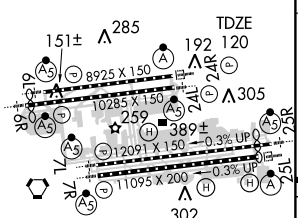


Procedure NA for arrivals at PURMS via V186 northwest bound.

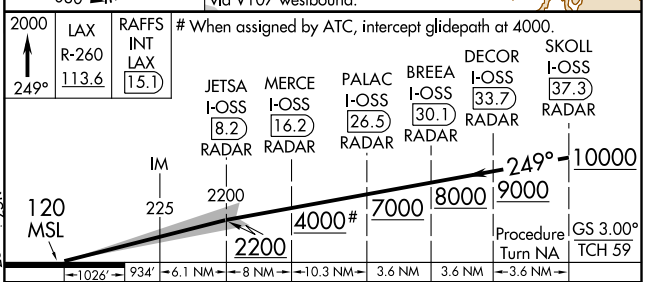
Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.

Procedure NA for arrivals at SMO VOR/DME via V107 westbound.

ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 24R	CAT IIIa		RVR 07	
S-ILS 24R	CAT IIIb		RVR 06	
S-ILS 24R	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LAX	APP CRS	Rwy Idg 11095
109.9	249°	TDZE 104
Chan 36		Apt Elev 126

ILS RWY 25L (CAT II)
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 24L/R.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 190° and LAX VORTAC R-210 to CATLY INT/LAX 12.8 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

SANTA MONICA 110.8 SMO Chan 45

POMONA 110.4 POM Chan 41

LUVYN I-LAX 41 RADAR

(IAF) RIIVR I-LAX 48.5 RADAR

(IF) GAATE I-LAX 16.6 RADAR

LIMMA I-LAX 7.4 RADAR

HUNDA I-LAX 12.8 RADAR

FUELR I-LAX 26.4 RADAR

DYMMO I-LAX 29.7 RADAR

TAROC I-LAX 33.2 RADAR

KRAIN I-LAX 36.7 RADAR

(IAF) SEAVU INT POM 16.2 RADAR

114.0 JLI Chan 87

LOS ANGELES 113.6 LAX Chan 83

LOCALIZER 109.9 I-LAX Chan 36

MSA LAX 25 NM

MISSED APCH FIX

113.6 LAX R-210 Chan 83

115.7 SLI R-255 Chan 104

CATLY INT LAX 12.8

IAF SEAL BEACH 115.7 SLI Chan 104

Procedure NA for arrivals at SLI VORTAC via V459-597 southbound.

DME or RADAR REQUIRED

ELEV 126

800	2000	LAX R-210 113.6	CATLY INT LAX 12.8
	190°		

When assigned by ATC, intercept glidepath at 3700 or 5000.

Procedure Turn NA

DH RA 114

104 MSL

LIMMA I-LAX 7.4 RADAR

HUNDA I-LAX 12.8 RADAR

GAATE I-LAX 16.6 RADAR

FUELR I-LAX 26.4 RADAR

DYMMO I-LAX 29.7 RADAR

TAROC I-LAX 33.2 RADAR

KRAIN I-LAX 36.7 RADAR

LUVYN I-LAX 41 RADAR

249° 10000

1900 3700# 5000# 7000 8000 9000 10000

GS 3.00° TCH 56

11001' 939' 5.2 NM 5.4 NM 3.8 NM 9.8 NM 3.3 NM 3.5 NM 3.5 NM 4.3 NM

CATEGORY	A	B	C	D
S-ILS 25L	RA 114/12 100 DA 204			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

8925 X 150

10285 X 150

12091 X 150 0.3% UP

11095 X 200 0.3% UP

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LAX	APP CRS	Rwy Idg 11095
109.9	249°	TDZE 104
Chan 36		Apt Elev 126

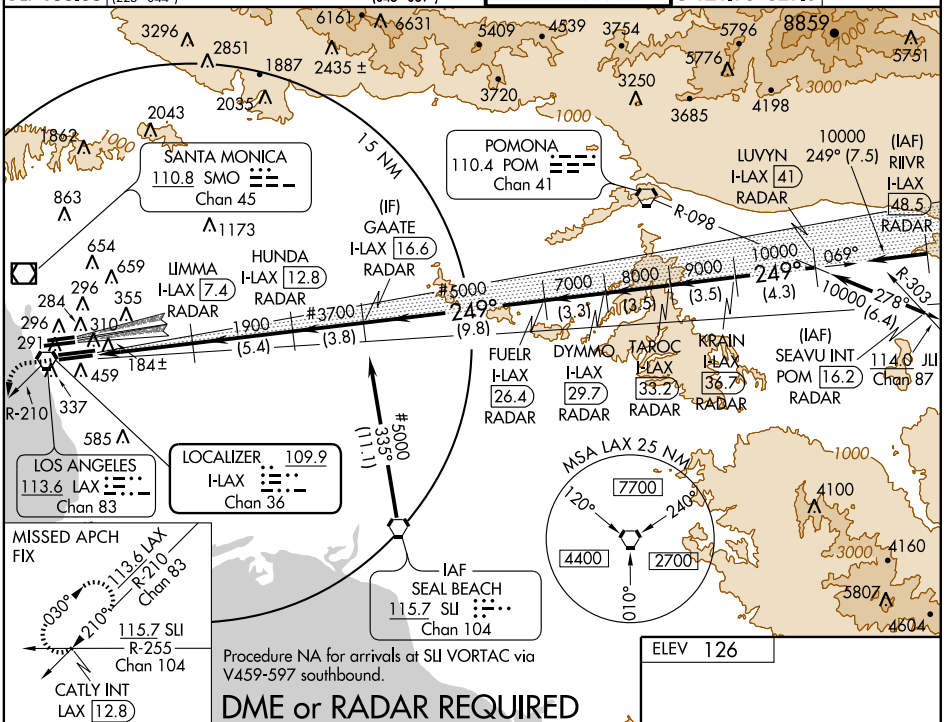
ILS RWY 25L (CAT III)
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 24L/R.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 190° and LAX VORTAC R-210 to CATLY INT/LAX 12.8 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



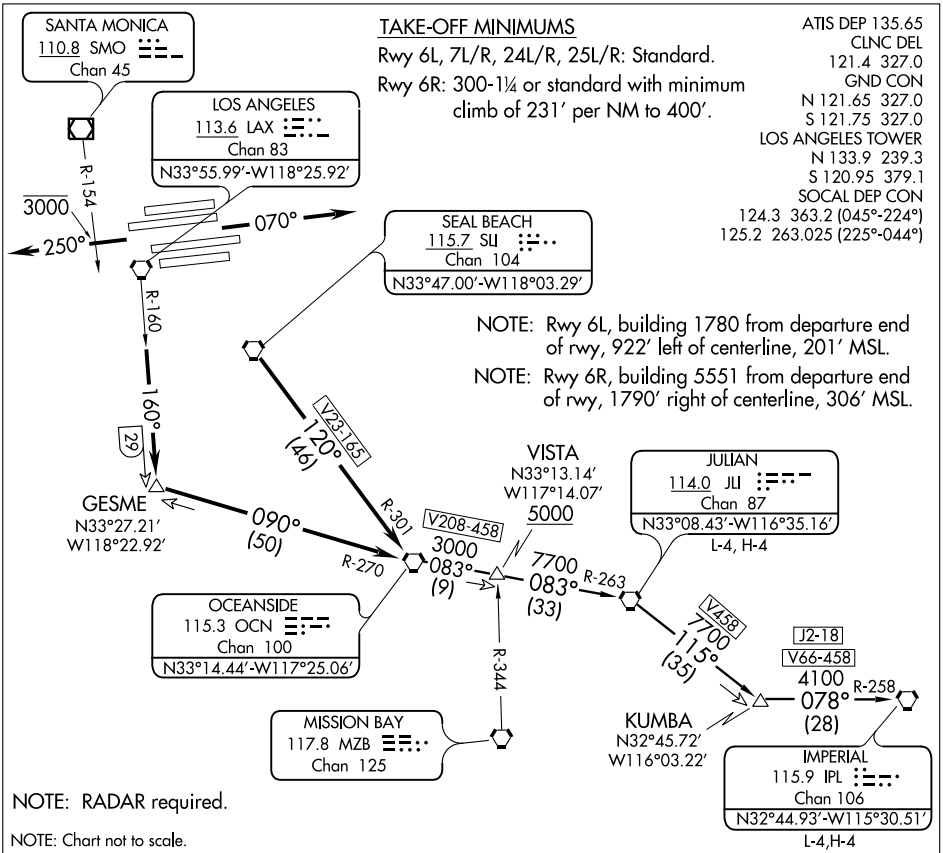
CATEGORY	A	B	C	D
S-ILS 25L	CAT IIIa RVR 07			
S-ILS 25L	CAT IIIb RVR 06			
S-ILS 25L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

IMPER ONE DEPARTURE

SL-237 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC, then via SLI R-120 and OCN R-301 to OCN VORTAC. Thence. . . .

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000. Then via radar vectors to join LAX R-160 to GESME INT. Then via OCN R-270 to OCN VORTAC. Thence. . . .

. . . .via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (IMPER1.IPL): From over OCN VORTAC via OCN R-083 and JLI R-263 to JLI VORTAC. Then via JLI R-115 and IPL R-258 to IPL VORTAC.

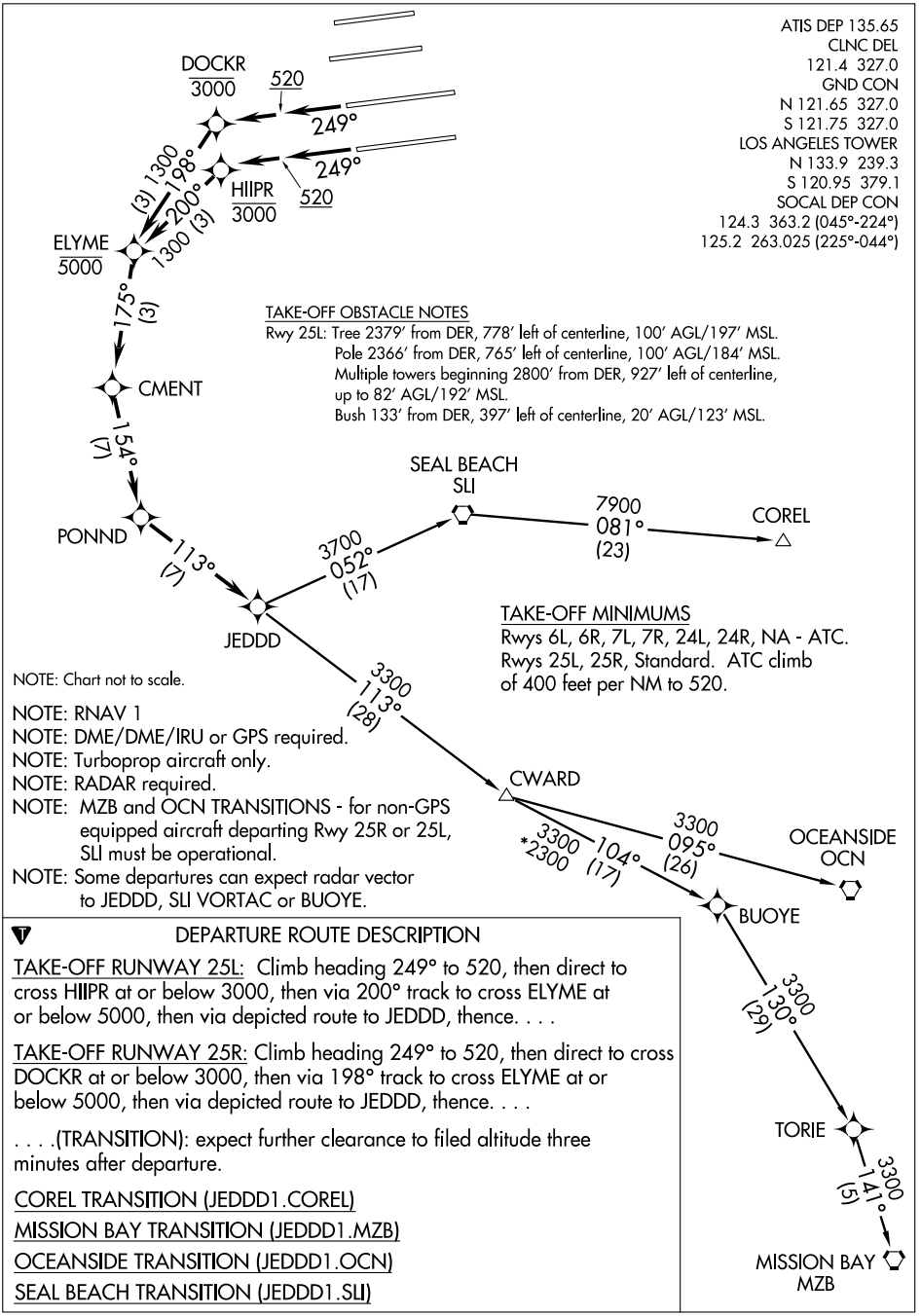
JULIAN TRANSITION (IMPER1.JLI): From over OCN VORTAC via OCN R-083 and JLI R-263 to JLI VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

JEDDD ONE DEPARTURE (RNAV)

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



NOTE: Chart not to scale.

NOTE: RNAV 1
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.
NOTE: RADAR required.
NOTE: MZB and OCN TRANSITIONS - for non-GPS equipped aircraft departing Rwy 25R or 25L, SLI must be operational.
NOTE: Some departures can expect radar vector to JEDDD, SLI VORTAC or BUOYE.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb heading 249° to 520, then direct to cross HIIPR at or below 3000, then via 200° track to cross ELYME at or below 5000, then via depicted route to JEDDD, thence. . . .

TAKE-OFF RUNWAY 25R: Climb heading 249° to 520, then direct to cross DOCKR at or below 3000, then via 198° track to cross ELYME at or below 5000, then via depicted route to JEDDD, thence. . . .

. . . .(TRANSITION): expect further clearance to filed altitude three minutes after departure.

COREL TRANSITION (JEDDD1.COREL)
MISSION BAY TRANSITION (JEDDD1.MZB)
OCEANSIDE TRANSITION (JEDDD1.OCN)
SEAL BEACH TRANSITION (JEDDD1.SLI)

JEDDD ONE DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

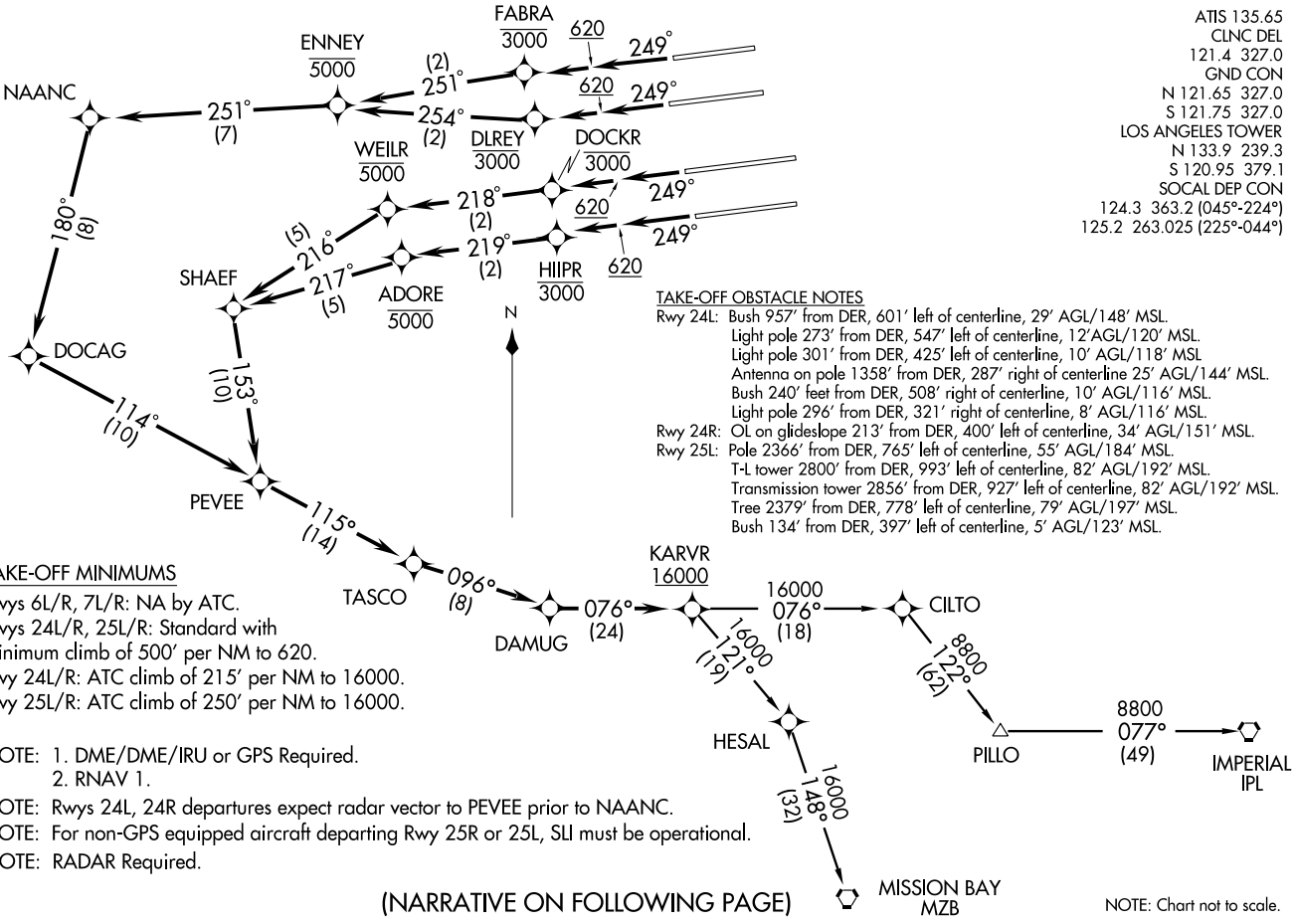
(JEDDD1.JEDDD) 09239

SW-3, 21 OCT 2010 to 18 NOV 2010

KARVR THREE DEPARTURE (RNAV)

(KARVR3.KARVR) 09239

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



ATIS 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF OBSTACLE NOTES

Rwy 24L: Bush 957′ from DER, 601′ left of centerline, 29′ AGL/148′ MSL.
Light pole 273′ from DER, 547′ left of centerline, 12′AGL/120′ MSL.
Light pole 301′ from DER, 425′ left of centerline, 10′ AGL/118′ MSL
Antenna on pole 1358′ from DER, 287′ right of centerline 25′ AGL/144′ MSL.
Bush 240′ feet from DER, 508′ right of centerline, 10′ AGL/116′ MSL.
Light pole 296′ from DER, 321′ right of centerline, 8′ AGL/116′ MSL.
Rwy 24R: OL on glideslope 213′ from DER, 400′ left of centerline, 34′ AGL/151′ MSL.
Rwy 25L: Pole 2366′ from DER, 765′ left of centerline, 55′ AGL/184′ MSL.
T-L tower 2800′ from DER, 993′ left of centerline, 82′ AGL/192′ MSL.
Transmission tower 2856′ from DER, 927′ left of centerline, 82′ AGL/192′ MSL.
Tree 2379′ from DER, 778′ left of centerline, 79′ AGL/197′ MSL.
Bush 134′ from DER, 397′ left of centerline, 5′ AGL/123′ MSL.

TAKE-OFF MINIMUMS

Rwys 6L/R, 7L/R: NA by ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 620.
Rwy 24L/R: ATC climb of 215′ per NM to 16000.
Rwy 25L/R: ATC climb of 250′ per NM to 16000.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Rwys 24L, 24R departures expect radar vector to PEVEE prior to NAANC.

NOTE: For non-GPS equipped aircraft departing Rwy 25R or 25L, SLI must be operational.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KARVR THREE DEPARTURE (RNAV)
(KARVR3.KARVR) 09239
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SL-237 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence....
TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence....
TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence....
TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence....

. . . . . via TRANSITION. Expect further clearance to filed altitude five minutes after departure.

IMPERIAL TRANSITION (KARVR3.IPL)

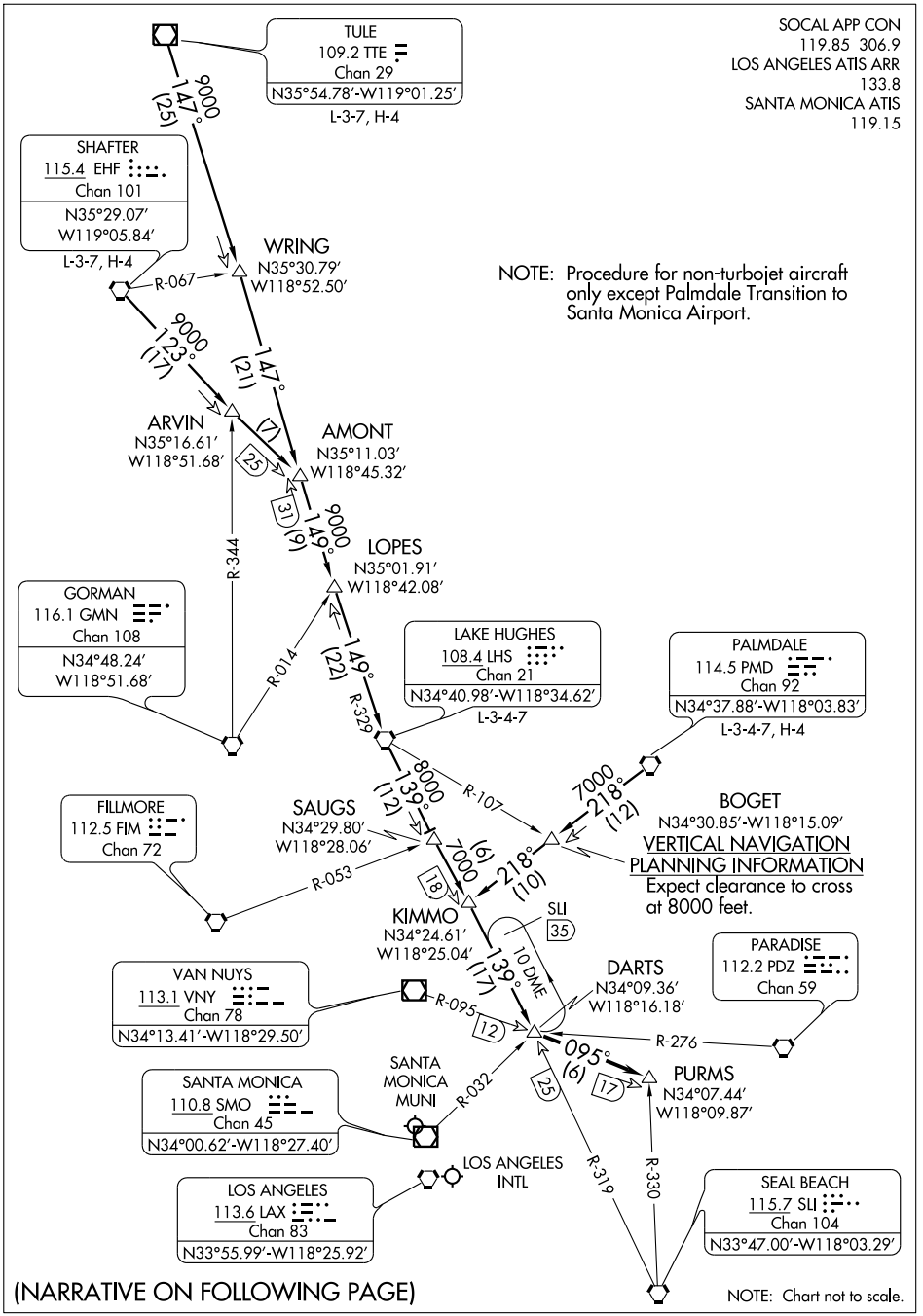
MISSION BAY TRANSITION (KARVR3.MZB)

SW-3, 21 OCT 2010 to 18 NOV 2010

KIMMO TWO ARRIVAL

ST-237 (FAA)

LOS ANGELES, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

KIMMO TWO ARRIVAL

LOS ANGELES, CALIFORNIA

(DARTS.KIMMO2) 09351

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO2): From over LHS VORTAC via LHS R-139 to DARTS INT. Thence....
PALMDALE TRANSITION (PMD.KIMMO2): From over PMD VORTAC via PMD R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence....
SHAFTER TRANSITION (EHF.KIMMO2): From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....
TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course.
....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar vectors to final approach course.

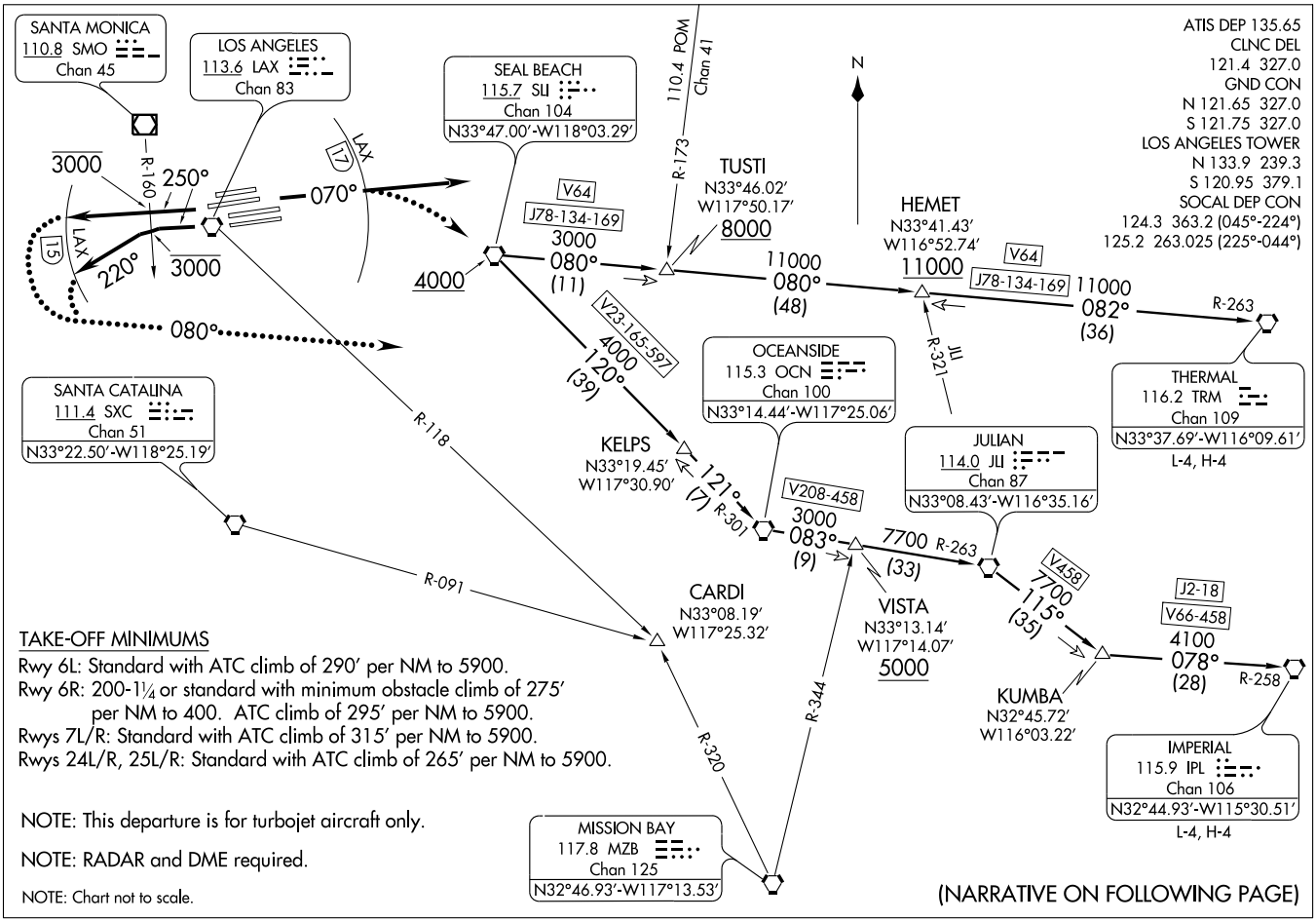
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LAXX SIX DEPARTURE

(LAXX6.LAX) 09239

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)



TAKE-OFF MINIMUMS

Rwy 6L: Standard with ATC climb of 290′ per NM to 5900.
Rwy 6R: 200-1¼ or standard with minimum obstacle climb of 275′ per NM to 400. ATC climb of 295′ per NM to 5900.
Rwys 7L/R: Standard with ATC climb of 315′ per NM to 5900.
Rwys 24L/R, 25L/R: Standard with ATC climb of 265′ per NM to 5900.

NOTE: This departure is for turbojet aircraft only.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LAXX SIX DEPARTURE
(LAXX6.LAX) 09239
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via heading 220° for radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb heading 070° for vectors to SLI VORTAC. Thence....

....all aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS:

RUNWAYS 24L/R, 25L/R: If not in contact with departure control by 15 DME west of LAX VORTAC, then turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

RUNWAYS 6L/R, 7 L/R: If not in contact with departure control by 17 DME east of LAX VORTAC, climb to FL230 or filed altitude whichever is lower, turn right direct SLI and proceed via assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

THERMAL TRANSITION (LAXX6.TRM): From over SLI VORTAC via SLI R-080 and TRM R-263 to TRM VORTAC.

IMPERIAL TRANSITION (LAXX6.IPL): From over SLI VORTAC via SLI R-120 and OCN R-301 to OCN VORTAC, then via OCN R-083 and JLI R-263 to JLI VORTAC, then via JLI R-115 and IPL R-258 to IPL VORTAC.

TAKE-OFF OBSTACLE NOTES:

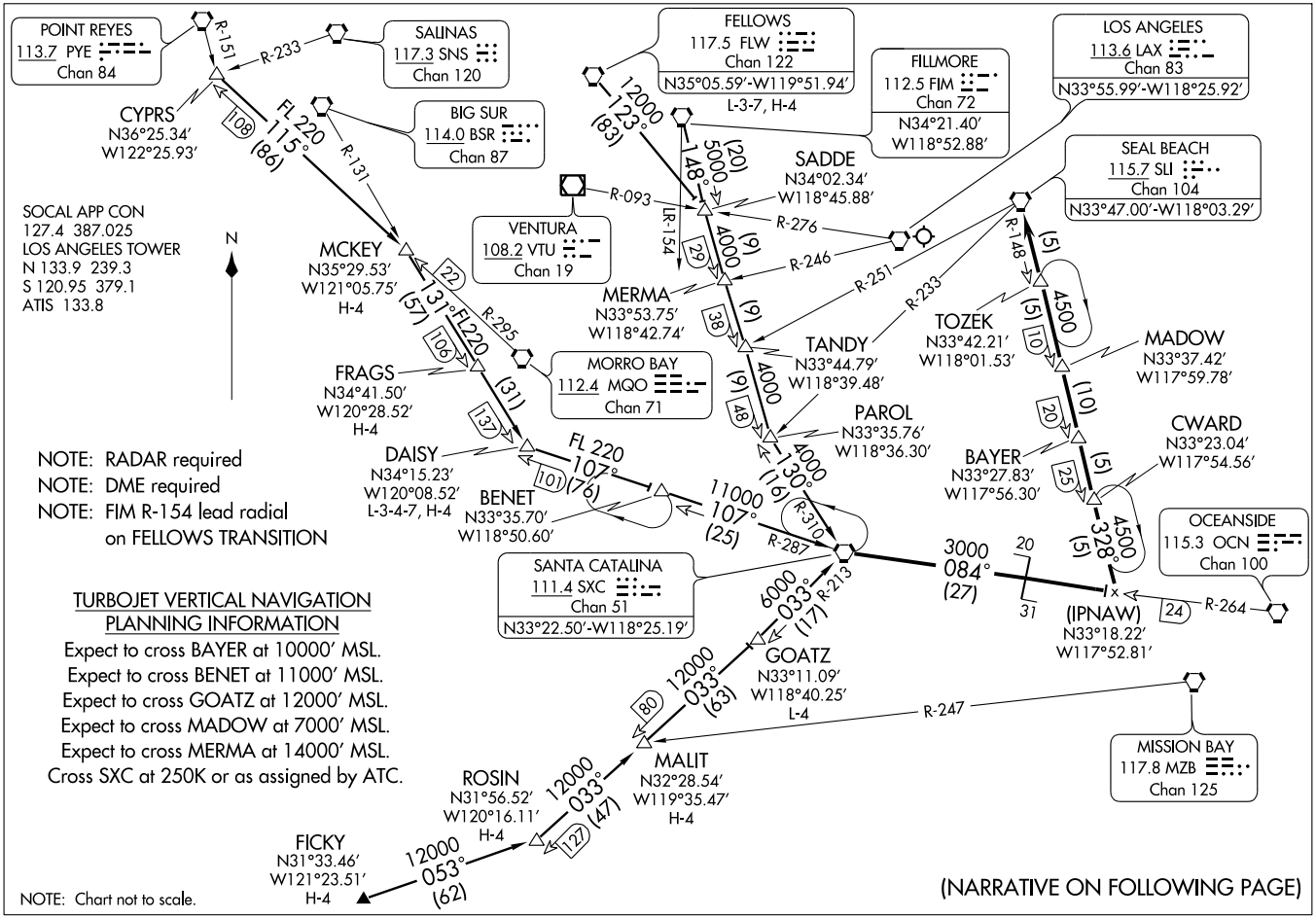
RWY 6L: Buildings and signs beginning 1693' from DER, 339' left of centerline, up to 50' AGL/201' MSL.
RWY 6R: Antenna on building 560' from DER, 479' right of centerline, 18' AGL/127' MSL.
OL on building 5550' from DER, 1791' right of centerline, 202' AGL/306' MSL.
OL on sign and sign beginning 1866' from DER, 920' left of centerline, up to 49' AGL/161' MSL.
RWY 7L: OL on blast fence 168' from DER, 33' left of centerline, 14' AGL/106' MSL.
Poles beginning 1290' from DER, 505' left of centerline, up to 55' AGL/147' MSL.
Antenna on building 1576' from DER, 315' left of centerline, 55' AGL/147' MSL.
Sign and railroad beginning 351' from DER, 10' left of centerline, up to 29' AGL/124' MSL.
Railroad 275' from DER, 500' right of centerline, 23' AGL/115' MSL.
App light and OL on LOC beginning 979' from DER, on rwy centerline, up to 27' AGL/119' MSL.
RWY 7R: Trees and building beginning 790' from DER, 606' right of centerline, up to 58' AGL/157' MSL.
RWY 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.
Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.
Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.
Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.
RWY 24R: OL on GS, 212' from DER, 399' left of centerline, 39' AGL/151' MSL.
RWY 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.
Trmsn towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.
Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

SW-3, 21 OCT 2010 to 18 NOV 2010

LEENA FOUR ARRIVAL

(SXC.LEENA4) 07298

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL



ARRIVAL DESCRIPTION

CYPRS TRANSITION (CYPRS.LEENA4): From over CYPRS INT via MQO R-295 to MCKEY INT, then via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

DAISY TRANSITION (DAISY.LEENA4): From over DAISY INT via SXC R-287 to SXC VORTAC. Thence....

FELLOWS TRANSITION (FLW.LEENA4): From over FLW VORTAC via FLW R-123 to SADDE INT, then via FIM R-148 to PAROL INT, and SXC R-310 to SXC VORTAC. Thence....

FICKY TRANSITION (FICKY.LEENA4): From over FICKY direct ROSIN DME, then via SXC R-213 to SXC VORTAC. Thence....

FILLMORE TRANSITION (FIM.LEENA4): From over FIM VORTAC via FIM R-148 to PAROL INT, then via SXC R-310 to SXC VORTAC. Thence....

FRAGS TRANSITION (FRAGS.LEENA4): From over FRAGS INT via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

GOATZ TRANSITION (GOATZ.LEENA4): From over GOATZ DME via SXC R-213 to SXC VORTAC. Thence....

MALIT TRANSITION (MALIT.LEENA4): From over MALIT DME via SXC R-213 to SXC VORTAC. Thence....

MCKEY TRANSITION (MCKEY.LEENA4): From over MCKEY INT via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

ROSIN TRANSITION (ROSIN.LEENA4): From over ROSIN DME via SXC R-213 to SXC VORTAC. Thence....

....From over SXC VORTAC via SXC R-084 and OCN R-264 to (IPNAW) to intercept the SLI R-148 to CWARD INT. From CWARD INT via SLI R-148 to SLI VORTAC. Expect radar vectors to ILS approach for Rwy 25L.

SW-3, 21 OCT 2010 to 18 NOV 2010

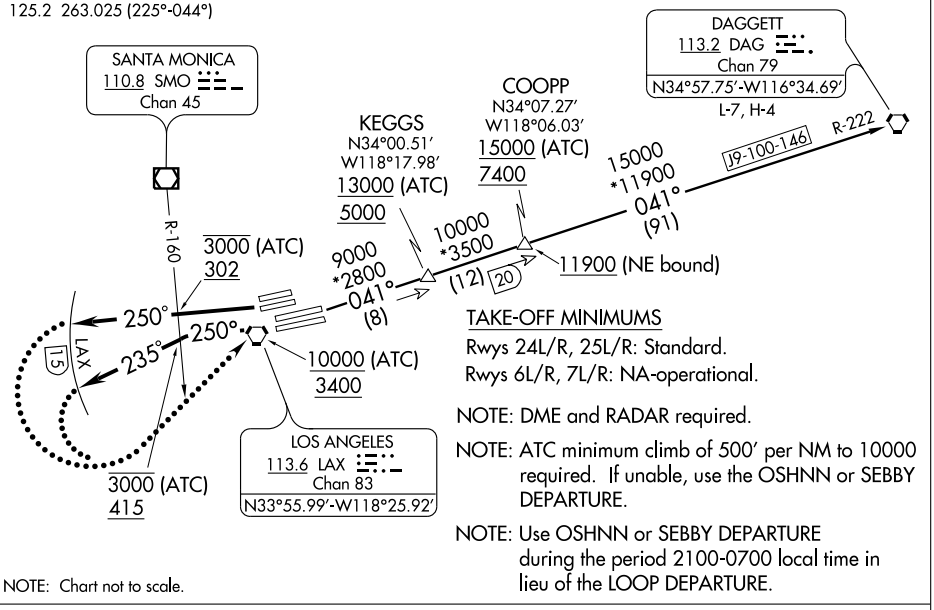
LOOP FIVE DEPARTURE

SL-237 (FAA)

ATIS DEP 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF OBSTACLE NOTES

Rwy 24L: Bush 956′ from DER, 600′ left of centerline, 40′ AGL/148′ MSL.
Light poles beginning 273′ from DER, 425′ left of centerline, up to 10′AGL/120′ MSL.
Antenna on pole 1357′ from DER 286′ right of centerline, 36′ AGL/144′ MSL.
Light poles and bushes beginning 239′ from DER, 321′ right of centerline, up to 8′ AGL/116′ MSL.
Rwy 24R: OL on GS 212′ from DER, 399′ left of centerline, 39′ AGL/151′ MSL.
Rwy 25L: Tree and pole beginning 2366′ from DER, 764′ left of centerline, up to 80′ AGL/197′ MSL.
Transmission towers beginning 2800′ from DER, 926′ left of centerline, up to 71′ AGL/192′ MSL.
Bush 133′ from DER, 397′ left of centerline, 4′ AGL/123′ MSL.



TAKE-OFF MINIMUMS

Rwys 24L/R, 25L/R: Standard.
Rwys 6L/R, 7L/R: NA-operational.

NOTE: DME and RADAR required.

NOTE: ATC minimum climb of 500′ per NM to 10000 required. If unable, use the OSHNN or SEBBY DEPARTURE.

NOTE: Use OSHNN or SEBBY DEPARTURE during the period 2100-0700 local time in lieu of the LOOP DEPARTURE.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 235° expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

.... via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control by 15 DME west of LAX VORTAC, turn left and proceed direct LAX VORTAC, climb to FL230 or filed altitude whichever is lower, and when able proceed via filed or assigned route/fix/transition. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

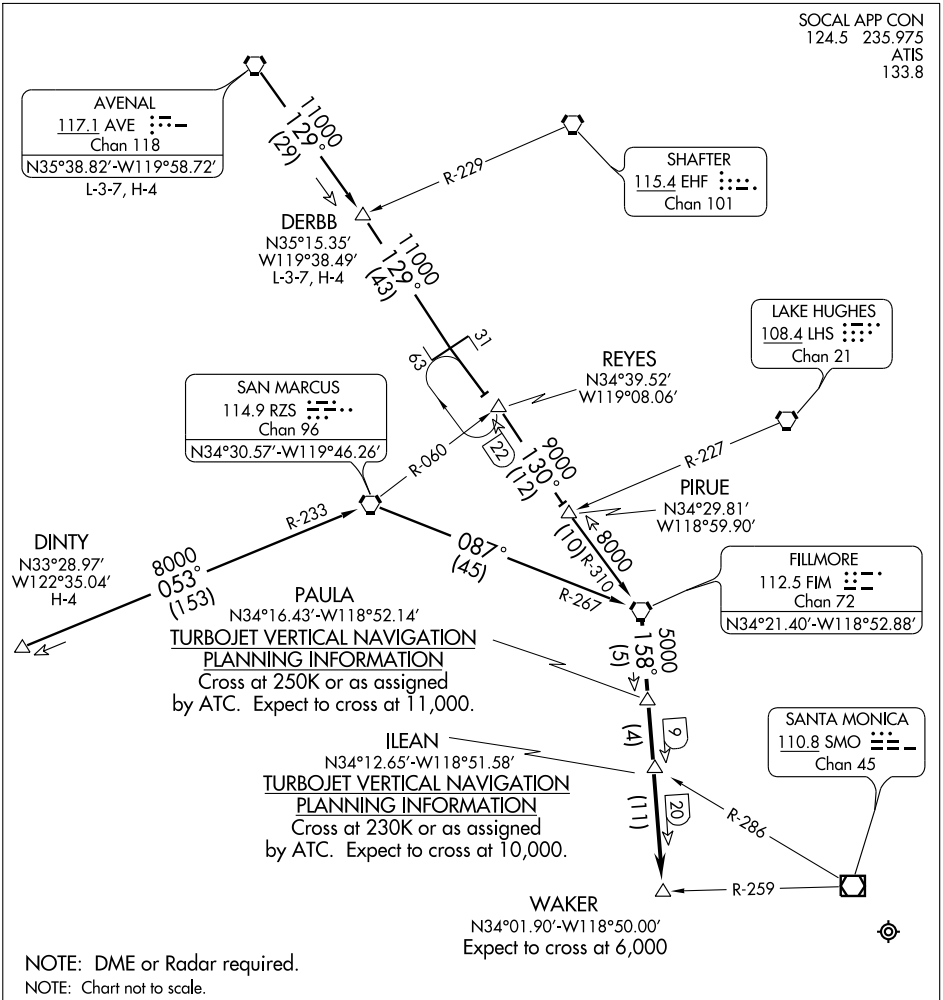
DAGGETT TRANSITION (LOOP5.DAG): From over LAX VORTAC via LAX R-041 and DAG R-222 to DAG VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

MOORPARK THREE ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL
LOS ANGELES, CALIFORNIA



AVENAL TRANSITION (AVE.MOOR3): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.MOOR3): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DINTY TRANSITION (DINTY.MOOR3): From over DINTY INT via RZS R-233 to RZS VORTAC. Then via RZS R-087 and FIM R-267 to FIM VORTAC. Thence....

....From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for LOS ANGELES INTERNATIONAL AIRPORT.

SW-3, 21 OCT 2010 to 18 NOV 2010

OCEAN TWO ARRIVAL

(JLI.OCEAN2) 09351

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

SOCAL APP CON
128.1 281.4
ATIS
133.8

From over JLI VORTAC via JLI R-263 and OCN R-083 to OCN VORTAC, then via OCN R-272 and VTU R-114 to SHILY INT, then via SLI R-251 and VTU R-129 to EXERT INT, then via LAX R-246 to MERMA INT. Expect radar vectors to final approach course for Runways 6 or 7.

FILLMORE
112.5 FIM
Chan 72

SANTA MONICA
110.8 SMO
Chan 45

VENTURA
108.2 VTU
Chan 19

MERMA
N33°53.75′
W118°42.74′

LOS ANGELES
113.6 LAX
Chan 83

R-148
R-129
R-114
R-233
R-246
R-205
17
14
21
34
34

2000
066°
(7)

EXERT
N33°52.67′
W118°50.77′

5000
309°
(10)

SHILY
N33°45.31′
W118°31.32′

SEAL BEACH
115.7 SLI
Chan 104

5000
251°
(10)

DOYLE
N33°44.52′
W118°43.82′

R-251
R-157
R-310

6000
294°
(35)

CYNDE
N33°13.75′-W117°19.16′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 12000′.

BIGJO
N33°23.15′
W117°59.33

6000
272°
(30)

(5)
(4)
6000
R-083
9

JULIAN
114.0 JLI
Chan 87
N33°08.43′-W116°35.16′
L-4, H-4

7700
263°
(33)

R-108

N

SANTA CATALINA
111.4 SXC
Chan 51

OCEANSIDE
115.3 OCN
Chan 100
N33°14.44′-W117°25.06′

R-344

VISTA
N33°13.14′
W117°14.07′

MISSION BAY
117.8 MZB
Chan 125

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL240.

NOTE: Chart not to scale.

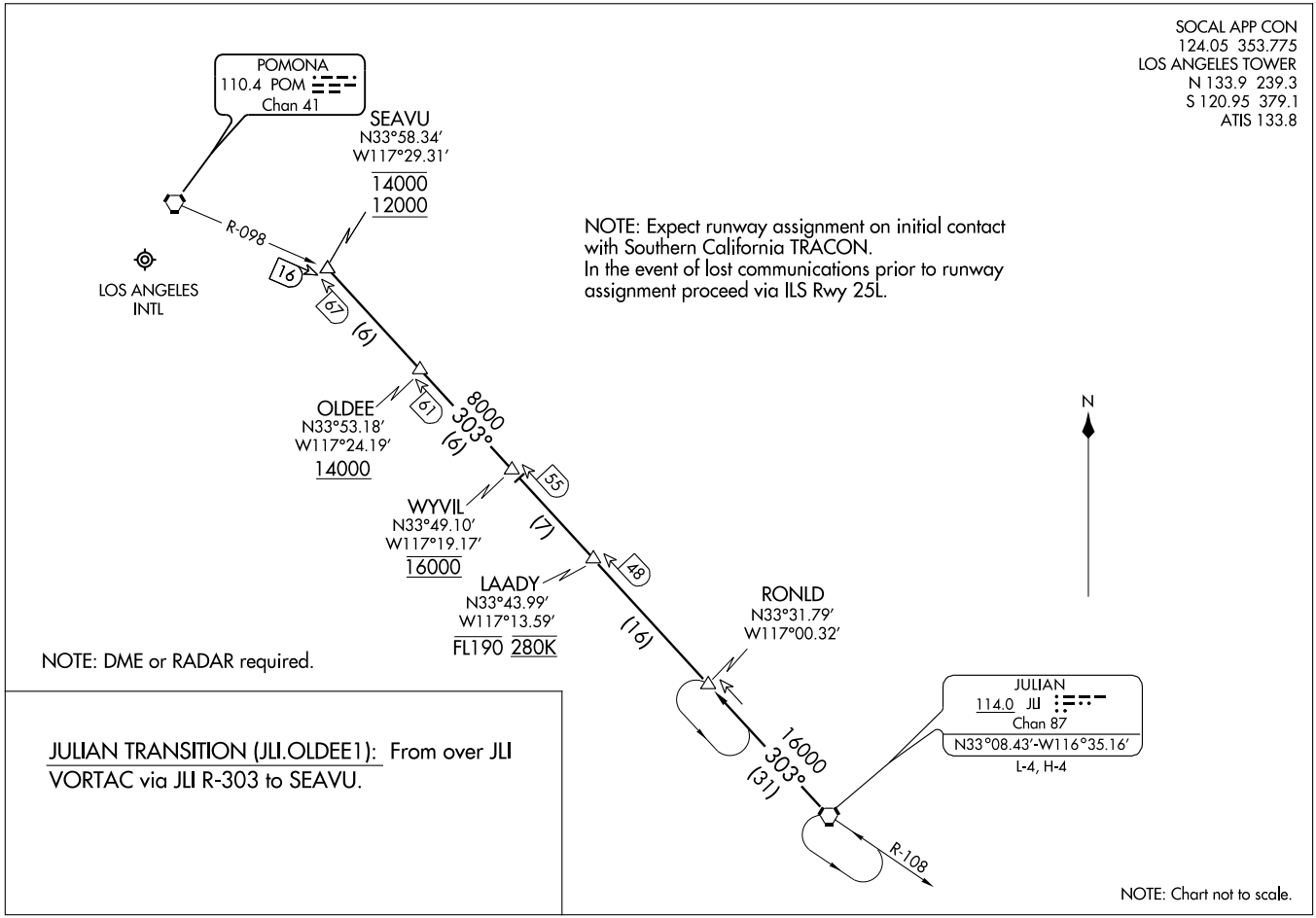
(JLI.OCEAN2) 09351
OCEAN TWO ARRIVAL
ST-237 (FAA)
LOS ANGELES INTL
LOS ANGELES, CALIFORNIA

OLDEE ONE ARRIVAL

(OLDEE.OLDEE1) 09351

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL



(OLDEE.OLDEE1) 09351

OLDEE ONE ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL

LOS ANGELES, CALIFORNIA

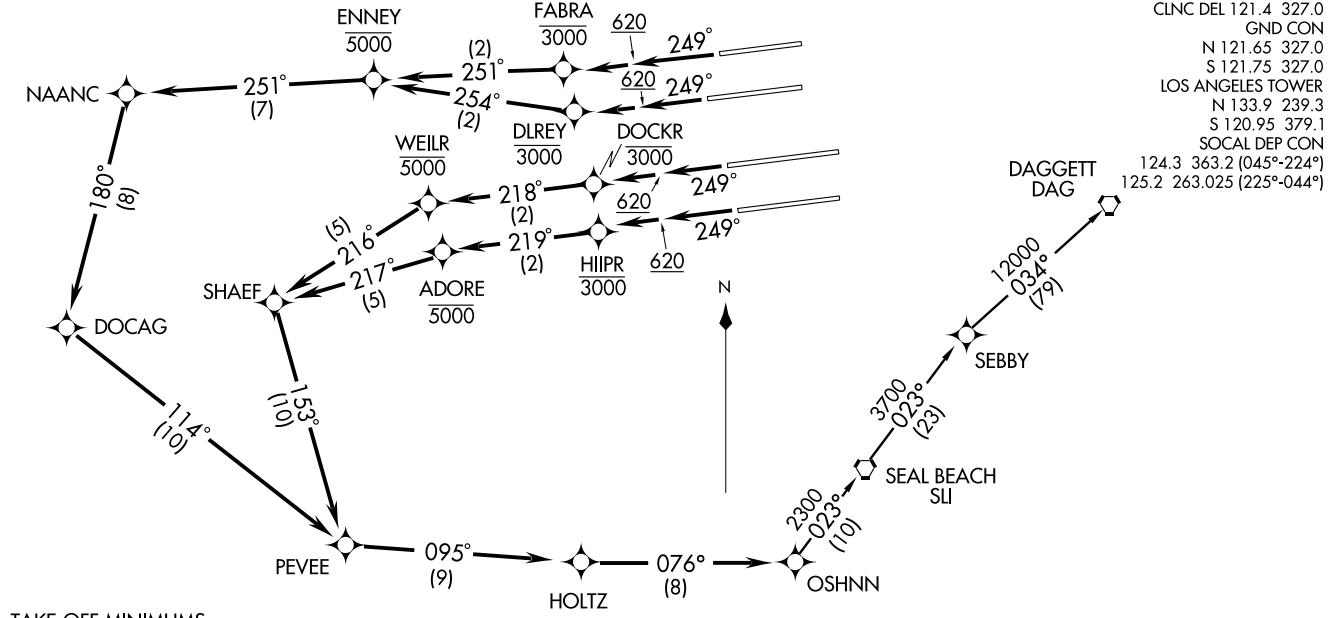
OSHNN THREE DEPARTURE (RNAV)

(OSHNN3.OSHNN) 09239

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

NOTE: Chart not to scale.



ATIS 135.65
CLNC DEL 121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF MINIMUMS

Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 620.
Rwys 6L/R, 7L/R: NA by ATC.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft departing Rwy 25R or 25L, SLI must be operational.

NOTE: Rwys 24L, 24R departure expect radar vector to PEVEE prior to NAANC.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF OBSTACLE NOTES

Rwy 24L: Bush 957′ from DER, 601′ left of centerline, 29′ AGL/148′ MSL.
Light pole 273′ from DER, 547′ left of centerline, 12′AGL/120′ MSL.
Light pole 301′ from DER, 425′ left of centerline, 10′ AGL/118′ MSL
Antenna on pole 1358′ from DER, 287′ right of centerline 25′ AGL/144′ MSL.
Bush 240′ feet from DER, 508′ right of centerline, 10′ AGL/116′ MSL.
Light pole 296′ from DER, 321′ right of centerline, 8′ AGL/116′ MSL.
Rwy 24R: OL on glideslope 213′ from DER, 400′ left of centerline, 34′ AGL/151′ MSL.
Rwy 25L: Pole 2366′ from DER, 765′ left of centerline, 55′ AGL/184′ MSL.
T-L tower 2800′ from DER, 993′ left of centerline, 82′ AGL/192′ MSL.
Transmission tower 2856′ from DER, 927′ left of centerline, 82′ AGL/192′ MSL.
Tree 2379′ from DER, 778′ left of centerline, 79′ AGL/197′ MSL.
Bush 134′ from DER, 397′ left of centerline, 5′ AGL/123′ MSL.

OSHNN THREE DEPARTURE (RNAV)

(OSHNN3.OSHNN) 09239

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

SL-237 (FAA)

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence....
TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence....
TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to OSHNN, Thence....
TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to OSHNN, Thence....

. . . . . via DAGGETT TRANSITION. Expect further clearance to filed altitude five minutes after departure.

DAGGETT TRANSITION (OSHNN3.DAG)

PERCH NINE DEPARTURE

SL-237 (FAA)

ATIS DEP 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TAKE-OFF MINIMUMS

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.

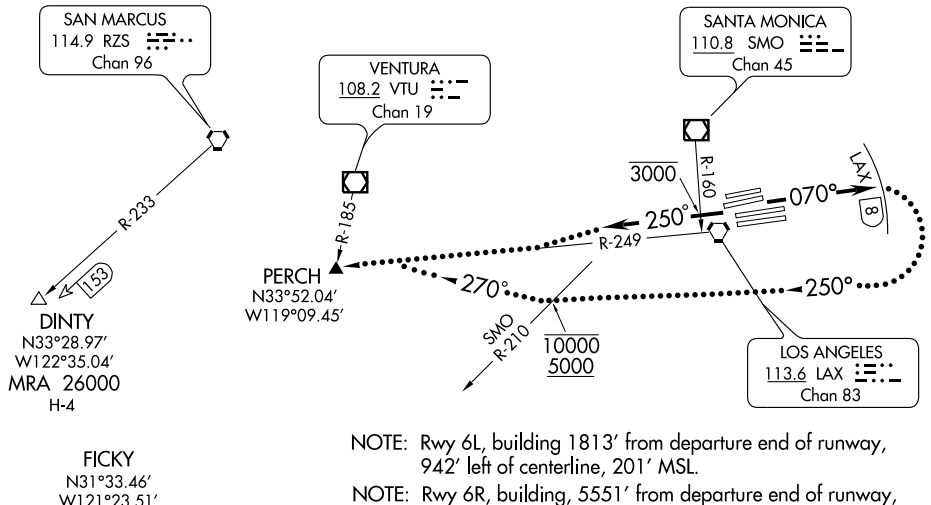
Rwy 6R: 300-1¼ or standard with minimum climb of 231′ per NM to 400′.

NOTE: MRA DINTY DME FL 310 to receive LAX and RZS DME.

NOTE: RZS R-233/153 DME fix DINTY DME FIX MRA 26000.

NOTE: Route depicted is a LOST COMMUNICATION PROCEDURE ONLY.

NOTE: RADAR and DME required.



NOTE: Rwy 6L, building 1813′ from departure end of runway, 942′ left of centerline, 201′ MSL.

NOTE: Rwy 6R, building, 5551′ from departure end of runway, 1790′ right of centerline, 306′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to DINTY INT or FICKY INT. Thence....

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to DINTY INT or FICKY INT. Thence ....

....via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS:

TAKE-OFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control upon reaching LAX 8 DME, turn right heading 250°. Cross SMO R-210 at or above 5000′ and at or below 10000′. After leaving 10000′, turn right heading 270° to intercept and proceed via LAX R-249 to PERCH INT.

TAKE-OFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, proceed to PERCH INT via LAX R-249.

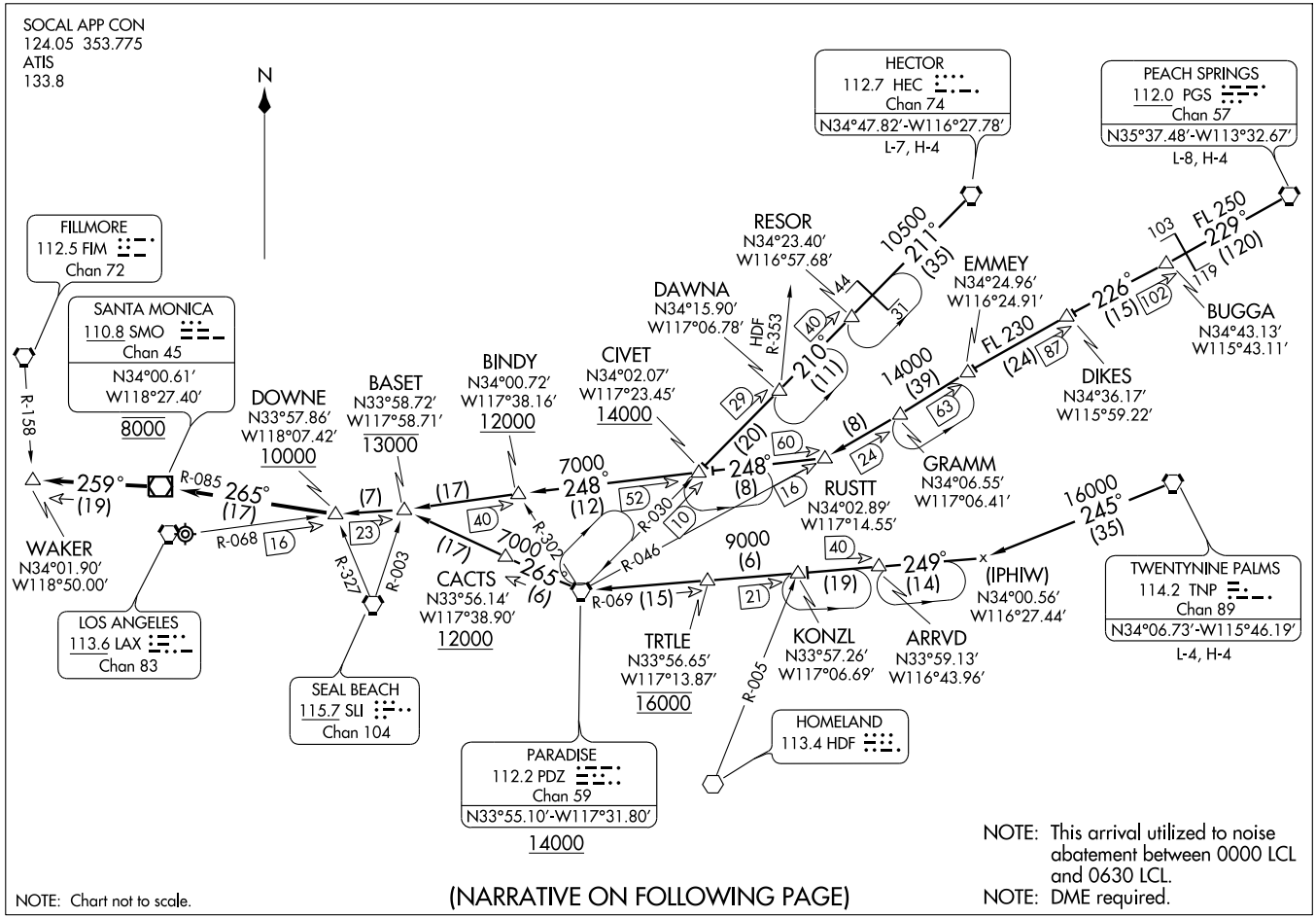
Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after depature.

SW-3, 21 OCT 2010 to 18 NOV 2010

REDEYE TWO ARRIVAL

(DOWNE.RDEYE2) 09351

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL



REDEYE TWO ARRIVAL
(DOWNE.RDEYE2) 09351
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

ST-237 (FAA)

ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.RDEYE2): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence....
PEACH SPRINGS TRANSITION (PGS.RDEYE2): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence....
TWENTYNINE PALMS TRANSITION (TNP.RDEYE2): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then PDZ R-265 to BASET INT, then LAX R-068 to DOWNE INT. Thence....
....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT. Expect vector to final approach course for runways 6 and 7.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

REEDR THREE ARRIVAL

(REEDR.REEDR3) 09351

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

SOCAL APP CON
124.05 353.775
ATIS
133.8

HECTOR
112.7 HEC
Chan 74
N34°47.82′-W116°27.78′
L-7, H-4

PEACH SPRINGS
112.0 PGS
Chan 57
N35°37.48′-W113°32.67′
L-8, H-4

RESOR
N34°23.40′
W116°57.68′

BASET
N33°58.72′ - W117°58.71′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 10000′.

REEDR
N33°56.94′ - W118°16.55′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or above 8000′.

EMMEY
N34°24.96′
W116°24.91′

BUGGA
N34°43.13′
W115°43.11′

CIVET
N34°02.07′
W117°23.45′

DIKES
N34°36.17′
W115°59.22′

DOWNE
N33°57.86′
W118°07.42′

SANTA MONICA
110.8 SMO
Chan 45

LOS ANGELES
113.6 LAX
Chan 83

RUSTT
N34°02.89′
W117°14.55′

PIONE
N34°05.67′
W116°44.33′

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′-W115°46.19′
L-4, H-4

TANDY
N33°44.79′
W118°39.48′

BINDY
N34°00.72′ - W117°38.16′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or above 12000′.

PARADISE
112.2 PDZ
Chan 59

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or above 6000′.

SEAL BEACH
115.7 SLI
Chan 104

112.5 FIM
Chan 72

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME Required.
NOTE: Chart not to scale.

ST-237 (FAA)

ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.REEDR3): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to REEDR INT. Thence....
PEACH SPRINGS TRANSITION (PGS.REEDR3): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to REEDR INT. Thence....
TWENTYNINE PALMS TRANSITION (TNP.REEDR3): From over TNP VORTAC via TNP R-254 to PIONE INT, then LAX R-068 to REEDR INT. Thence....
....From over REEDR INT via heading 220° for radar vector to final approach course for Runways 6 or 7.

LOST COMMUNICATIONS: Depart REEDR INT heading 220° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

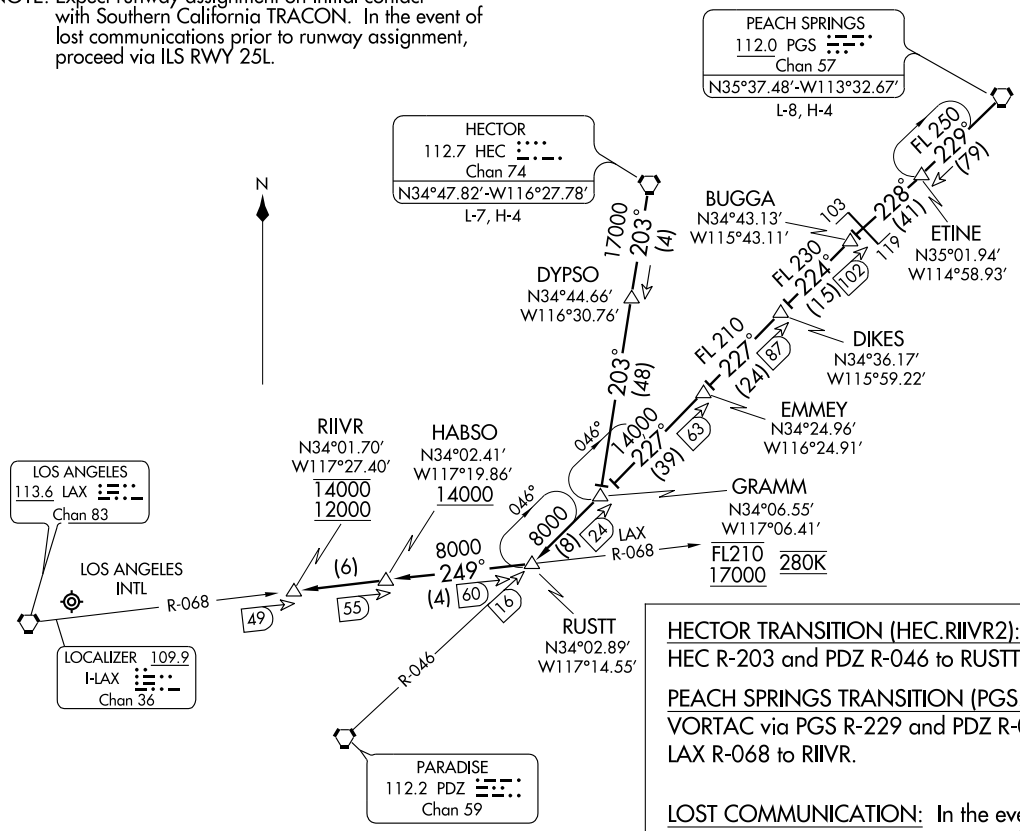
RIIVR TWO ARRIVAL

(RIIVR.RIIVR2) 09351

NOTE: DME or RADAR required.

NOTE: Expect runway assignment on initial contact with Southern California TRACON. In the event of lost communications prior to runway assignment, proceed via ILS RWY 25L.

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS 133.8



NOTE: Chart not to scale.

HECTOR TRANSITION (HEC.RIIVR2): From over HEC VORTAC via HEC R-203 and PDZ R-046 to RUSTT, then via LAX R-068 to RIIVR.

PEACH SPRINGS TRANSITION (PGS.RIIVR2): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT, then via LAX R-068 to RIIVR.

LOST COMMUNICATION: In the event of lost communications prior to runway assignment proceeed via ILS Rwy 25L.

RIIVR TWO ARRIVAL
(RIIVR.RIIVR2) 09351

ST-237 (FAA)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

WAAS	APP CRS	Rwy Idg	8925
CH 82507	069°	TDZE	117
W06A		Apt Elev	126

RNAV (GPS) Y RWY 6L

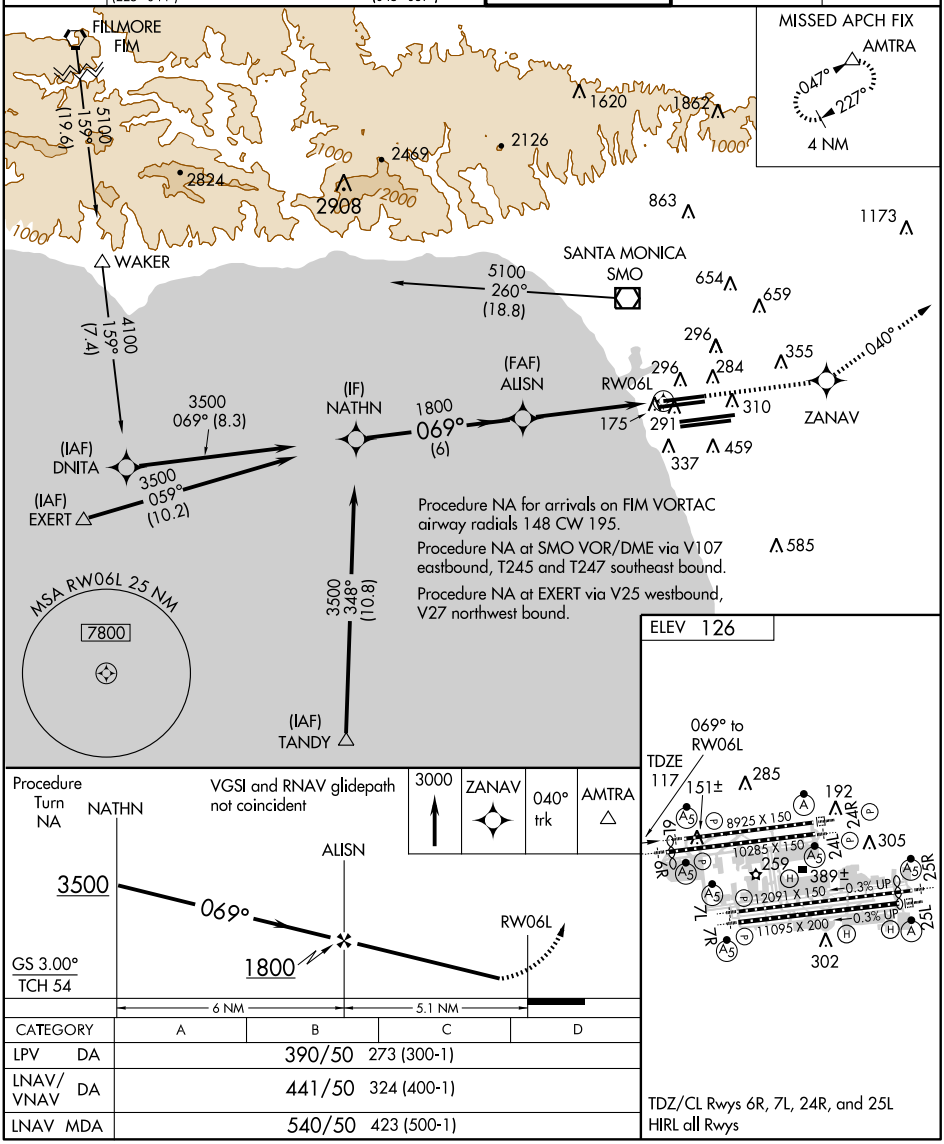
LOS ANGELES INTL (LAX)

T W Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat A and B. For inoperative MALSR, increase LNAV Cat C and D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZANAV and via 040° track to AMTRA and hold.

ATIS							
ARR 133.8	124.3 363.2 (APCH FM WEST)	SOCAL APP CON	124.9 269.0 (090°-224°)	LOS ANGELES TOWER	GND CON	CLNC DEL
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	N 133.9 239.3 S 120.95 379.1	N 121.65 327.0 S 121.75 327.0	121.4 327.0



Procedure Turn NA

NATHN

VGSI and RNAV glidepath not coincident

3000	ZANAV	040° trk	AMTRA

CATEGORY	A	B	C	D
LPV DA	390/50	273 (300-1)		
LNAV/VNAV DA	441/50	324 (400-1)		
LNAV MDA	540/50	423 (500-1)		

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9954
CH 61207	069°	TDZE	114
W06B		Apt Elev	126

RNAV (GPS) Y RWY 6R

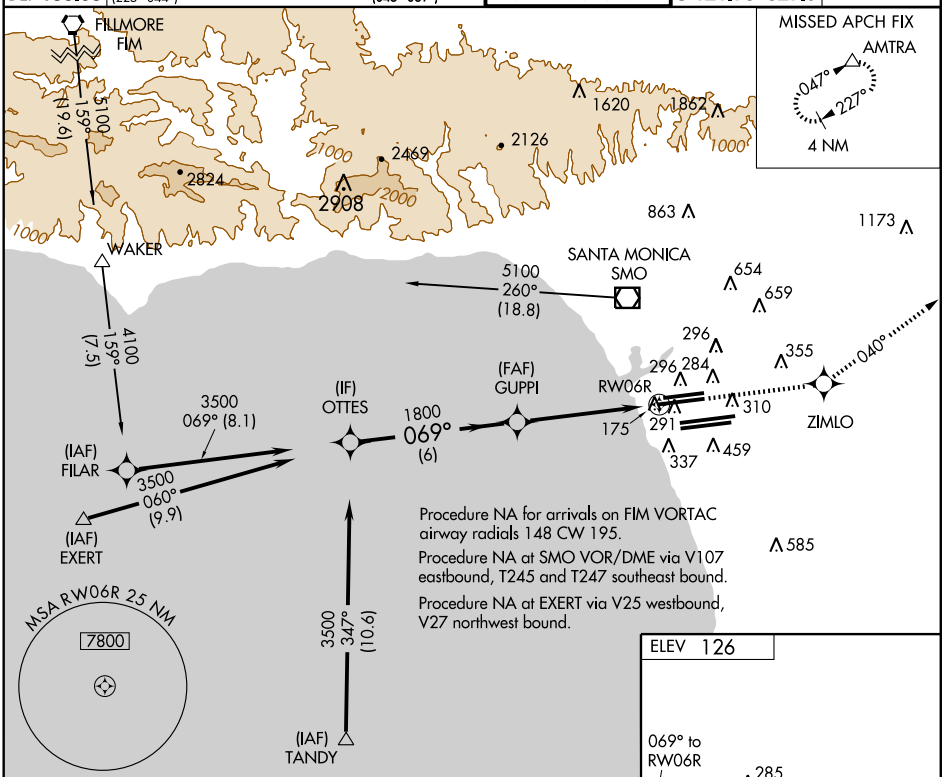
LOS ANGELES INTL (LAX)

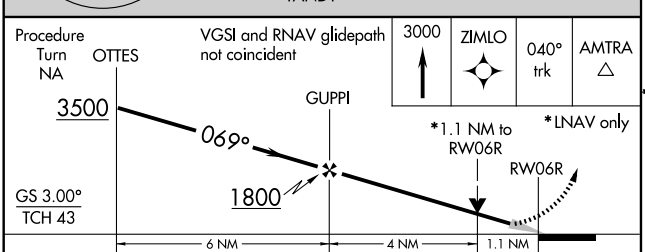
For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibility to RVR 5000, and increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

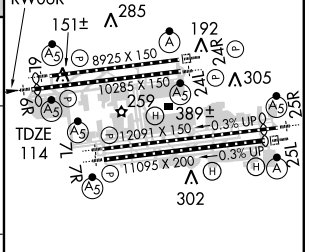
MISSED APPROACH: Climb to 3000 direct ZIMLO and via 040° track to AMTRA and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	





CATEGORY	A	B	C	D
LPV DA	364/24 250 (300-½)			
LNAV/VNAV DA	425/24 311 (300-½)			425/40 311 (300-¾)
LNAV MDA	520/24 406 (400-½)		520/40 406 (400-¾)	520/50 406 (400-1)



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12091
CH 42504	069°	TDZE	126
W07A		Apt Elev	126

RNAV (GPS) Y RWY 7L

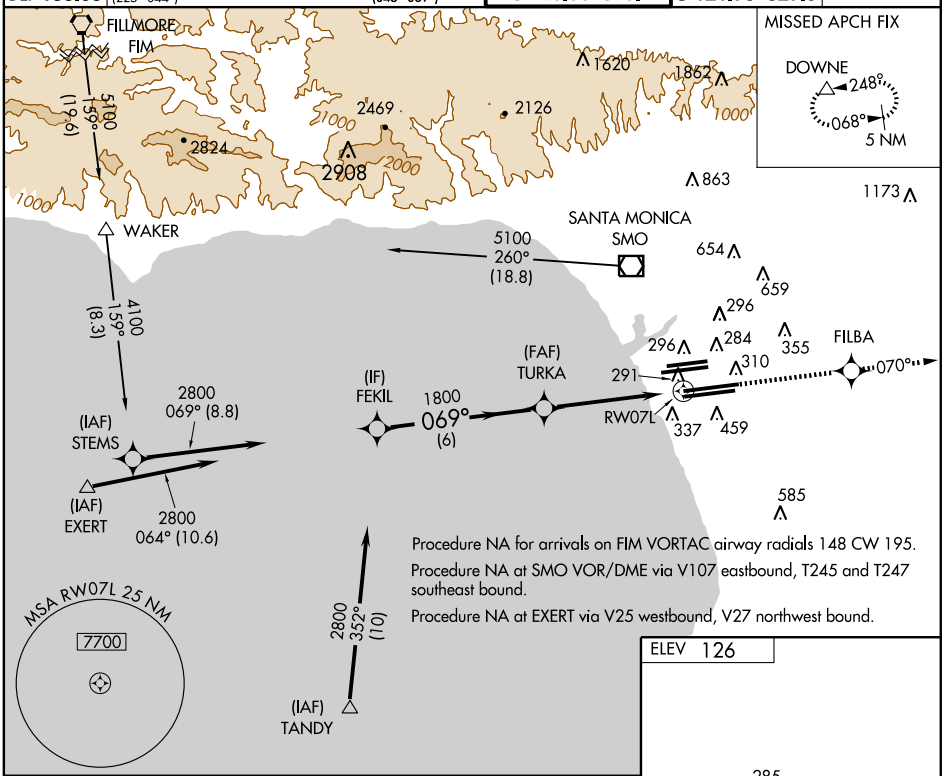
LOS ANGELES INTL (LAX)

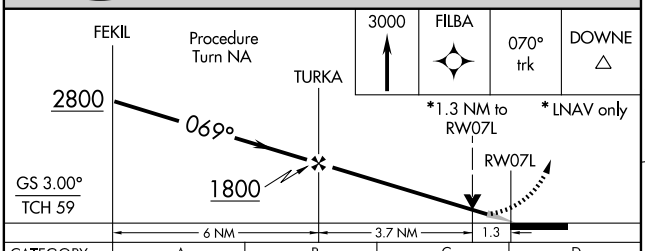
T For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FILBA then via 070° track to DOWNE and hold.

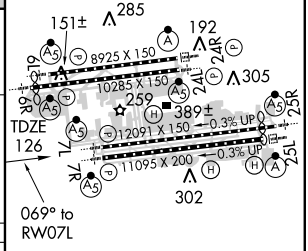
ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	





CATEGORY	A	B	C	D
LPV DA	432/24 306 (400-½)			
LNAV/VNAV DA	582/50 456 (500-1)			
LNAV MDA	600/24 474 (500-½)		600/40 474 (500-¾)	600/50 474 (500-1)

ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11095
CH 69603	069°	TDZE	125
W07B		Apt Elev	126

RNAV (GPS) Y RWY 7R

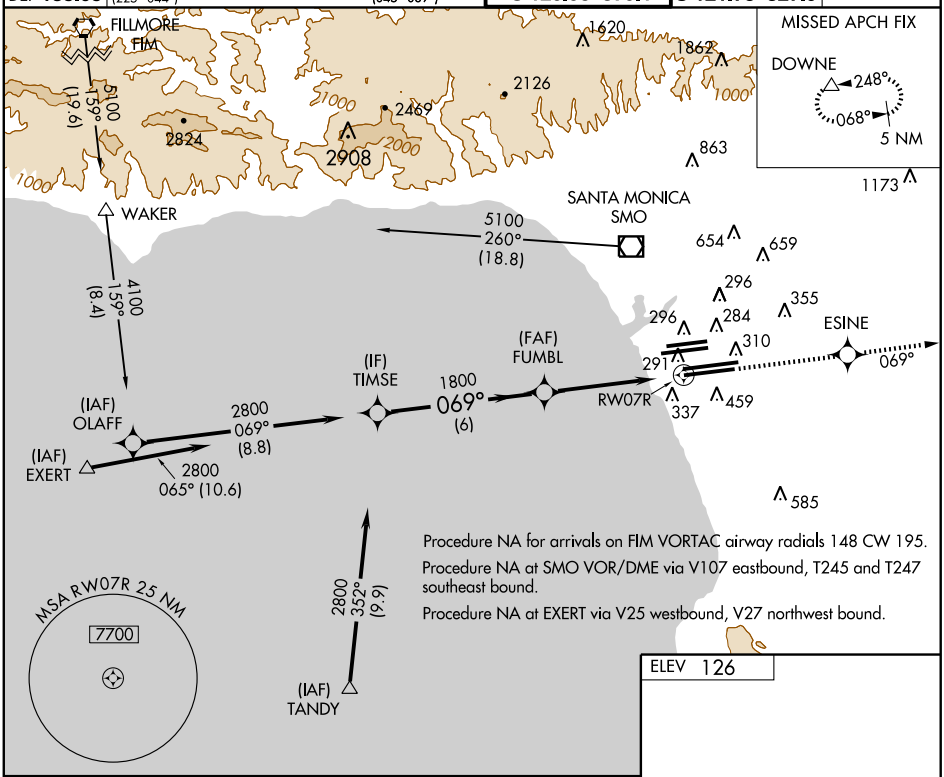
LOS ANGELES INTL (LAX)

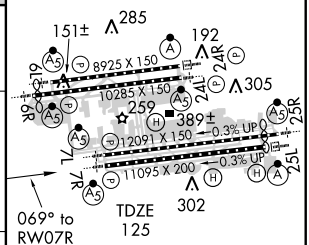
T W For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

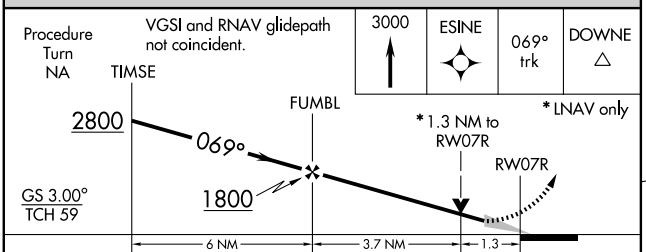
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct ESINE and via 069° track to DOWNE and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	







CATEGORY	A	B	C	D
LPV DA	417/24 292 (300-½)			
LNAV/VNAV DA	582/50 457 (500-1)			
LNAV MDA	600/24 475 (500-½)		600/40 475 (500-¾)	600/50 475 (500-1)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10285
CH 56407	249°	TDZE	121
W24B		Apt Elev	126

RNAV (GPS) Y RWY 24L

LOS ANGELES INTL (LAX)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JAKOS and via 261° track to RAFFS and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65			128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

MISSED APCH FIX

RAFFS 260° 080° 4 NM JAKOS 261°

(IAF) PURMS

Procedure NA for arrival at PURMS via V186 northwest bound.

PURMS 151° (9) 4000

(IF) JULLI

JULLI 249° (10.3) 4000

HURLR WLNUT SALWA PFILA SHURL

HURLR 7000 249° (3.6)

WLNUT 8000 249° (3.6)

SALWA 9000 249° (3.6)

PFILA 10000 249° (2.9)

SHURL 10000 279° (8.2)

(IAF) RIIVR 10000 255° (9.1)

(IAF) SEAVU

(FAF) SUTIE 2200 249° (8)

RW24L

(IAF) SEAL BEACH SLI 4000 331° (12.1)

Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.

MSA RW24L 25 NM 7800

ELEV 126

249° to RW24L

151± 285 192 TDZE 121 305 302

RW6R 8925 X 150

RW24R

RW24L 10285 X 150

RW6L 259 389±

RW7L 12091 X 150 0.3% UP

RW25R 11095 X 200 0.3% UP

RW7R

RW25L

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

2000	JAKOS	261° trk	RAFFS

VGSI and RNAV glidepath not coincident.

*LNAV only

*1.5 NM to RW24L

RW24L SUTIE JULLI HURLR

2200 4000 7000 249°

GS 3.00° TCH 59

Procedure Turn NA

1.5 NM 4.8 NM 8 NM 10.3 NM

CATEGORY	A	B	C	D
LPV DA	469/40 348 (400-¾)			
LNAV/VNAV DA	606/60 485 (500-1¼)			
LNAV MDA	660/24 539 (600-½)		660/50 539 (600-1)	660/60 539 (600-1¼)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 24R

LOS ANGELES INTL (LAX)

WAAS	APP CRS	Rwy Idg	8925
CH 69307	249°	TDZE	120
W24A		Apt Elev	126

DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

ALSF-2

MISSED APPROACH: Climb to 2000 direct IGUPE and via 261° track to RAFFS and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

MISSED APCH FIX
RAFFS
260°
080°
4 NM
261°
IGUPE

Procedure NA for arrivals at PURMS via V186 northwest bound.

(IAF) PURMS
151° (8.9)
4000
(IF) MERCE
249° (10.3)
PALAC
BREEA
DECOR
SKOLL
MINZA
10000 256° (9.3)
(IAF) RIIVR
10000 249° (2.8)
10000 279° (8.4)
(IAF) SEAVU
7000 249° (3.6)
8000 249° (3.6)
9000 249° (3.6)
(FAF) JETSA
2200 249° (8)
RW24R
ELEV 126

MSA RW24R 25 NM
7800

4000 331° (12.3)
(IAF) SEAL BEACH SLI

Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.

TDZE 120
249° to RW24R
8925 X 150
10285 X 150
12091 X 150 -0.3% UP
11095 X 200 -0.3% UP

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

2000	IGUPE	261° trk	RAFFS

VGSI and RNAV glidepath not coincident.

*LNAV only
*1.5 NM to RW24R
RW24R
JETSA
MERCE
PALAC
2200
4000
7000
249°
Procedure Turn NA
GS 3.00°
TCH 59

1.5 NM | 4.8 NM | 8 NM | 10.3 NM

CATEGORY		A	B	C	D
LPV	DA	374/24 254 (300-½)			
LNAV/VNAV	DA	604/60 484 (500-1¼)			
LNAV	MDA	660/24 540 (600-½)		660/50 540 (600-1)	660/60 540 (600-1¼)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11095
CH 53507	249°	TDZE	104
W25A		Apt Elev	126

RNAV (GPS) Y RWY 25L

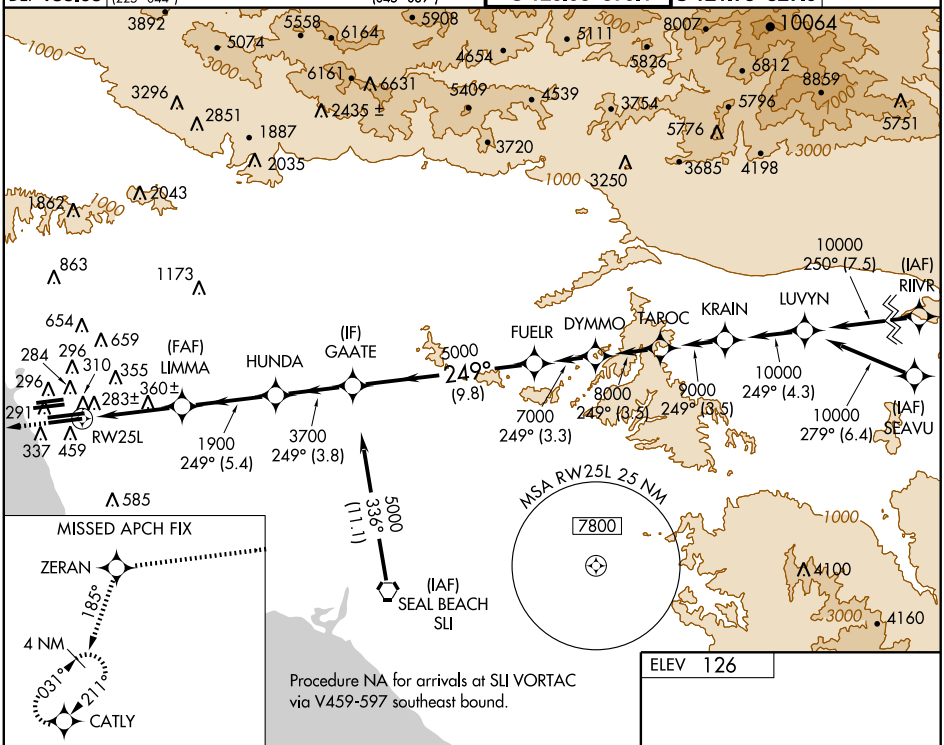
LOS ANGELES INTL (LAX)

T For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.

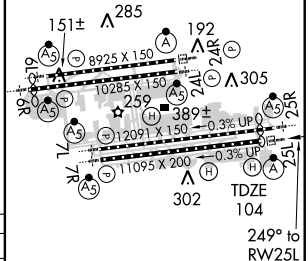
ALSF-2

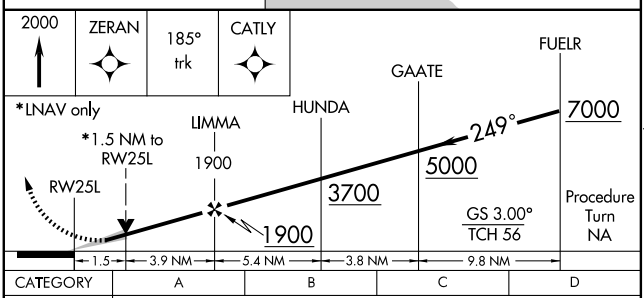
MISSED APPROACH: Climb to 2000 direct ZERAN and via 185° track to CATLY and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)		N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)		S 120.95 379.1	S 121.75 327.0	



ELEV 126





CATEGORY	A	B	C	D
LPV DA	365/24 261 (300-½)			
LNAV/VNAV DA	575/60 471 (500-1¼)			
LNAV MDA	640/24 536 (600-½)		640/50 536 (600-1)	640/60 536 (600-1¼)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 11134
CH 49007	249°	TDZE 102
W25B		Apt Elev 126

RNAV (GPS) Y RWY 25R

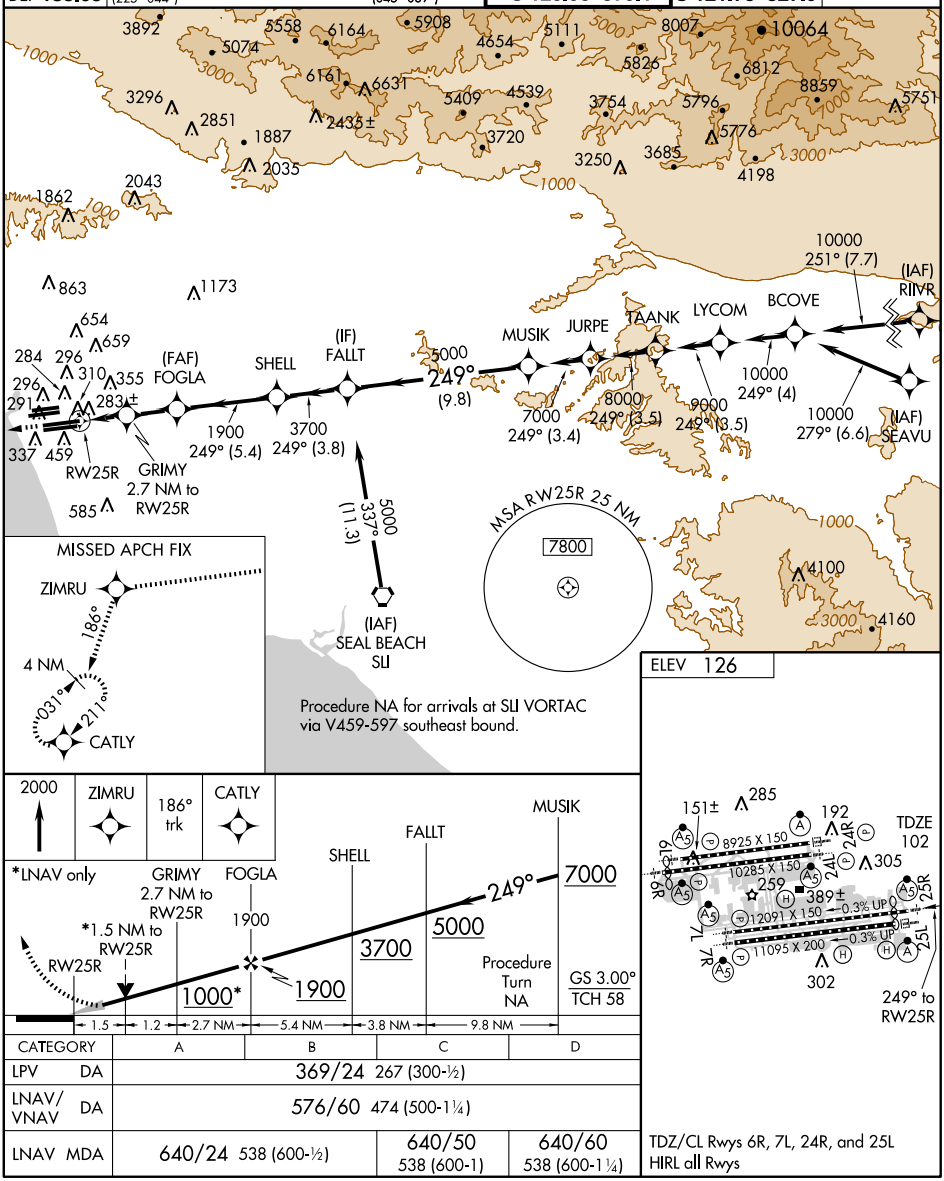
LOS ANGELES INTL (LAX)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct ZIMRU and via 186° track to CATLY and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



CATEGORY	A	B	C	D
LPV DA	369/24 267 (300-½)			
LNAV/VNAV DA	576/60 474 (500-1¼)			
LNAV MDA	640/24 538 (600-½)		640/50 538 (600-1)	640/60 538 (600-1¼)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8925
069°	TDZE	117
	Apt Elev	126

RNAV (RNP) Z RWY 6L

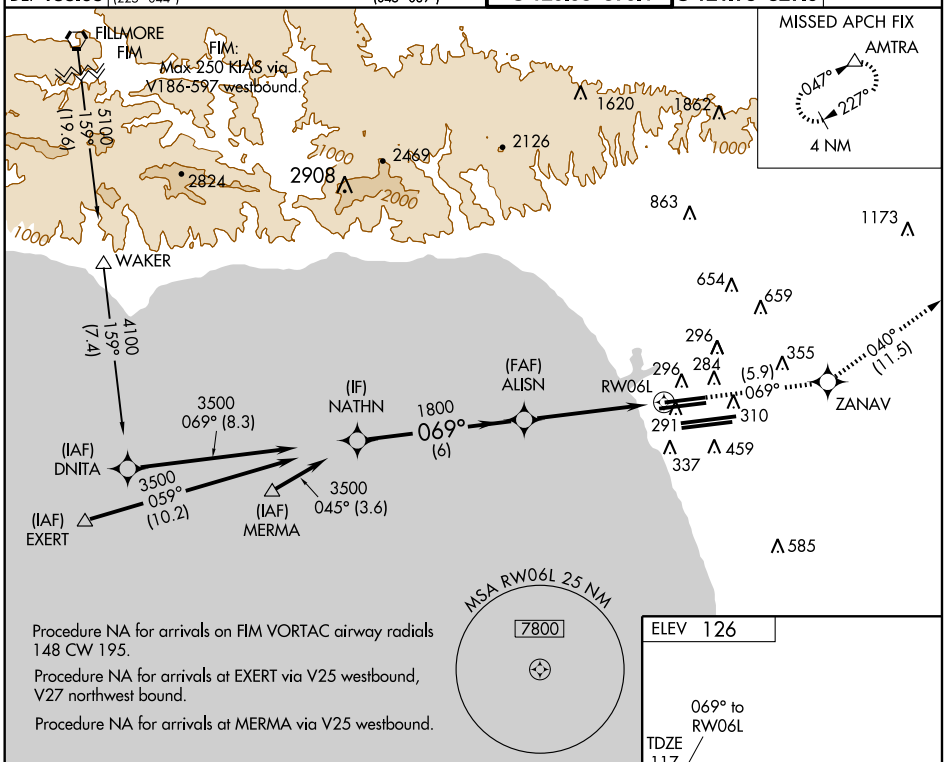
LOS ANGELES INTL (LAX)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F), or above 48°C (119°F). Inoperative table does not apply.
Visiblity reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 via 069° track to ZANAV and via 040° track to AMTRA and hold.

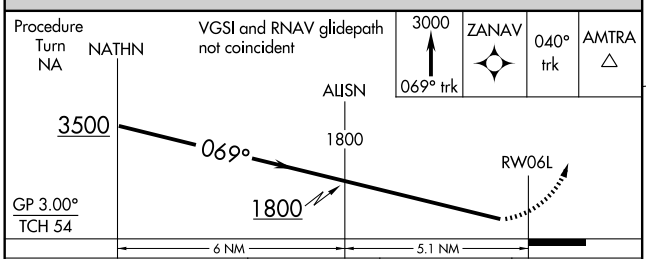
ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



Procedure NA for arrivals on FIM VORTAC airway radials 148 CW 195.

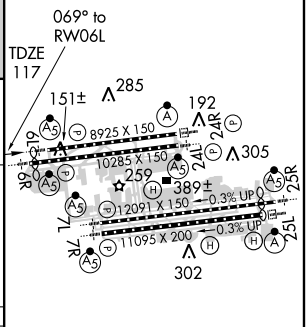
Procedure NA for arrivals at EXERT via V25 westbound, V27 northwest bound.

Procedure NA for arrivals at MERMA via V25 westbound.



CATEGORY	A	B	C	D
RNP 0.30 DA	436/50	319 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9954
069°	TDZE	114
	Apt Elev	126

RNAV (RNP) Z RWY 6R

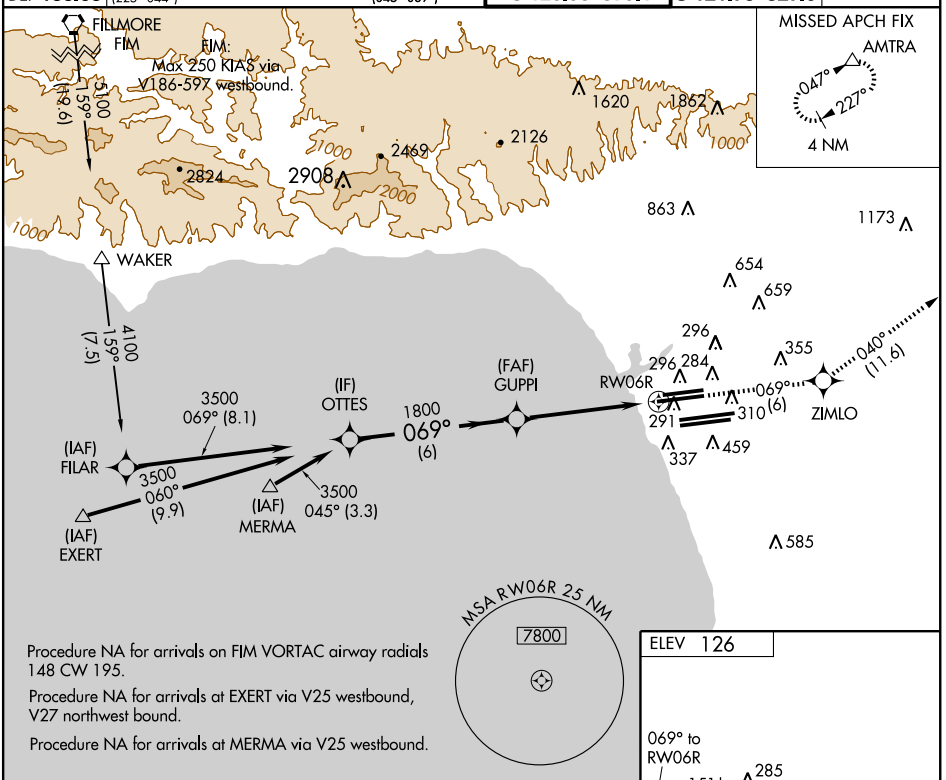
LOS ANGELES INTL (LAX)

GPS required. Visibility reduction by helicopters NA.
NA For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F), or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.30 visibility to RVR 5000 all Cats.

MALSR

MISSED APPROACH: Climb to 3000 via 069° track to ZIMLO and via 040° track to AMTRA and hold.

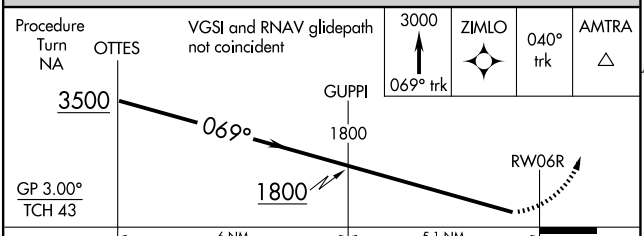
ATIS			LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	SOCAL APP CON 124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



Procedure NA for arrivals on FIM VORTAC airway radials 148 CW 195.

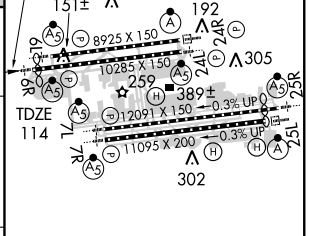
Procedure NA for arrivals at EXERT via V25 westbound, V27 northwest bound.

Procedure NA for arrivals at MERMA via V25 westbound.



CATEGORY	A	B	C	D
RNP 0.30 DA	413/40	299 (300-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12091
069°	TDZE	126
	Apt Elev	126

RNAV (RNP) Z RWY 7L

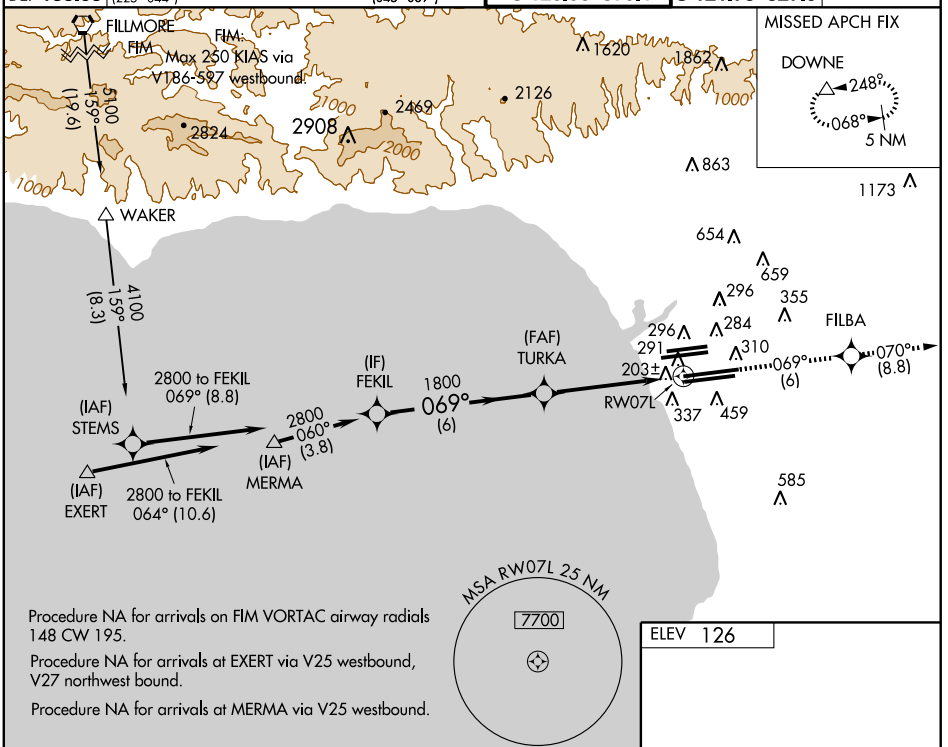
LOS ANGELES INTL (LAX)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F), or above 48°C (118°F).
For inoperative MALSR, increase RNP 0.12 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via 069° track to FILBA and via 070° track to DOWNE and hold.

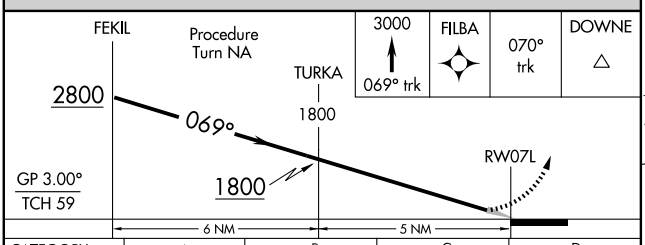
ATIS				LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	SOCAL APP CON	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



Procedure NA for arrivals on FIM VORTAC airway radials 148 CW 195.

Procedure NA for arrivals at EXERT via V25 westbound, V27 northwest bound.

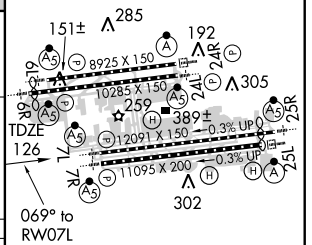
Procedure NA for arrivals at MERMA via V25 westbound.



CATEGORY	A	B	C	D
RNP 0.12 DA	440/24	314 (400-½)		
RNP 0.30 DA	483/40	357 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 126



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11095
069°	TDZE	125
	Apt Elev	126

RNAV (RNP) Z RWY 7R

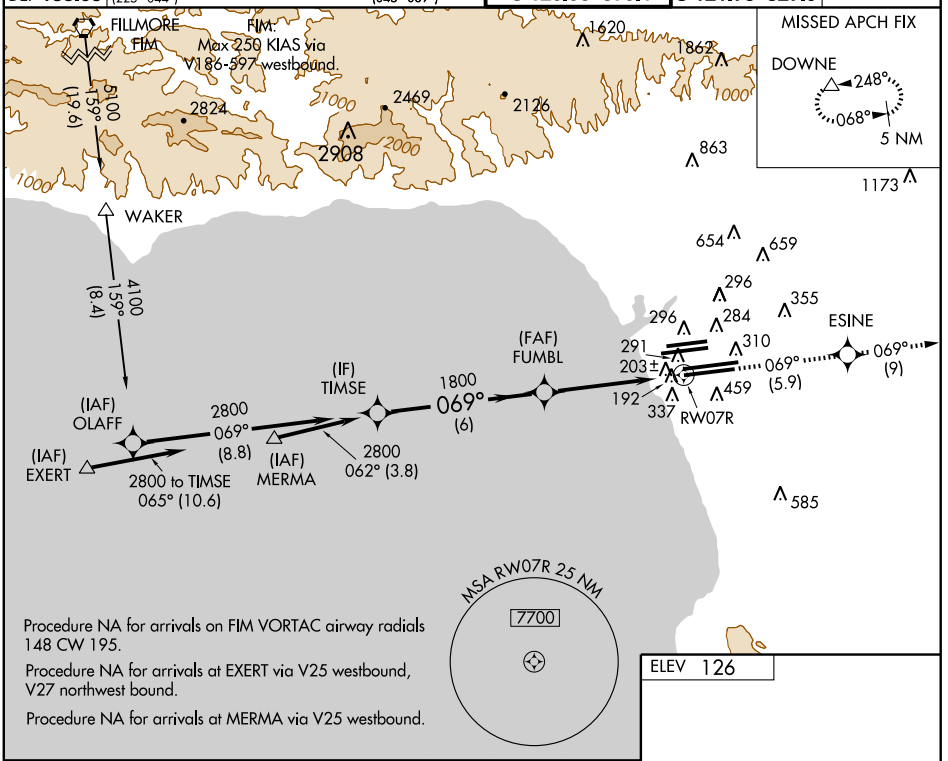
LOS ANGELES INTL (LAX)

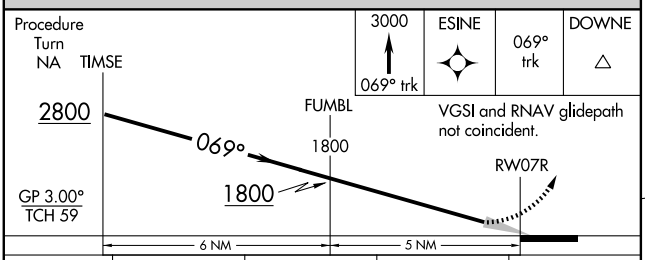
For inoperative MALSR, increase RNP 0.12 visibility to RVR 5000 all Cats., and RNP 0.30 visibility to RVR 6000 all Cats. For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 48°C (119°F). GPS Required.

MALSR

MISSED APPROACH: Climb to 3000 via 069° track to ESINE and 069° track to DOWNE and hold.

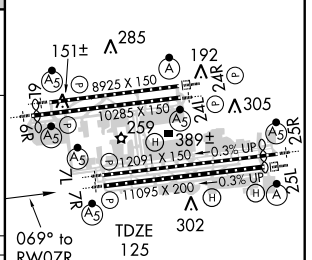
ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	





CATEGORY	A	B	C	D
RNP 0.12 DA	418/24	293 (300-½)		
RNP 0.30 DA	483/40	358 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10285
249°	TDZE	121
	Apt Elev	126

RNAV (RNP) Z RWY 24L

LOS ANGELES INTL (LAX)

For inoperative MALSR, increase visibility RNP 0.15 and RNP 0.30 all Cats to 1½.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 48°C (119°F).
Visibility reduction by helicopters NA. GPS required.

MALSR

MISSED APPROACH: Climb to 2000 via 249° track to JAKOS and via 261° track to RAFFS and hold.

ATIS	ARR 133.8 DEP 135.65	124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	SOCAL APP CON	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER	N 133.9 239.3 S 120.95 379.1	GND CON	N 121.65 327.0 S 121.75 327.0	CLNC DEL	121.4 327.0

MISSED APCH FIX
RAFFS
JAKOS
260°
261°
(11)
249°
(5.7)
080°
4 NM

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

RW24L
(FAF) SUTIE
(IF) JULLI
HURLR
WLNUT
SALWA
PFILA
SHURL
(IAF) RIIVR
(IAF) SEAVU
2200
249° (8)
4000
249° (10.3)
7000
249° (3.6)
8000
249° (3.6)
9000
249° (3.6)
10000
249° (2.9)
10000
255° (9.1)
10000
271° (10.8)
249° (6.3)

MSA RW24L 25 NM
7800

ELEV 126

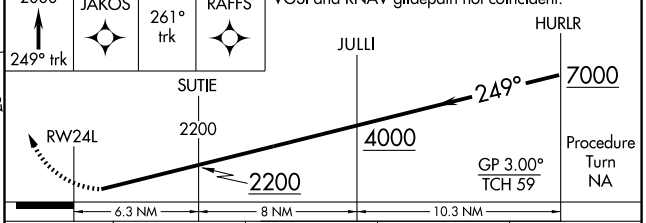
249° to RW24L

TDZE 121

8925 X 150
10285 X 150
12091 X 150 0.3% UP
11095 X 200 0.3% UP

2000
249° trk
JAKOS
261° trk
RAFFS

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.15 DA	538/50 417 (500-1)			
RNP 0.30 DA	582/60 461 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

APP CRS	Rwy Idg	8925
249°	TDZE	120
	Apt Elev	126

RNAV (RNP) Z RWY 24R

LOS ANGELES INTL (LAX)

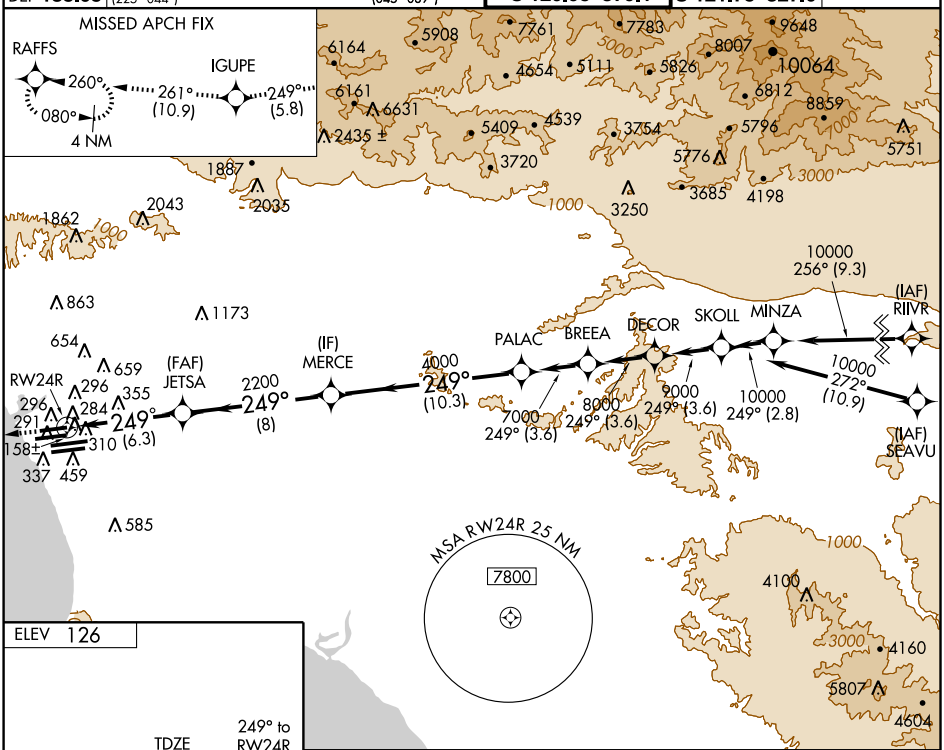
For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 48°C (119°F). For inoperative ALSF-2 increase RNP 0.16 visibility to RVR 6000 and RNP 0.30 to 1½ miles. GPS required. Visibility reduction by helicopters NA.

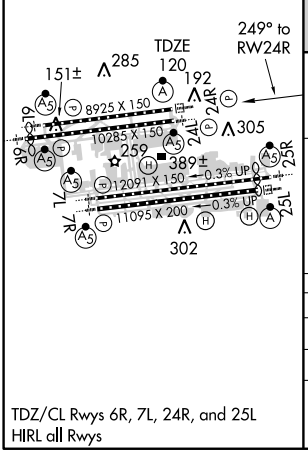
NA

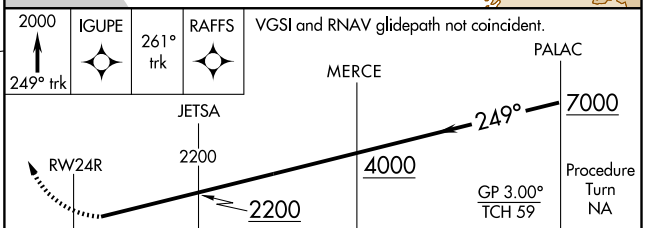
ALSF-2

MISSED APPROACH: Climb to 2000 via 249° track to IGUPE and via 261° track to RAFFS and hold.

ATIS	ARR 133.8	DEP 135.65
124.3 363.2 (APCH FM WEST)	124.5 235.975 (225°-044°)	
SOCAL APP CON	124.9 269.0 (090°-224°)	128.5 360.7 (045°-089°)
LOS ANGELES TOWER	N 133.9 239.3	S 120.95 379.1
GND CON	N 121.65 327.0	S 121.75 327.0
CLNC DEL	121.4 327.0	







CATEGORY	A	B	C	D
RNP 0.16 DA	485/40 365 (400-¾)			
RNP 0.30 DA	584/60 464 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11134
249°	TDZE	102
	Apt Elev	126

RNAV (RNP) Z RWY 25R

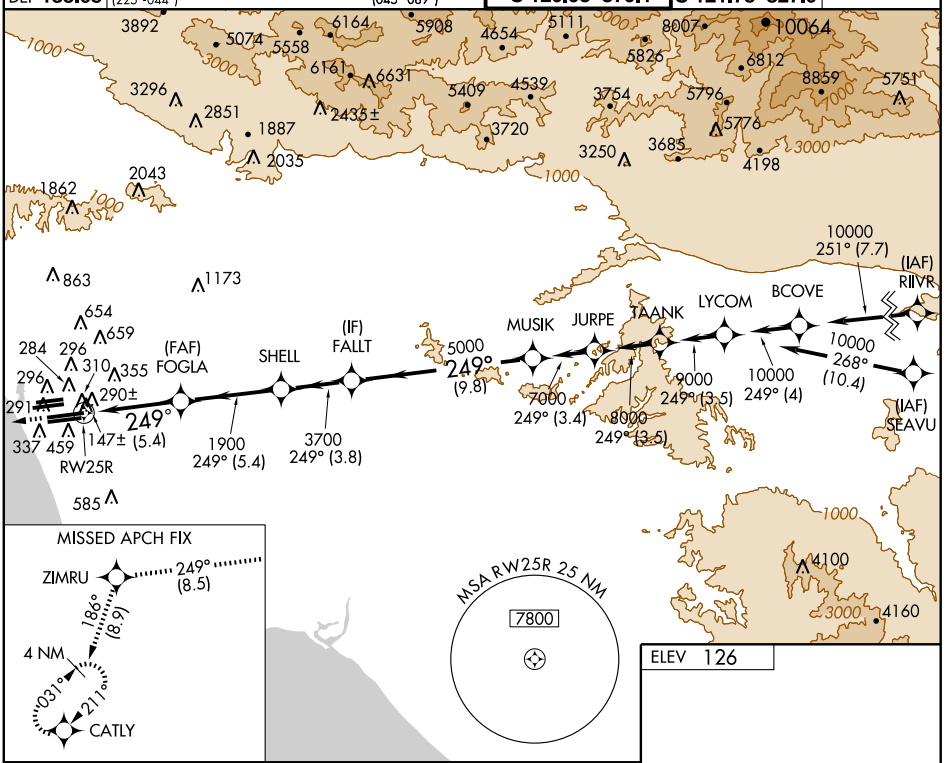
LOS ANGELES INTL (LAX)

NA — For inoperative MALSR, increase visibility RNP 0.11 to RVR 6000 and RNP 0.30 to 1½. For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 48°C (118°F). GPS required.

MALSR

MISSED APPROACH: Climb to 2000 via 249° track to ZIMRU and via 186° track to CATLY and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	



CATEGORY	A	B	C	D
RNP 0.11 DA	486/50 384 (400-1)			
RNP 0.30 DA	537/50 435 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

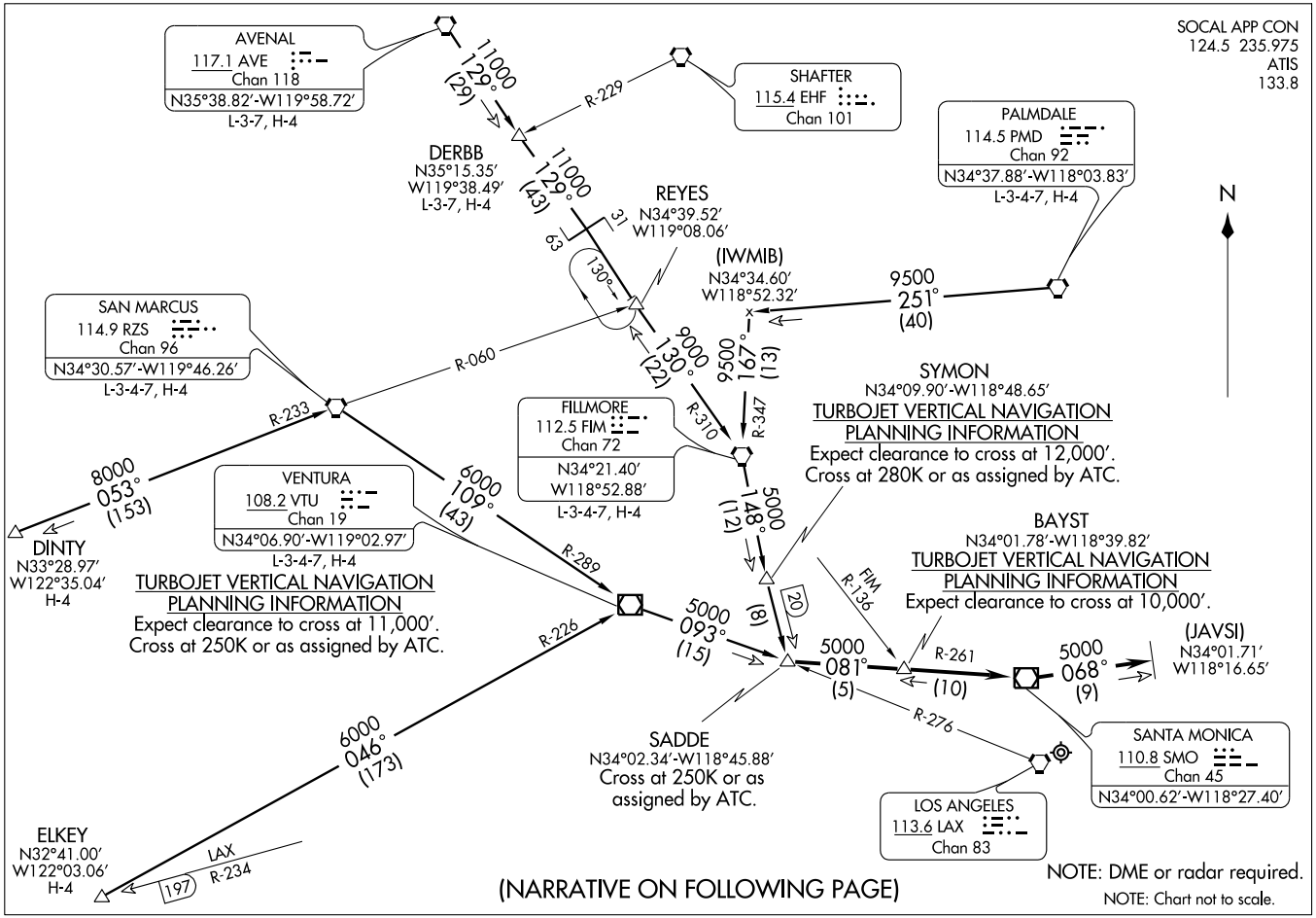
SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

SADDE SIX ARRIVAL

(SADDE.SADDE6) 09351

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

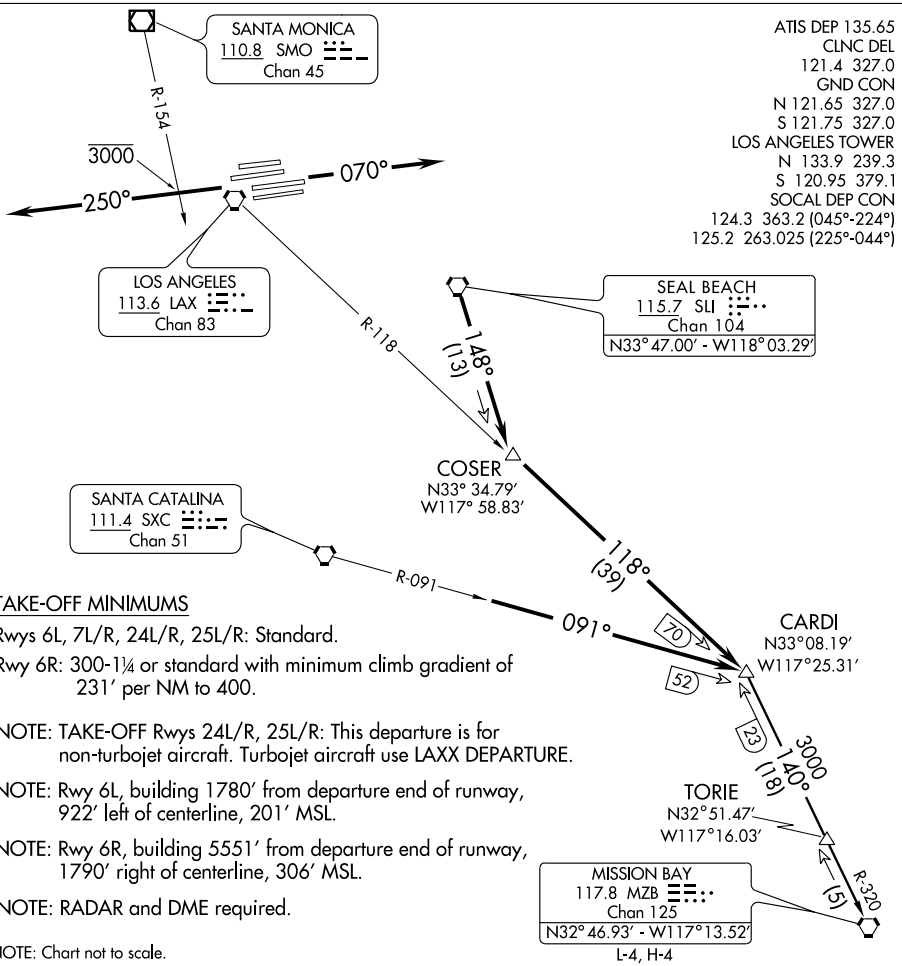


(SADDE.SADDE6) 09351

SADDE SIX ARRIVAL

LOS ANGELES INTL
LOS ANGELES, CALIFORNIA

ST-237 (FAA)



TAKE-OFF MINIMUMS

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.

Rwy 6R: 300-1¼ or standard with minimum climb gradient of 231' per NM to 400.

NOTE: TAKE-OFF Rwys 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: Rwy 6L, building 1780' from departure end of runway, 922' left of centerline, 201' MSL.

NOTE: Rwy 6R, building 5551' from departure end of runway, 1790' right of centerline, 306' MSL.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

L-4, H-4

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC, then via SLI R-148 to COSER DME fix then via LAX R-118 to CARDI INT. Thence....

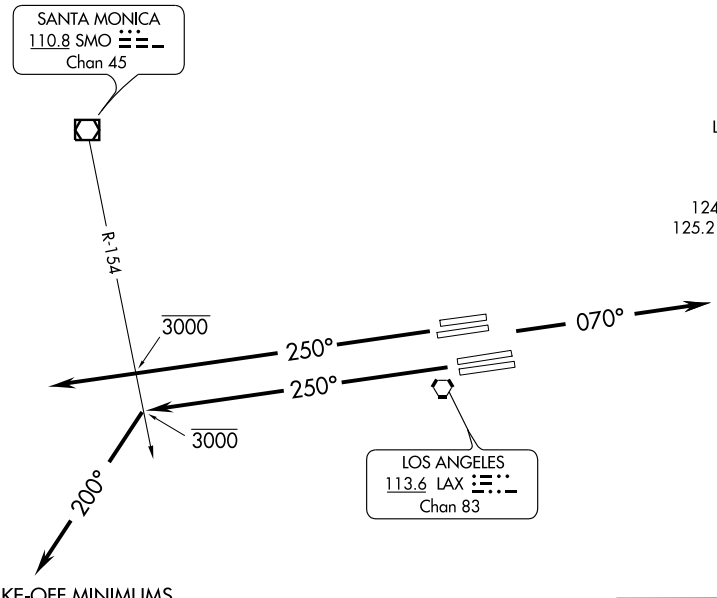
TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000, then via RADAR vector to join SXC R-091 to CARDI INT. Thence....

....via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

MISSION BAY TRANSITION (SNGO5.MZB): From over CARDI INT via MZB R-320 to MZB VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



ATIS DEP 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00'-W118°03.29'
L-3-4, H-4

TAKE-OFF MINIMUMS

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.

Rwy 6R: 300-1¼ or standard with minimum climb of 231′ per NM to 400.

NOTE: TAKE-OFF Rwys 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: Rwys 25L/R, ATC minimum climb gradient of 410′ per NM to 600′ MSL required.

NOTE: Rwy 6R, building 5551′ from departure end of runway, 1790′ right of centerline, 306′ MSL.

NOTE: Rwy 6L, building 1780′ from departure end of runway, 922′ left of centerline, 201′ MSL.

NOTE: Chart not to scale.

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC. Thence ....

TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO R-154 at or below 3000′ then via radar vectors to SLI VORTAC. Thence ....

TAKE-OFF RUNWAYS 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000′ then turn left heading 200° for vector to SLI VORTAC. Thence ....

.... via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

SEAVU TWO ARRIVAL

(SEAVU.SEAVU2) 09351

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL

NOTE: Expect runway assignment on initial contact with Southern California TRACON.
In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS
133.8

POMONA
110.4 POM
Chan 41

SEAVU
N33°58.34′
W117°29.31′
14000
12000

CATAW
N33°55.91′
W117°22.49′

PECOX
N33°57.13′
W117°19.97′
14000

ENGLI
N33°56.88′
W117°11.12′
16000

KONZL
N33°57.26′
W117°06.69′
17000 280K

PAUMA
N34°00.34′
W116°28.91′

16000
245°
(36)

249°
(13)

14000
249°
(19)

8000
249°
(4)

(7)

(2)

278°
(6)

R-098

R-069

R-303

R-005

16

67

22

10

17

21

40

8

LOS ANGELES INTL

PARADISE
112.2 PDZ
Chan 59

ARRVD
N33°59.13′
W116°43.96′

HOMELAND
113.4 HDF

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′-W115°46.19′
L-4, H-4

N

NOTE: DME or RADAR required.

TWENTYNINE PALMS TRANSITION (TNP.SEAVU2):
From over TNP VORTAC via TNP R-245 and PDZ R-069 to CATAW, then via POM R-098 to SEAVU.

LOST COMMUNICATION: In the event of lost communication prior to runway assignment proceed via ILS Rwy 25L.

JULIAN
114.0 JLI
Chan 87
N33°08.43′-W116°35.16′

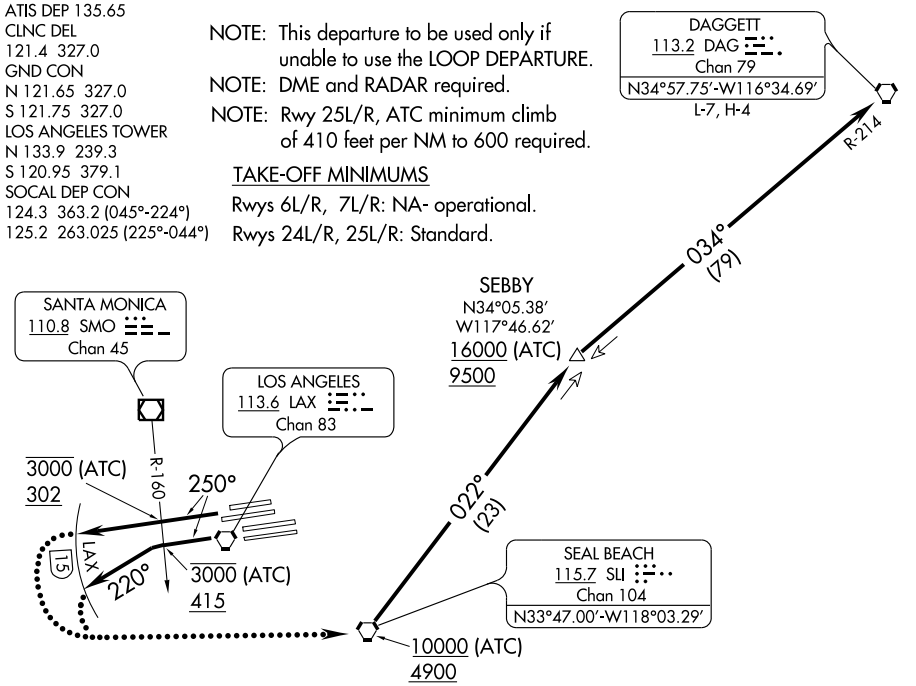
NOTE: Chart not to scale.

(SEAVU.SEAVU2) 09351
SEAVU TWO ARRIVAL
ST-237 (FAA)
LOS ANGELES INTL
LOS ANGELES, CALIFORNIA

ATIS DEP 135.65
CLNC DEL
121.4 327.0
GND CON
N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

NOTE: This departure to be used only if unable to use the LOOP DEPARTURE.
NOTE: DME and RADAR required.
NOTE: Rwy 25L/R, ATC minimum climb of 410 feet per NM to 600 required.

TAKE-OFF MINIMUMS
Rwys 6L/R, 7L/R: NA- operational.
Rwys 24L/R, 25L/R: Standard.



TAKE-OFF OBSTACLE NOTES
Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.
Light poles beginning 273' from DER, 425' left of centerline, up to 10'AGL/120' MSL.
Antenna on pole 1357' from DER 286' right of centerline, 36' AGL/144' MSL.
Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.
Rwy 24R: OL on GS 212' from DER, 399' left of centerline, 39' AGL/151' MSL.
Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.
Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.
Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb on heading 250°, to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, Thence....
TAKE-OFF RUNWAYS 25L/R: Climb on heading 250°, to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 220°, Thence....

....Expect radar vectors to cross SLI VORTAC at or above 10000 (ATC)/4900, then on SLI R-022 to cross SEBBY/23 DME fix at or above 16000 (ATC)/9500, then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level three minutes after departure.

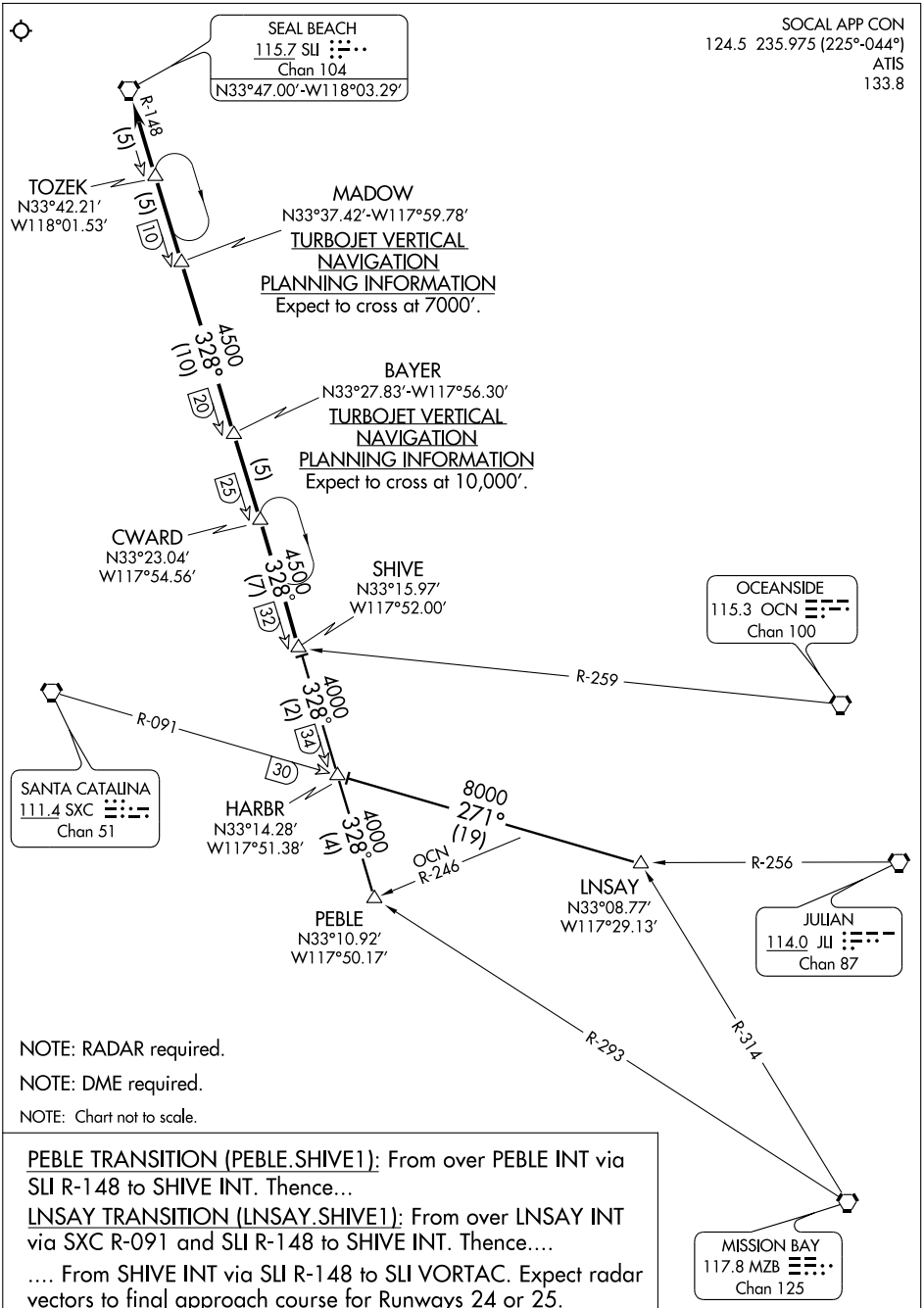
LOST COMMUNICATIONS: If not in contact with departure control by 15 DME west of LAX VORTAC, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SHIVE ONE ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL
LOS ANGELES, CALIFORNIA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

PEBLE TRANSITION (PEBLE.SHIVE1): From over PEBLE INT via SLI R-148 to SHIVE INT. Thence...

LNSAY TRANSITION (LNSAY.SHIVE1): From over LNSAY INT via SXC R-091 and SLI R-148 to SHIVE INT. Thence....

.... From SHIVE INT via SLI R-148 to SLI VORTAC. Expect radar vectors to final approach course for Runways 24 or 25.

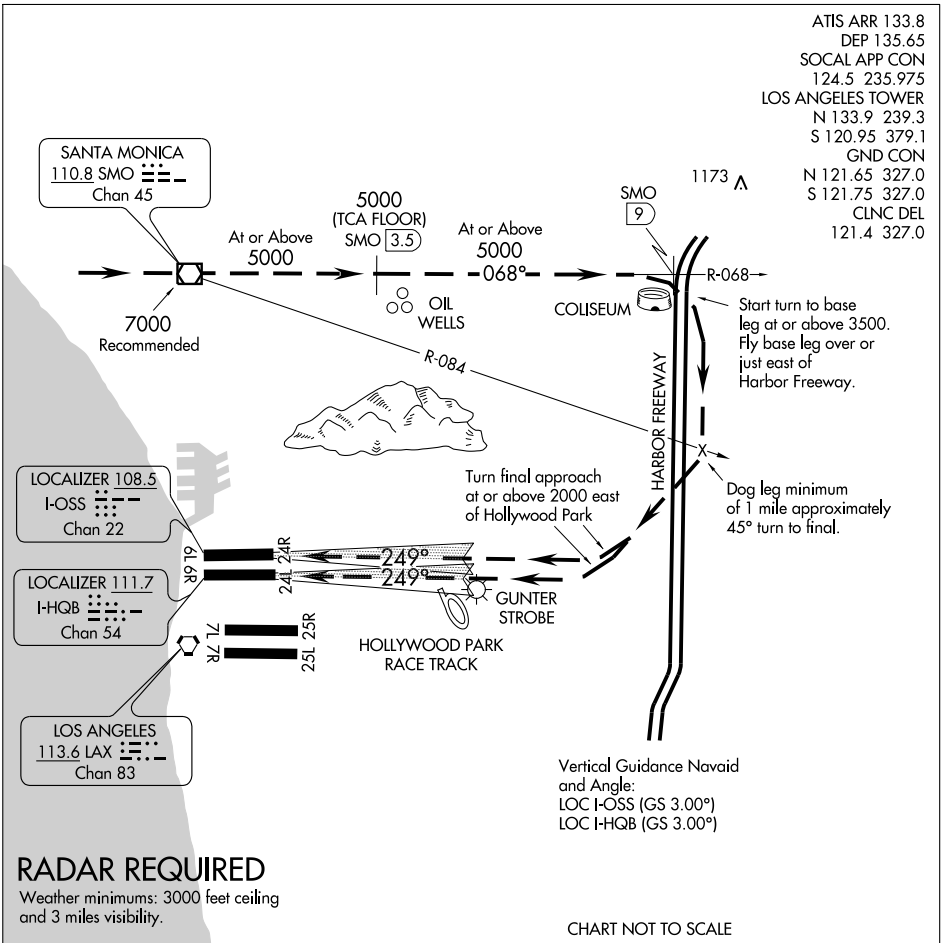
SHIVE ONE ARRIVAL
(SHIVE.SHIVE1) 09239

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL

SW-3, 21 OCT 2010 to 18 NOV 2010

STADIUM VISUAL RWY 24L/R

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



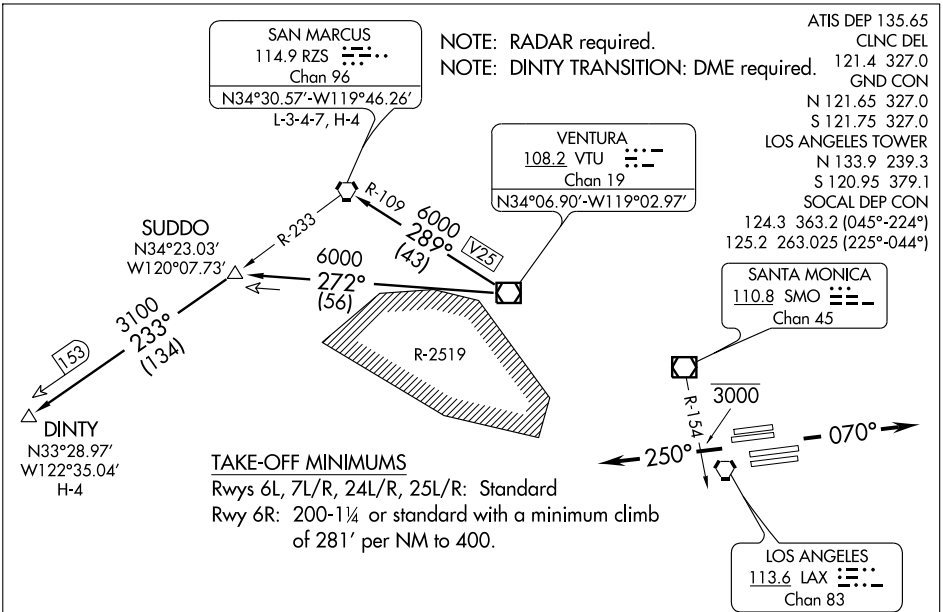
STADIUM VISUAL APPROACH

When visual approaches to Runways 24L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

"(IDENT) CLEARED FOR STADIUM VISUAL RUNWAY 24 LEFT/RIGHT APPROACH."

A descent profile of approximately 3° starting at 7000 over SMO VOR/DME may be made with reference to the minimum altitudes above.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard
Rwy 6R: 200-1¼ or standard with a minimum climb of 281′ per NM to 400.

TAKE-OFF OBSTACLE NOTES
Rwy 6L: Multiple signs and building beginning 1693′ from DER, 340′ left of centerline, up to 91′ AGL/201′ MSL.
Rwy 6R: OL on sign 1867′ from DER, 941′ left of centerline, 52′ AGL/161′ MSL.
Multiple towers and windsock beginning 4930′ from DER, 1734′ right of centerline, up to 207′ AGL/306′ MSL.
Rwy 7L: Multiple blast fences, signs, and antennas beginning 168′ from DER, on centerline to 1858′ from DER, 576′ left of centerline, up to 58′ AGL/147′ MSL.
Railroad 275′ from DER, up to 23′ AGL/117′ MSL.
Rwy 24L: Bush 962′ from DER, 601′ left of centerline, 29′ AGL/148′ MSL.
Antenna on pole 1357′ from DER, 287′ right of centerline, 25′ AGL/144′ MSL.
Rwy 24R: OL on glideslope 213′ from DER, 400′ left of centerline, 34′ AGL/151′ MSL.
Rwy 25L: Pole 2366′ from DER, 820′ left of centerline, 55′ AGL/184′ MSL.

NOTE: Chart not scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vectors to VTU VOR/DME. Thence. . . .

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° for vectors to VTU VOR/DME, cross SMO R-154 at or below 3000. Thence. . . .

. . . .via (assigned transition) or (assigned route). Expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DINTY TRANSITION (VTU5.DINTY): From over VTU VOR/DME via VTU R-272 and RZS R-233 to DINTY INT.

SAN MARCUS TRANSITION (VTU5.RZS): From over VTU VOR/DME via VTU R-289 and RZS R-109 to RZS VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

VISTA TWO ARRIVAL

(VISTA.VISTA2) 07354

VISTA TWO ARRIVAL

(VISTA.VISTA2) 07354

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL

ST-237 (FAA)

SOCAL APP CON
128.1 281.4
ATIS
133.8

N

JULIAN TRANSITION (JLI.VISTA2): From over JLI VORTAC via JLI R-263 and OCN R-083 to VISTA INT. Thence....

....From VISTA INT OCN R-083 to OCN VORTAC. From OCN VORTAC via OCN R-259 and SLI R-148 to SLI VORTAC. Expect radar vectors to final approach course for runways 24 or 25.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00'-W118°03.29'

R-148
(5)
TOZEK
N33°42.21'
W118°01.53'
(5)
10
MADOW
N33°37.42'-W117°59.78'
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 7000'

4500
328°
(10)
20
BAYER
N33°27.83'-W117°56.30'
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10000'

(5)
25
4500
328°
(7)
32
CWARD
N33°23.04'
W117°54.56'
SHIVE
N33°15.97'
W117°52.00'

4000
259°
(23)

R-083
(5)

CYNDE
N33°13.75'-W117°19.16'
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 12000'

OCEANSIDE
115.3 OCN
Chan 100
N33°14.44'-W117°25.06'

4000
263°
(4)
9
VISTA
N33°13.14'
W117°14.07'

R-344

MISSION BAY
117.8 MZB
Chan 125

7700
263°
(33)

JULIAN
114.0 JLI
Chan 87
N33°08.43'-W116°35.16'
L-4, H-4

R-108

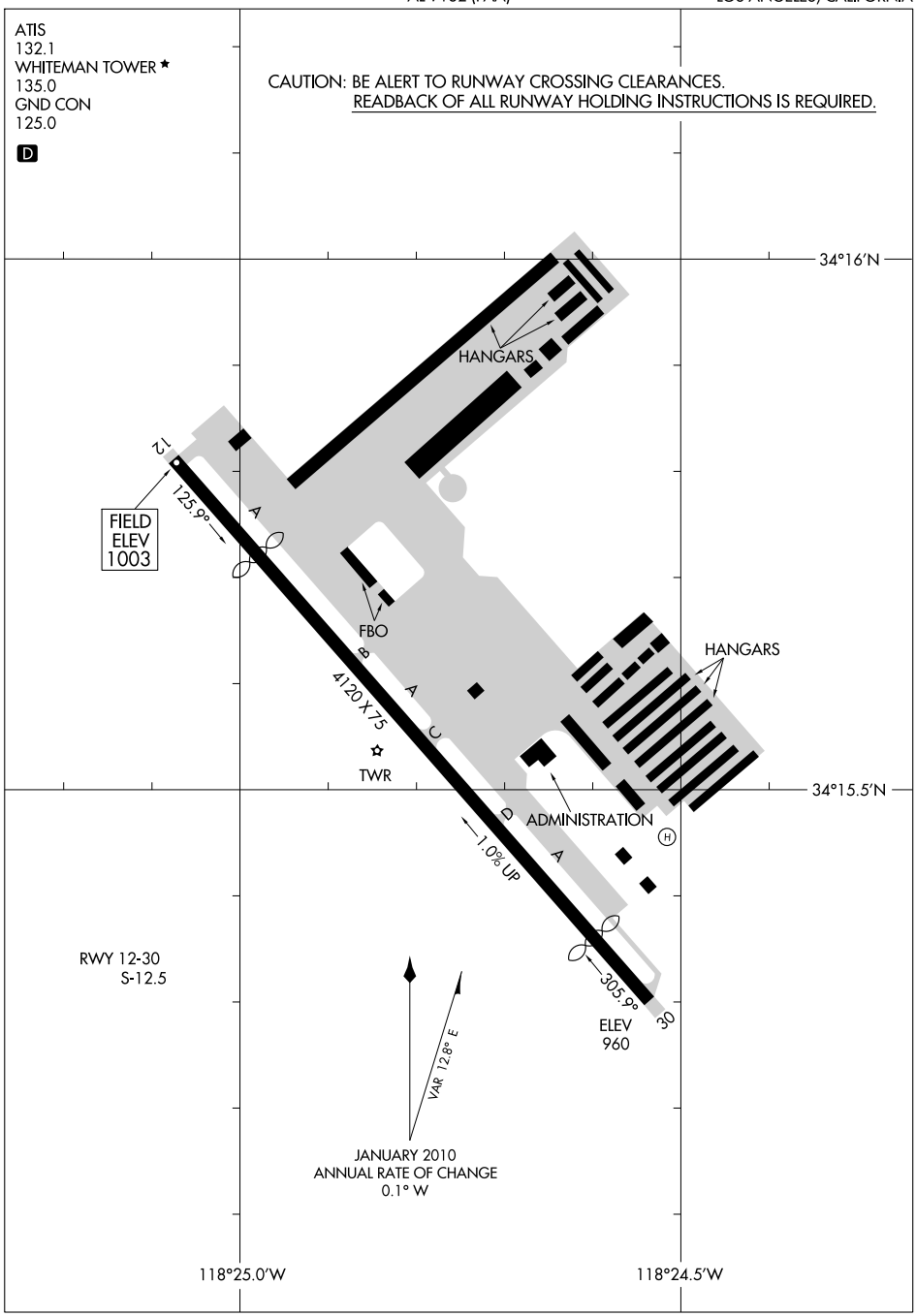
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below FL240

NOTE: RADAR Required.

NOTE: DME Required.

NOTE: Chart not to scale.

SW-3, 21 OCT 2010 to 18 NOV 2010



APP CRS	Rwy Idg	N/A
110°	TDZE	N/A
	Apt Elev	1003

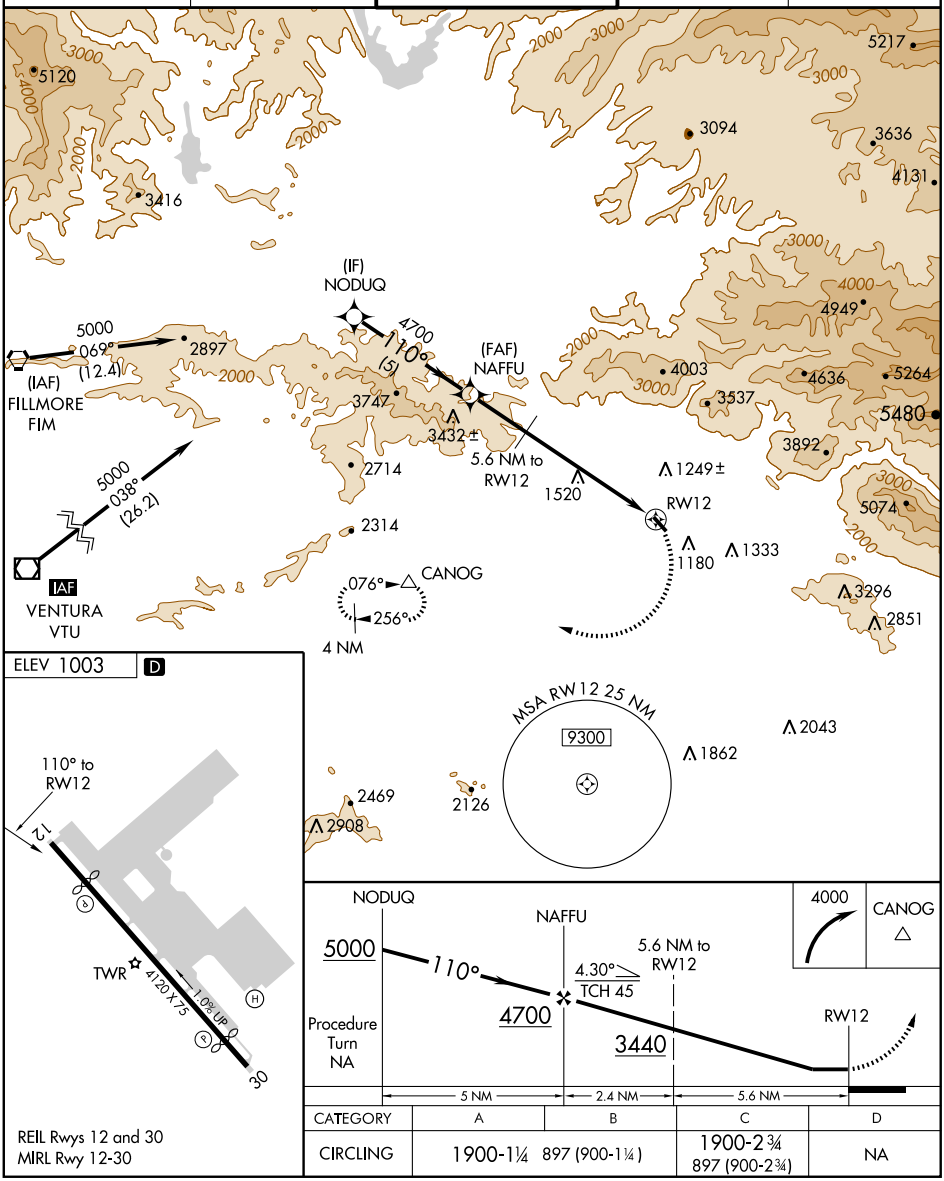
RNAV (GPS)-C

LOS ANGELES/WHITEMAN (WHP)

When control tower closed, use Burbank altimeter setting.
IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CANOG and hold.

ATIS	SOCAL APP CON	WHITEMAN TOWER ★	GND CON	UNICOM
132.1	134.2 338.2	135.0 (CTAF)	125.0	122.95



CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 897 (900-1¼)		1900-2¾ 897 (900-2¾)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VNY 113.1 Chan 78	APP CRS 046°	Rwy Idg N/A TDZE N/A Apt Elev 1003

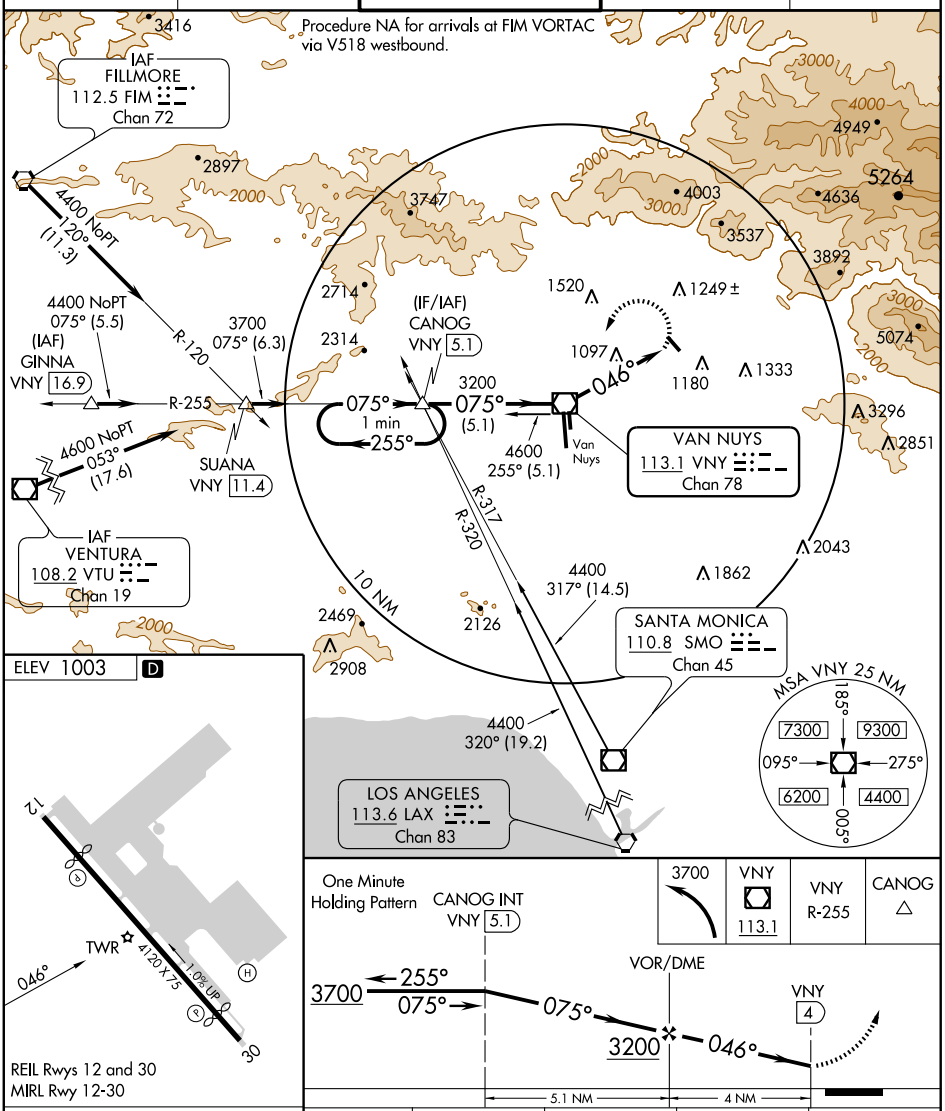
VOR-A

LOS ANGELES/ WHITEMAN (WHP)

When control tower closed, use Burbank altimeter setting.

MISSED APPROACH: Climbing left turn to 3700 direct VNY VOR/DME then via VNY VOR/DME R-255 to CANOG INT/ VNY 5.1 DME and hold.

ATIS	SOCAL APP CON	WHITEMAN TOWER ★	GND CON	UNICOM
132.1	134.2 338.2	135.0 (CTAF)	125.0	122.95



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	1840-1 837 (900-1)	1840-1¼ 837 (900-1¼)	1840-2½ 837 (900-2½)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3801
CH 53715	137°	TDZE	121
W14A		Apt Elev	121

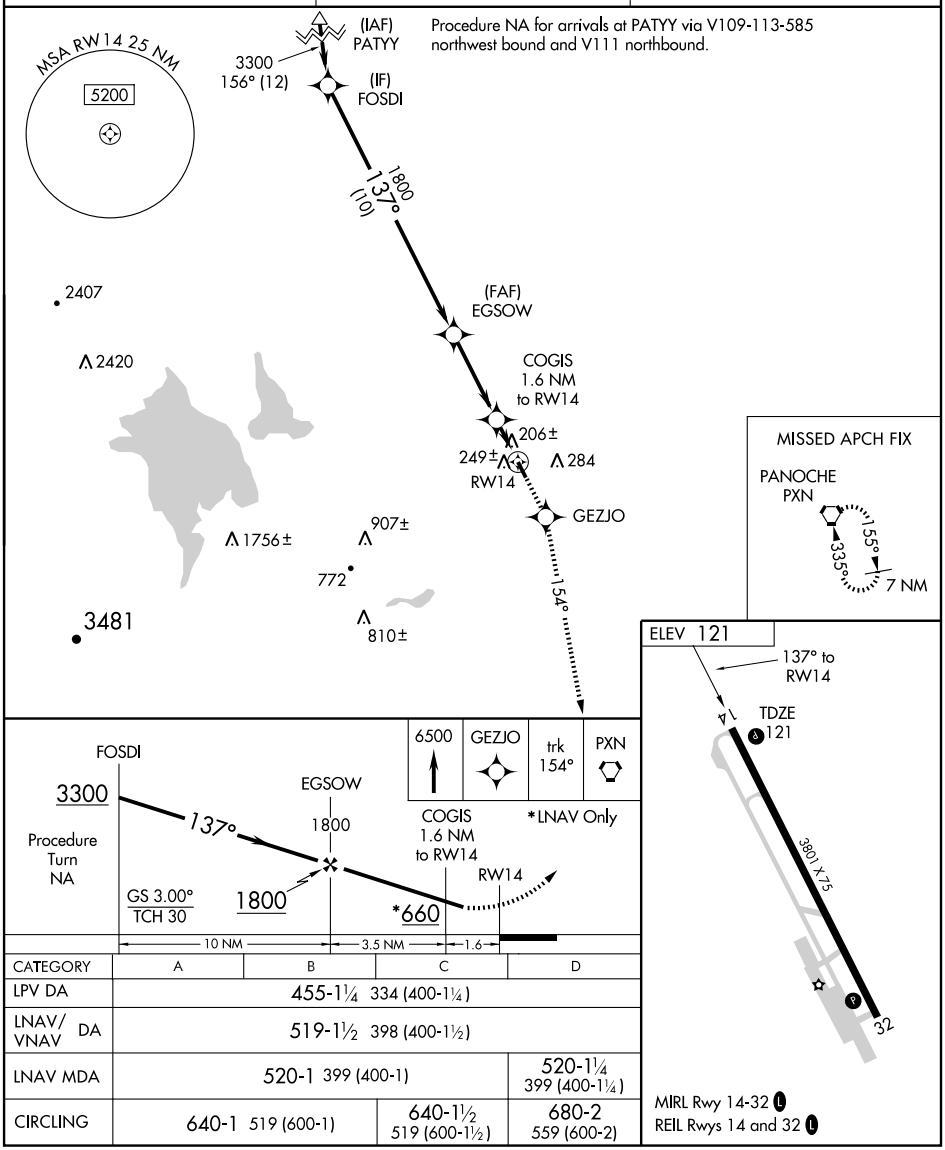
RNAV (GPS) RWY 14

LOS BANOS MUNI (LSN)

Baro-VNAV NA when using Merced Rgnl/Macready Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicoptors NA. When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase all DA/MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 6500 direct GEZJO and via track 154° to PXN VORTAC and hold, continue climb-in-hold to 6500.

AWOS-3	NORCAL APP CON	UNICOM
118.675	120.95 269.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	455-1¼ 334 (400-1¼)			
LNAV/VNAV DA	519-1½ 398 (400-1½)			
LNAV MDA	520-1 399 (400-1)			520-1¼ 399 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	680-2 559 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3801
317°	TDZE	121
	Apt Elev	121

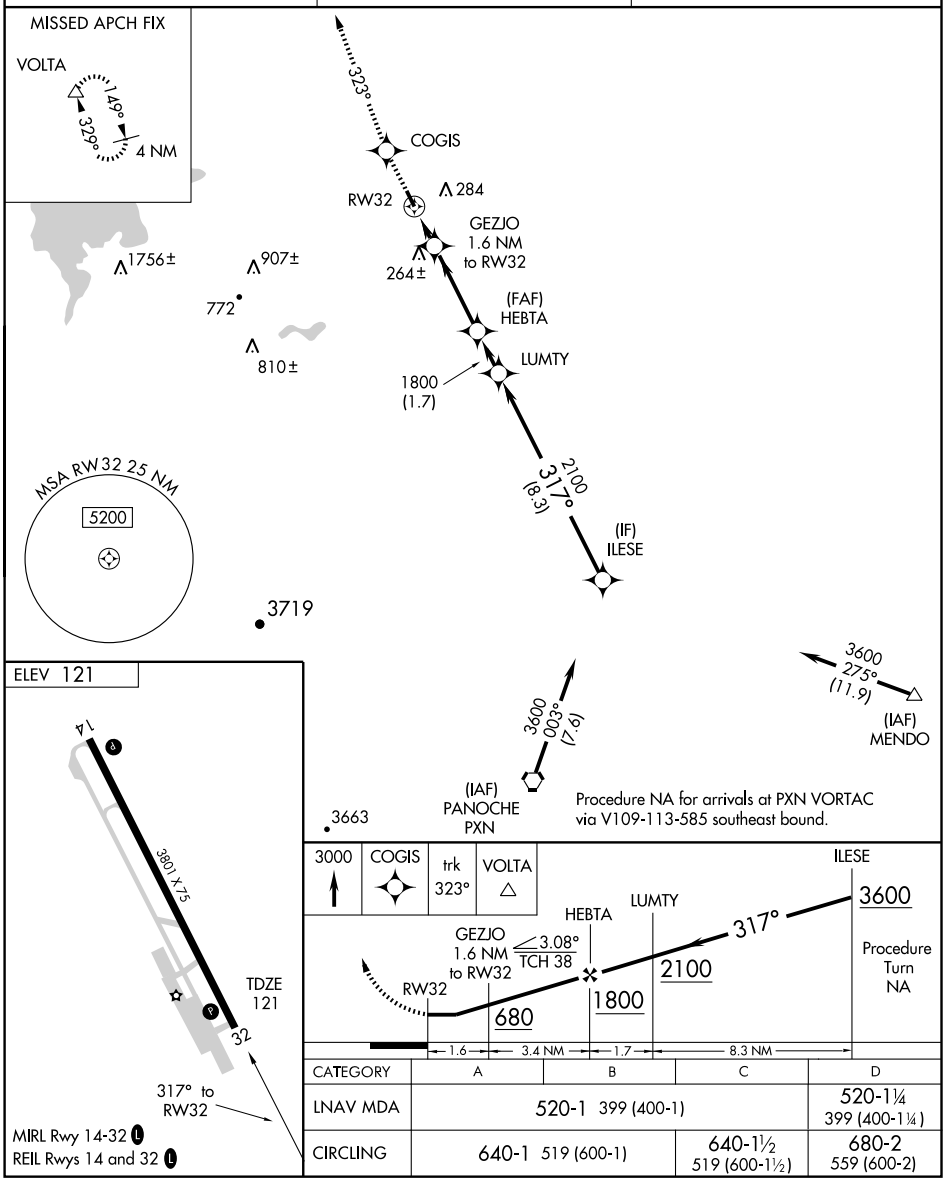
RNAV (GPS) RWY 32

LOS BANOS MUNI (LSN)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Merced Rgnl/Macready Field atimeter setting and increase all MDA 60 feet. Increase all visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COGIS and via track 323° to VOLTA and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.675	120.95 269.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1 399 (400-1)			520-1¼ 399 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	680-2 559 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PXN	APP CRS	Rwy Idg	3801
112.6	152°	TDZE	121
Chan 73		Apt Elev	121

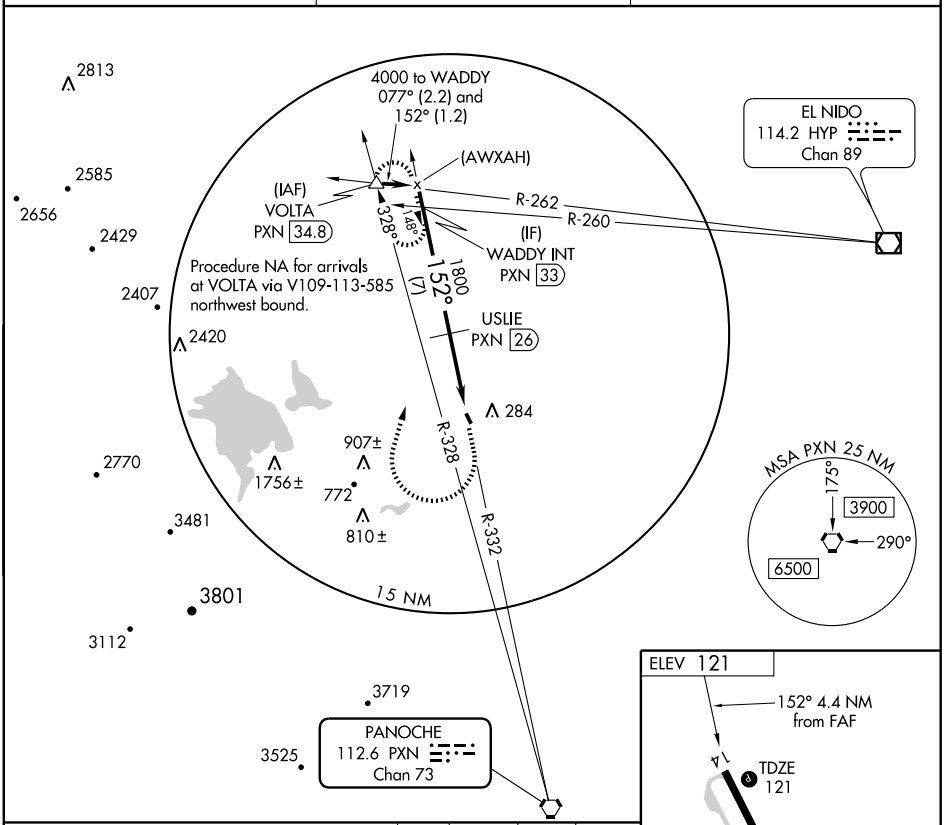
VOR/DME RWY 14

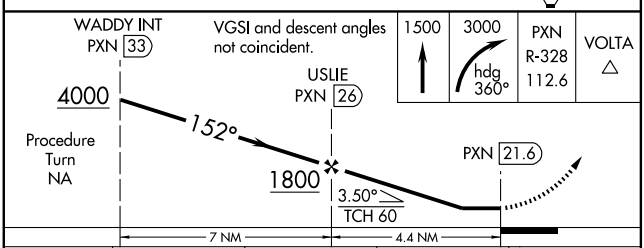
LOS BANOS MUNI (LSN)

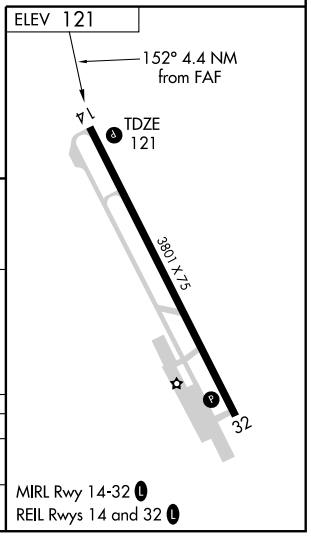
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Merced Rgnl/ Macready Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 360° and PXN VORTAC R-328 to VOLTA INT/PXN 34.8 DME and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.675	120.95 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	560-1 439 (500-1)	560-1¼ 439 (500-1¼)	560-1½ 439 (500-1½)	560-1¾ 439 (500-1¾)
CIRCLING	640-1 519 (600-1)	640-1¼ 519 (600-1¼)	640-1½ 519 (600-1½)	680-2 559 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PXN	APP CRS	Rwy Idg	3801
112.6	332°	TDZE	121
Chan 73		Apt Elev	121

VOR/DME RWY 32

LOS BANOS MUNI (LSN)

When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing lefft turn to 5000 via heading 295° and PXN VORTAC R-328 to VOLTA INT/PXN 34.8 DME and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.675	120.95 269.45	122.8 (CTAF) L

MISSED APCH FIX

R-262 148° 114.2 HYP Chan 89

VOLTA PXN 34.8

328° R-328

112.6 PXN Chan 73

MSA PXN 25 NM

175° 3900 290° 6500

R-328 284

JATEM PXN 19

907± 1756± 772 304±

PLANI PXN 15

10 NM

810± 739±

KEKME PXN 12

2200 (3)

2900 (3) 332°

(IF) SALIC PXN 9

R-332

3719

IAF PANOCHE 112.6 PXN Chan 73

3600 (9) 332°

3525

Procedure NA for arrivals at PXN VORTAC on airway radials 296 CW 328.

3663

ELEV 121

14

3801 X 75

TDZE 121

32

332° 6 NM from FAF

MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

5000 hdg 295°

PXN R-328 112.6

VOLTA

SALIC PXN 9

KEKME PXN 12

PLANI PXN 15

JATEM PXN 19

PXN 21

332° 3600

2900

Procedure Turn NA

820 3.20° TCH 38 2200

2 NM 4 NM 3 NM 3 NM

CATEGORY	A	B	C	D
S-32	580-1 459 (500-1)	580-1¼ 459 (500-1¼)	580-1½ 459 (500-1½)	580-1¾ 459 (500-1¾)
CIRCLING	640-1 519 (600-1)	640-1¼ 519 (600-1¼)	640-1½ 519 (600-1½)	680-2 559 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

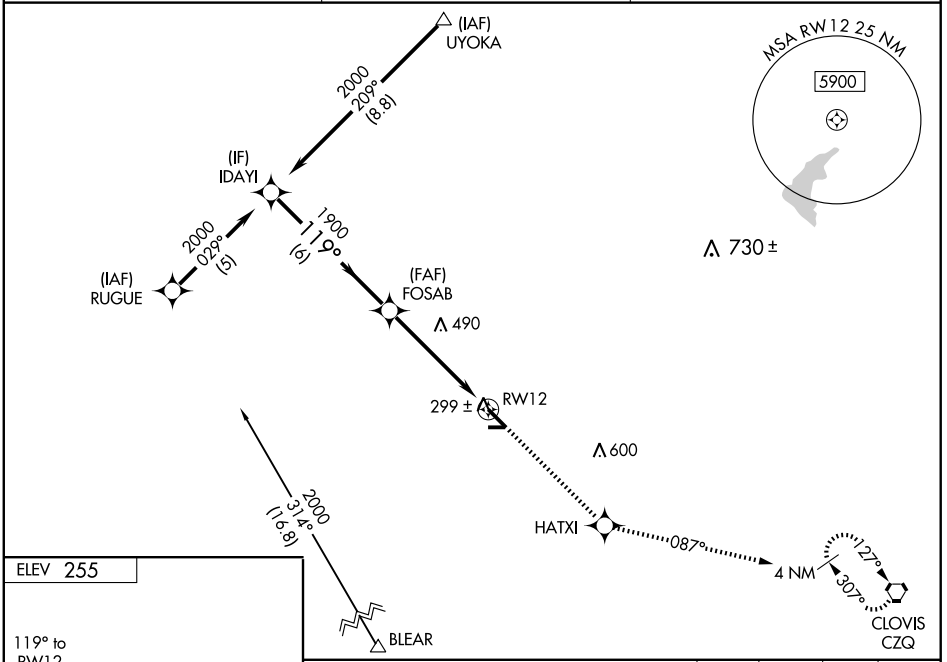
WAAS	APP CRS	Rwy Idg	5545
CH 62909	119°	TDZE	253
W12A		Apt Elev	255

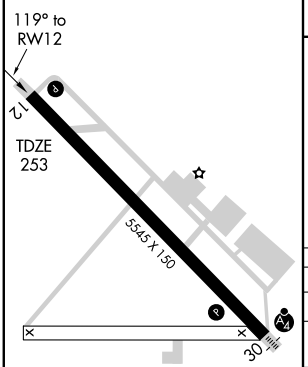
RNAV (GPS) RWY 12
MADERA MUNI (MAE)

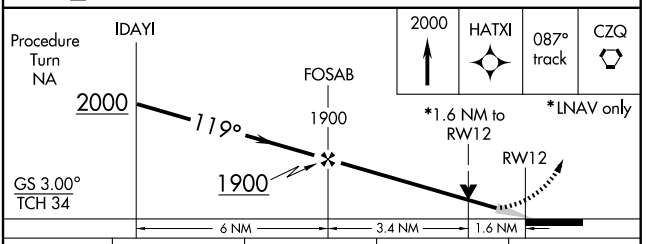
DME/DME RNP- 0.3 NA. Circling NA to Rwy 7/25.
Baro-VNAV NA when using Fresno Yosemite Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase all DA 64 feet and all visibilities ¼ mile; increase all MDA 80 feet and all visibilities ¼ mile.
VDP NA when using Fresno Yosemite Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HATXI and via 087° track to CZQ VORTAC and hold.

ASOS	FRESNO APP CON	UNICOM
134.725	119.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	503-1 250 (300-1)			NA
LNAV/VNAV DA	569-1¼ 316 (400-1¼)			NA
LNAV MDA	800-1 547 (600-1)		800-1½ 547 (600-1½)	NA
CIRCLING	800-1 545 (600-1)		800-1½ 545 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5545
CH 90209	299°	TDZE	255
W30A		Apt Elev	255

RNAV (GPS) RWY 30

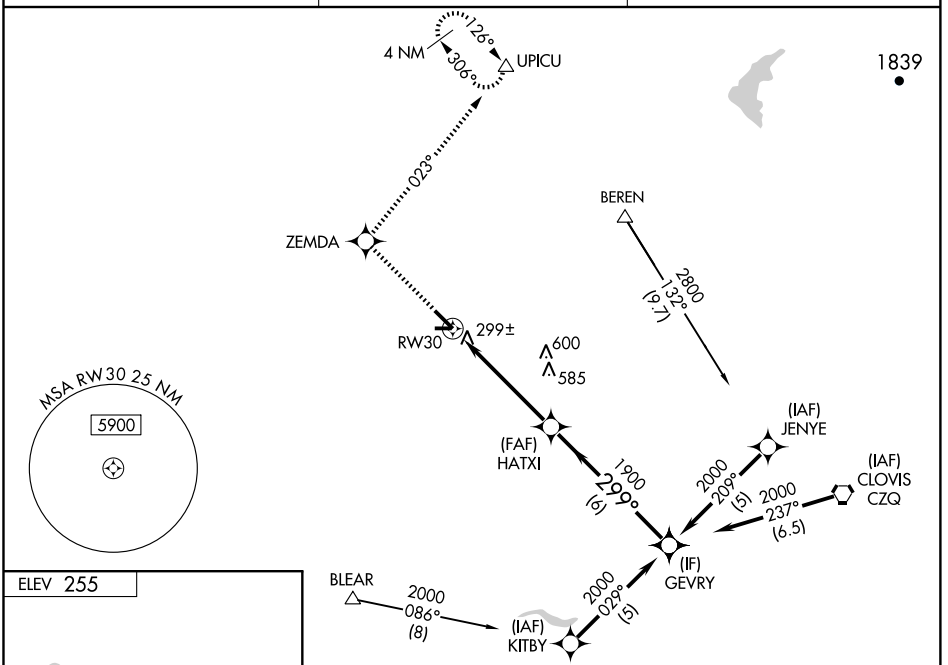
MADERA MUNI (MAE)

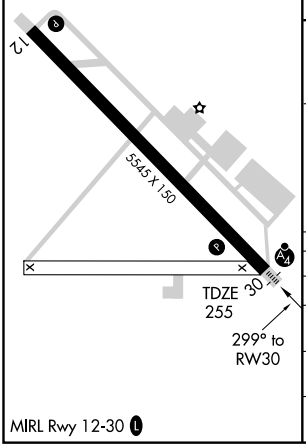
DME/DME RNP- 0.3 NA. Circling NA to Rwy 7/25.
Baro-VNAV NA when using Fresno Yosemite Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting and increase all DA 64 feet and all visibilities ¼ mile; increase all MDA 80 feet and all visibilities ¼ mile.
VDP NA when using Fresno Yosemite Intl altimeter setting.

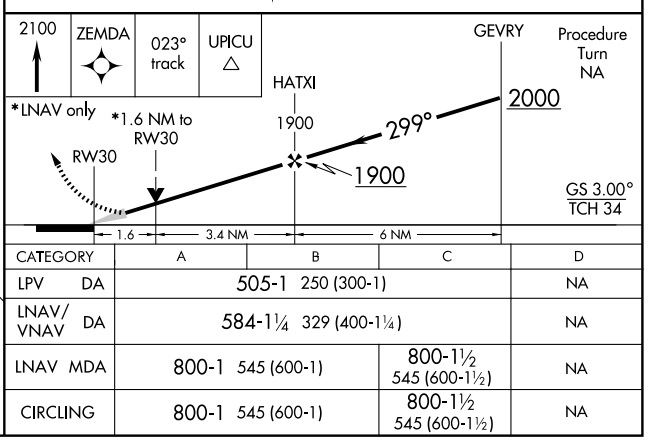
MALSF

MISSED APPROACH: Climb to 2100 direct ZEMDA and via 023° track to UPICU and hold.

ASOS	FRESNO APP CON	UNICOM
134.725	119.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	505-1 250 (300-1)			NA
LNAV/VNAV DA	584-1¼ 329 (400-1¼)			NA
LNAV MDA	800-1 545 (600-1)		800-1½ 545 (600-1½)	NA
CIRCLING	800-1 545 (600-1)		800-1½ 545 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CZQ	APP CRS	Rwy Idg	5545
112.9	277°	TDZE	253
Chan 76		Apt Elev	253

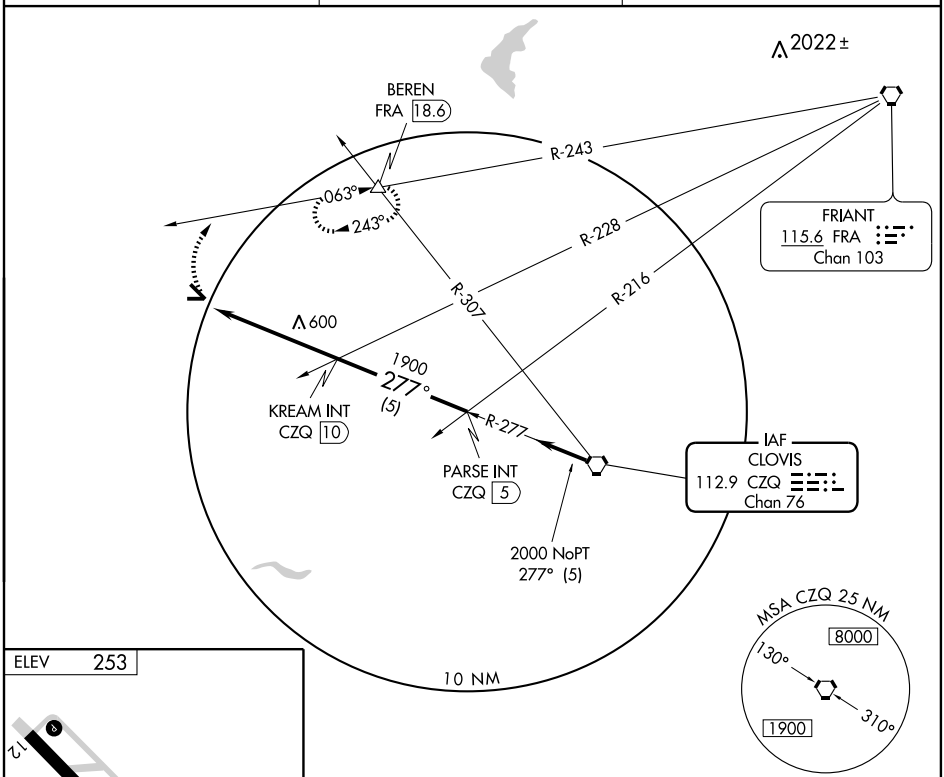
VOR RWY 30
MADERA MUNI (MAE)

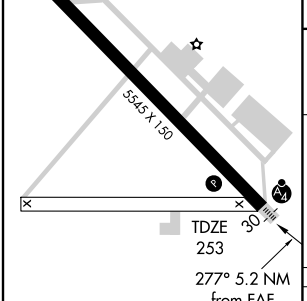
T NA — Circling to Rwy 7-25 not authorized.

MALSF

MISSED APPROACH: Climbing right turn to 2000 via FRA R-243 to BEREN Int/FRA 18.6 DME and hold.

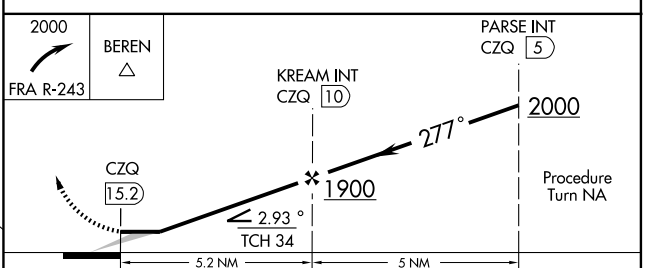
ASOS	FRESNO APP CON	UNICOM
134.725	119.45	122.8 (CTAF) L





MIRL Rwy 12-30 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-30	960-1	707 (800-1)	960-2 707 (800-2)	NA
CIRCLING	960-1	707 (800-1)	960-2 707 (800-2)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

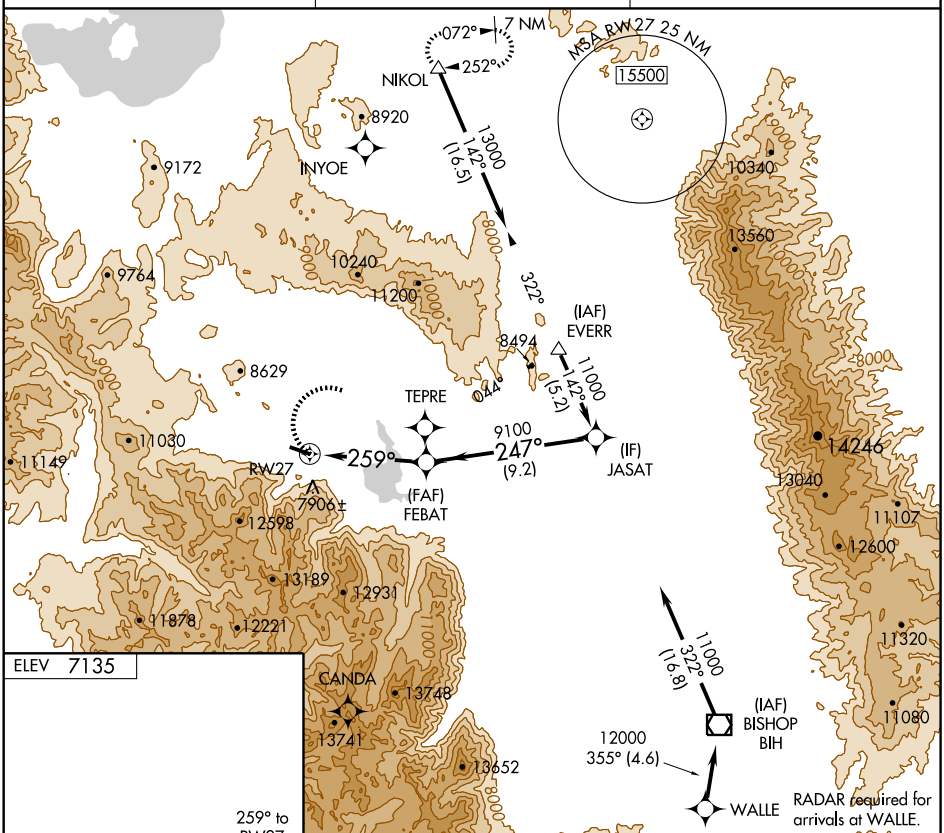
MAMMOTH YOSEMITE (MMH)

APP CRS	Rwy Idg	7000
259°	TDZE	7097
	Apt Elev	7135

Circling NA at night. Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 13000 direct TEPRE and via track 044° to EVERR and via track 322° to NIKOL and hold.

AWOS-3	OAKLAND CENTER	UNICOM
118.05	125.75 284.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	8380-1¼ 1283 (1300-1¼)	8380-1½ 1283 (1300-1½)	8380-3 1283 (1300-3)	NA
CIRCLING	8380-1¼ 1245 (1300-1¼)	8380-1½ 1245 (1300-1½)	8380-3 1245 (1300-3)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

MARINA MUNI (OAR)

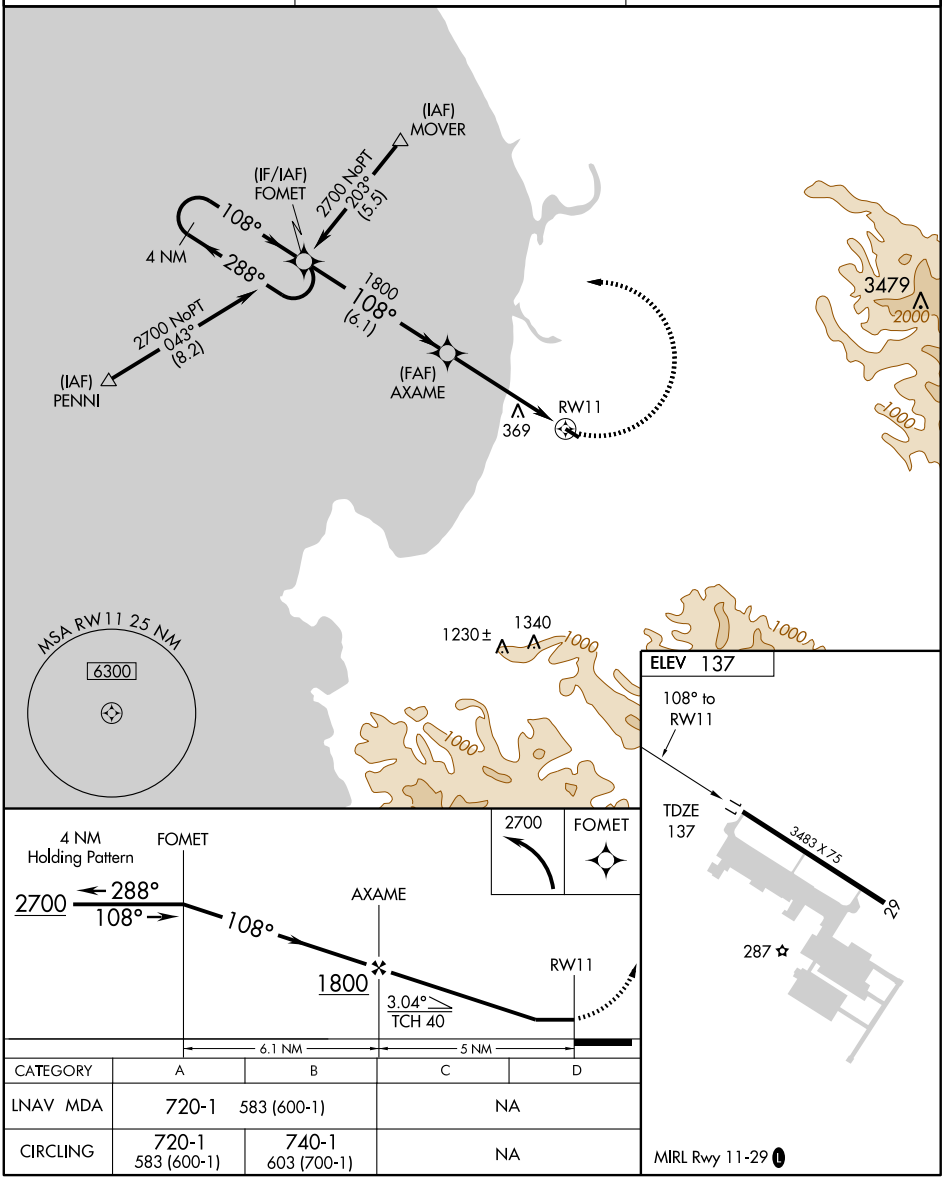
APP CRS	Rwy Idg	3483
108°	TDZE	137
	Apt Elev	137

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Monterey altimeter setting; when not received, use Salinas altimeter setting and increase all MDA 220 feet and all Cat B visibilities ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2700 direct FOMET and hold.

AWOS-3	NORCAL APP CON	UNICOM
134.025	133.0 251.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	720-1	583 (600-1)	NA	
CIRCLING	720-1 583 (600-1)	740-1 603 (700-1)	NA	

MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3483
288°	TDZE	137
	Apt Elev	137

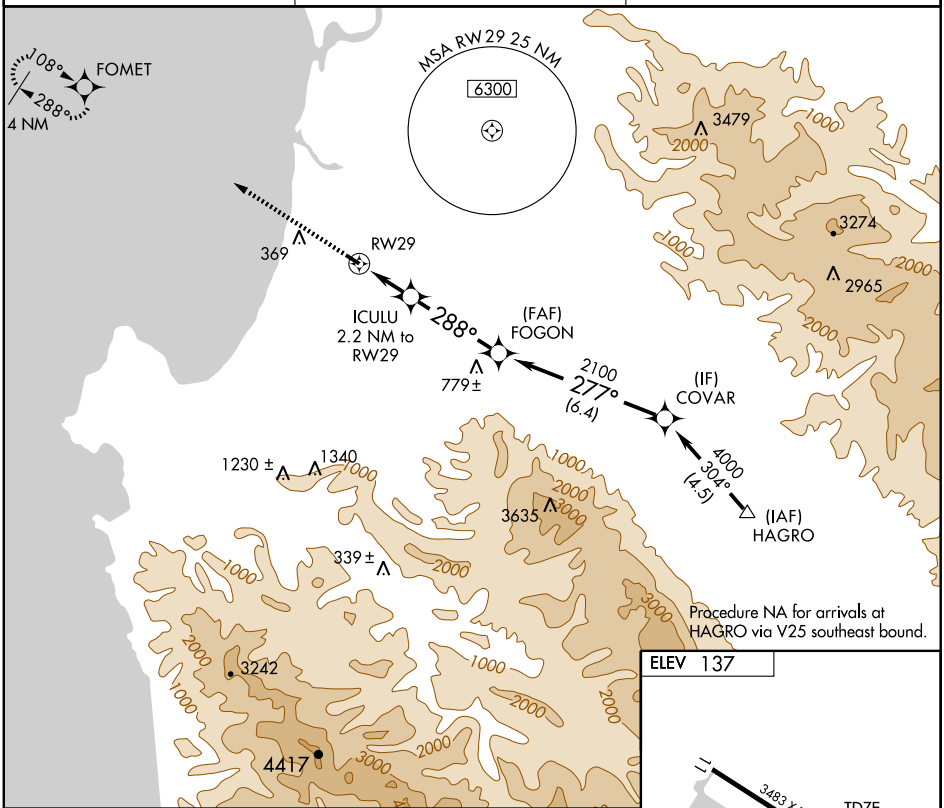
RNAV (GPS) RWY 29

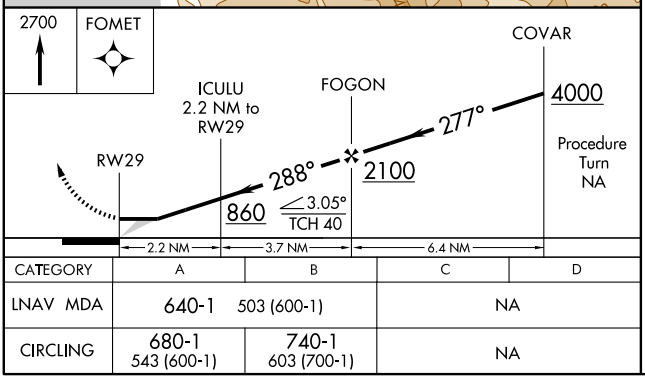
MARINA MUNI (OAR)

Inoperative table does not apply.
NA
DME/DME RNP 0.3 NA.
Use Monterey altimeter setting; when not received, procedure NA.

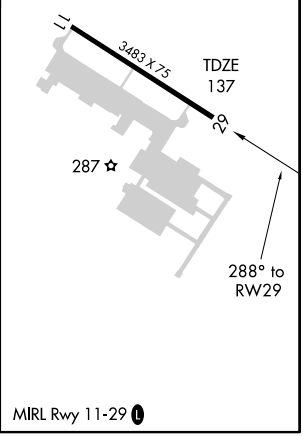
MISSED APPROACH: Climb to 2700 direct FOMET and hold.

AWOS-3	NORCAL APP CON	UNICOM
134.025	133.0 251.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	640-1 503 (600-1)		NA	
CIRCLING	680-1 543 (600-1)	740-1 603 (700-1)	NA	



MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNS 117.3 Chan 120	APP CRS 260°	Rwy Idg 3483 TDZE 137 Apt Elev 137

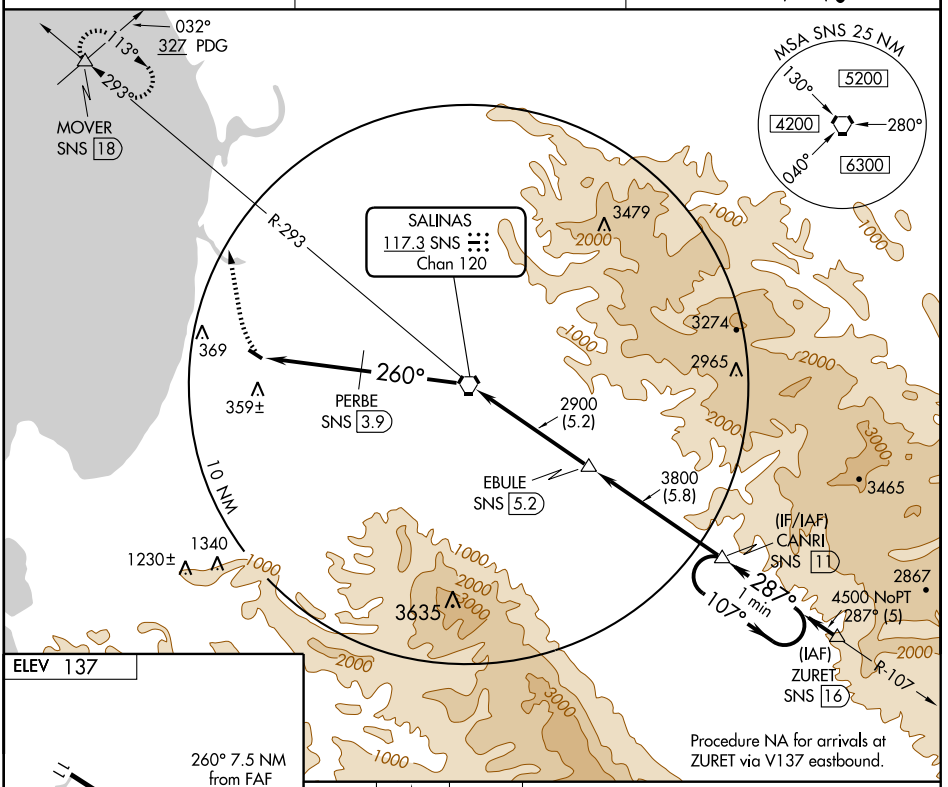
VOR/DME RWY 29

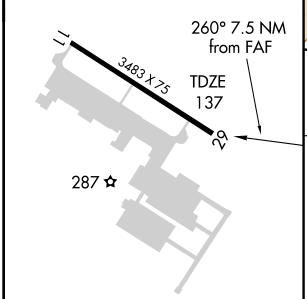
MARINA MUNI (OAR)

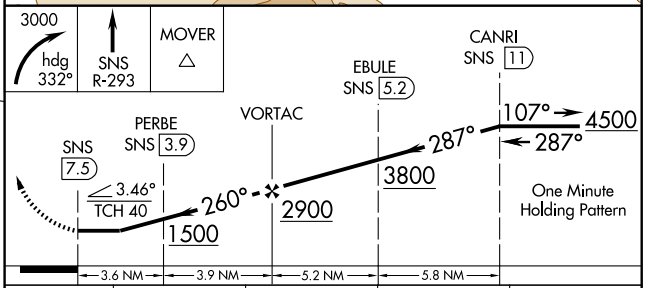
NA Inoperative table does not apply. Use Monterey altimeter setting; when not received, use Salinas altimeter setting and increase all MDA 220 feet and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 332° and SNS R-293 to MOVER INT/SNS 18 DME and hold. When authorized by ATC, climb-in-hold to 5000.

AWOS-3	NORCAL APP CON	UNICOM
134.025	133.0 251.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-29	660-1 523 (600-1)		NA	
CIRCLING	680-1 543 (600-1)	740-1 603 (700-1)	NA	

MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNS 117.3 Chan 120	APP CRS 082°	Rwy Idg 3483 TDZE 137 Apt Elev 137

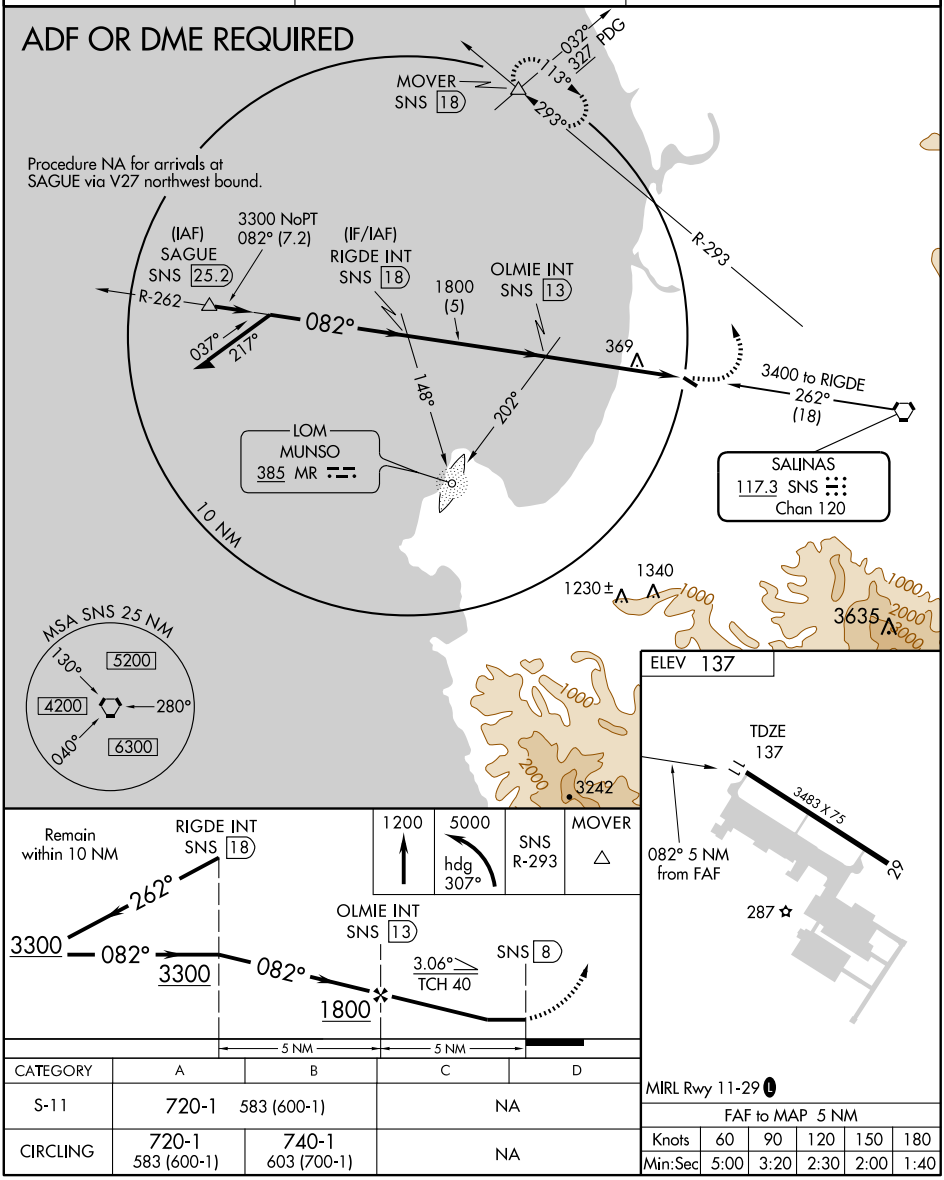
VOR RWY 11

MARINA MUNI (OAR)

T NA — ADF or RADAR REQUIRED. Visibility reduction by helicopters NA. Use Monterey altimeter setting; when not received, use Salinas altimeter setting and increase all MDA 220 feet and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 307° and SNS VORTAC R-293 to MOVER INT/SNS 18 DME and hold. Continue climb-in-hold to 5000.

AWOS-3	NORCAL APP CON	UNICOM
134.025	133.0 251.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-11	720-1	583 (600-1)	NA	
CIRCLING	720-1 583 (600-1)	740-1 603 (700-1)	NA	

MIRL Rwy 11-29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
290°	TDZE	N/A
	Apt Elev	2254

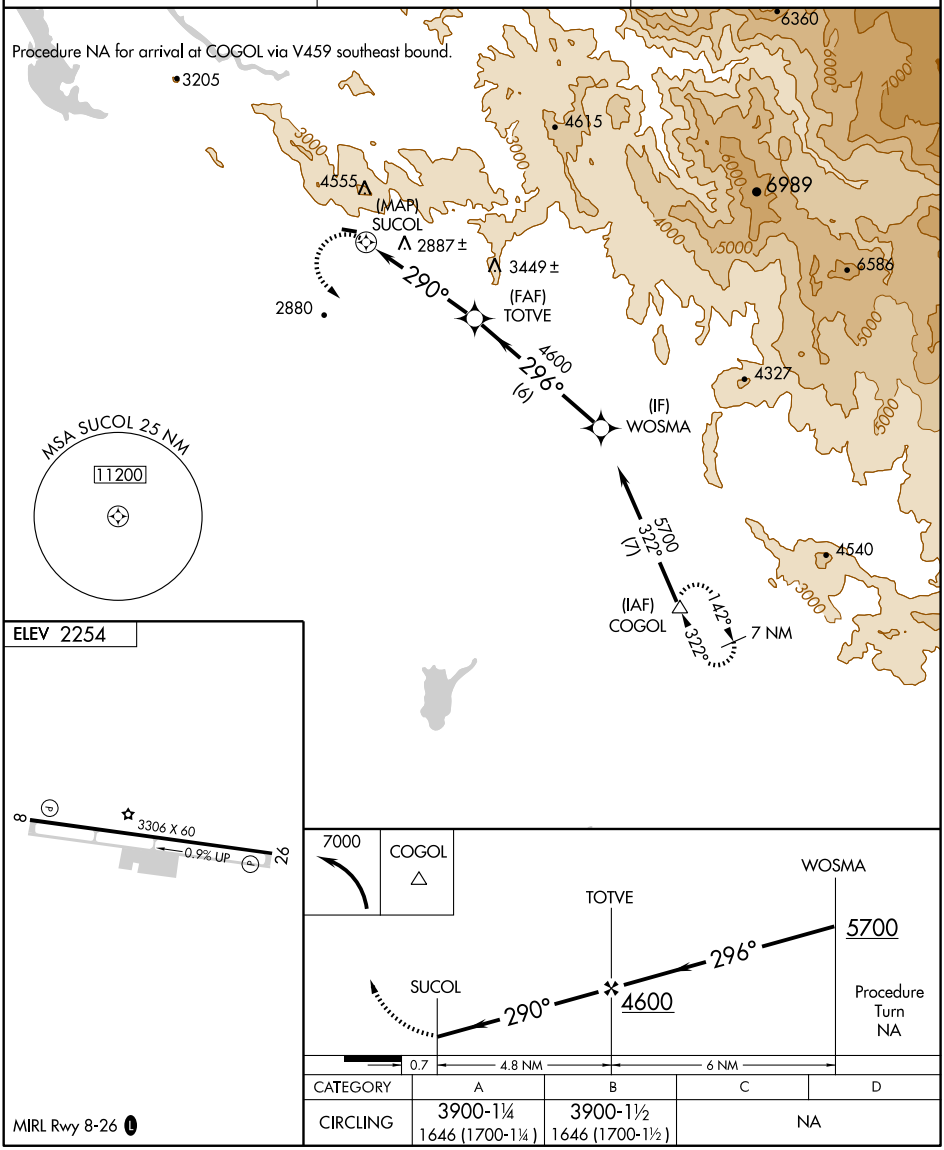
RNAV (GPS)-A
MARIPOSA-YOSEMITE (MPI)

DME/DME RNP-0.3 NA.
Circling not authorized north of Rwy 8-26.
Procedure not authorized at night.
If local altimeter setting not received, use Atwater altimeter setting and increase all MDAs 350 feet.

MISSED APPROACH: Climbing left turn to 7000 direct COGOL and hold.

AWOS-3	OAKLAND CENTER	UNICOM
135.6	121.25 327.0	122.7 (CTAF) L

Procedure NA for arrival at COGOL via V459 southeast bound.



CATEGORY	A	B	C	D
CIRCLING	3900-1¼ 1646 (1700-1¼)	3900-1½ 1646 (1700-1½)	NA	

MIRL Rwy 8-26 L

SW-2, 21 OCT 2010 to 18 NOV 2010

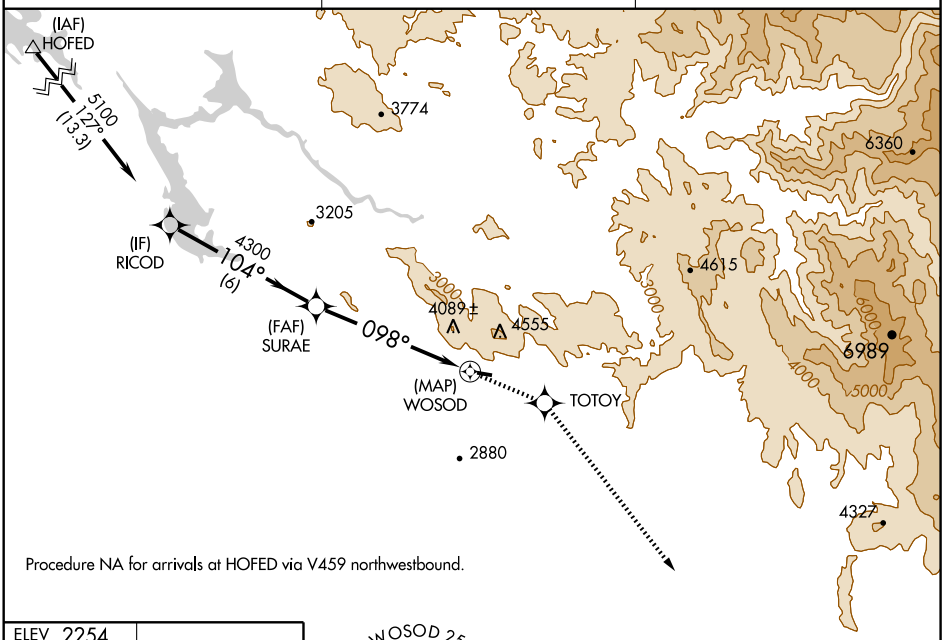
APP CRS	Rwy Idg	N/A
098°	TDZE	N/A
	Apt Elev	2254

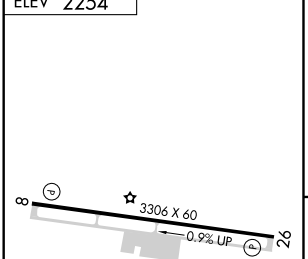
RNAV (GPS)-B
MARIPOSA-YOSEMITE (MPI)

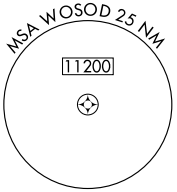
DME/DME RNP- 0.3 NA.
Circling not authorized north of Rwy 8-26.
Procedure not authorized at night.
If local altimeter setting not received, use Atwater altimeter setting and increase all MDAs 350 feet.

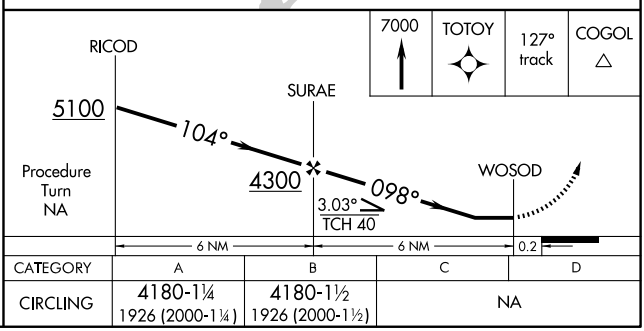
MISSED APPROACH: Climb to 7000 direct TOTOY and via 127° track to COGOL and hold.

AWOS-3	OAKLAND CENTER	UNICOM
135.6	121.25 327.0	122.7 (CTAF)





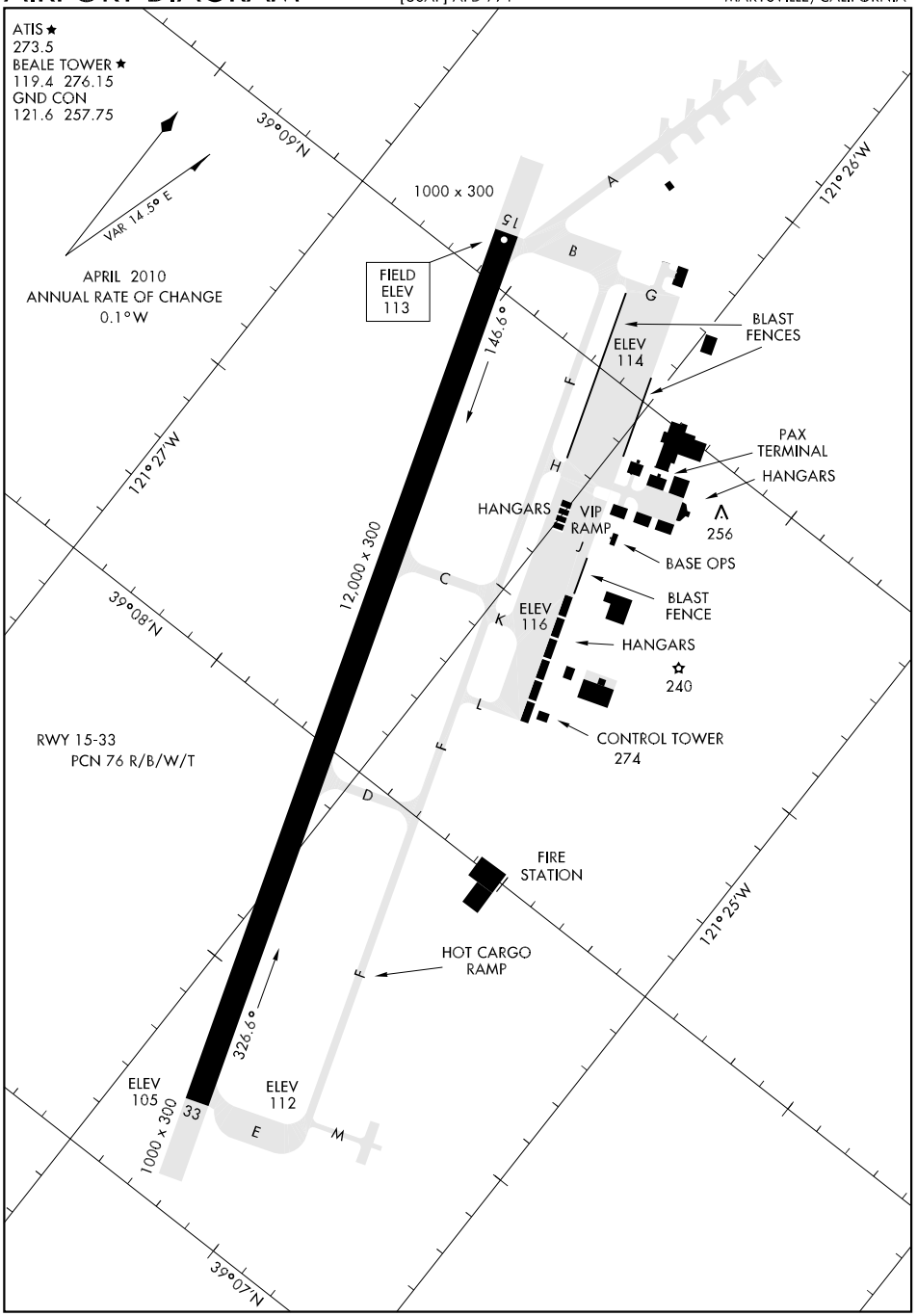




CATEGORY	A	B	C	D
CIRCLING	4180-1¼ 1926 (2000-1¼)	4180-1½ 1926 (2000-1½)	NA	

MIRL Rwy 8-26 (L)

SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 15

BEALE AFB (KBAB)

LOC I-BAB	APCH CRS	Rwy ldg 12,000 THRE 113 Arpt Elev 113
109.5	145°	

JAL-771 [USAF]

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 3600 via BAB TACAN R-145, at FANDI, turn right, intercept BAB R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75

*** Circling not authorized E of Rwy 15-33.

EMERG SAFE ALT 100 NM 13,700

20 NM

MSA BAB 25 NM
150°
5600
3500
290°

BEALE
Chan 23 BAB

LOCALIZER 109.5
I-BAB

R-326
BAB 46
146°
326°
1984
(IAF) GIMMY
BAB 36
BAB 26
325°
665
HAPAK
BAB 16
JONUG
BAB 12
145°
865
HAMMS
/RADAR
BAB 5.9
2352
325
302
283
18
272
277
281
FANDI
BAB 3
R-145
4440
6498
5000
3000

3600
BAB
R-145

FANDI
BAB 3

BAB
R-326

GIMMY
BAB 36
HAPAK
BAB 16
JONUG
BAB 12
12,000
146°
3600
2600
145°
HAMMS
5.9
/RADAR
1600
2.6
HEGOP
1.5
TACAN
GS 2.75°
TCH 47
4.4 NM
.5 NM

VGSI and glideslope not coincidental.

ELEV 113
145° 4.9 NM from FAF
177
THRE 113
150
159
256
240
274
12,000 x 300
33
HIRL Rwy 15-33

CATEGORY	C	D	E
S-ILS 15 *	313/24	200	(200-½)
S-LOC 15 **	620/55	507	(600-1)
CIRCLING ***	620-1½ 507 (600-1½)	680-2	567 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 33

BEALE AFB (KBAB)

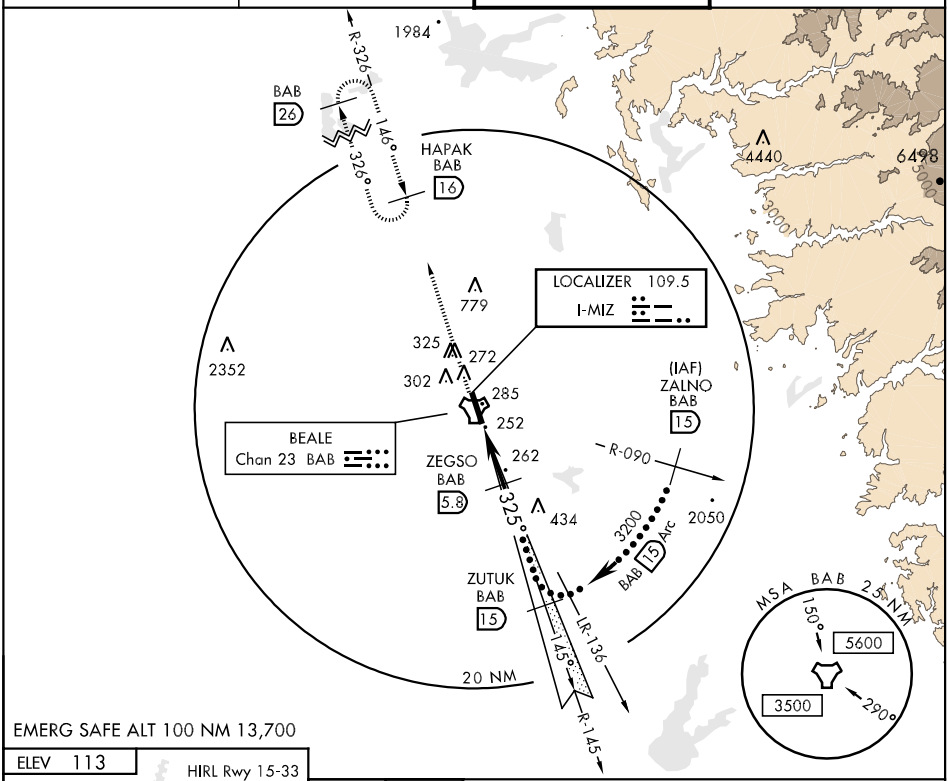
LOC I-MIZ	APCH CRS	Rwy ldg 12,000 / THRE 105 / Arpt Elev 113
109.5	325°	JAL-771 [USAF]

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 vis to 1⅛ miles.
*** Circling not authorized E of Rwy 15-33.

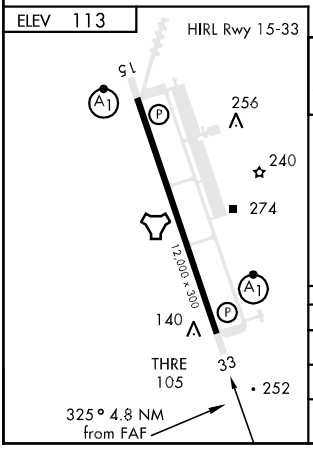
ALSF-1

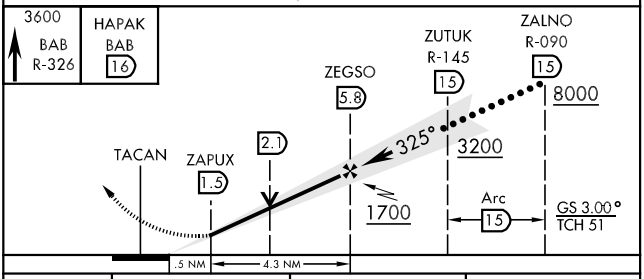
MISSED APPROACH: Climb to 3600 via BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75



EMERG SAFE ALT 100 NM 13,700





CATEGORY	C	D	E
S-ILS 33 *	305/24	200	(200-½)
S-LOC 33 **	520/40	415	(500-¾)
CIRCLING ***	600-1½ 487 (500-1½)	680-2 567	(600-2)

HI-ILS or LOC/DME RWY 33

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	12,000
BAB Chan 23	153°	THRE	113
		Arpt Elev	113

JAL-771 [USAF]

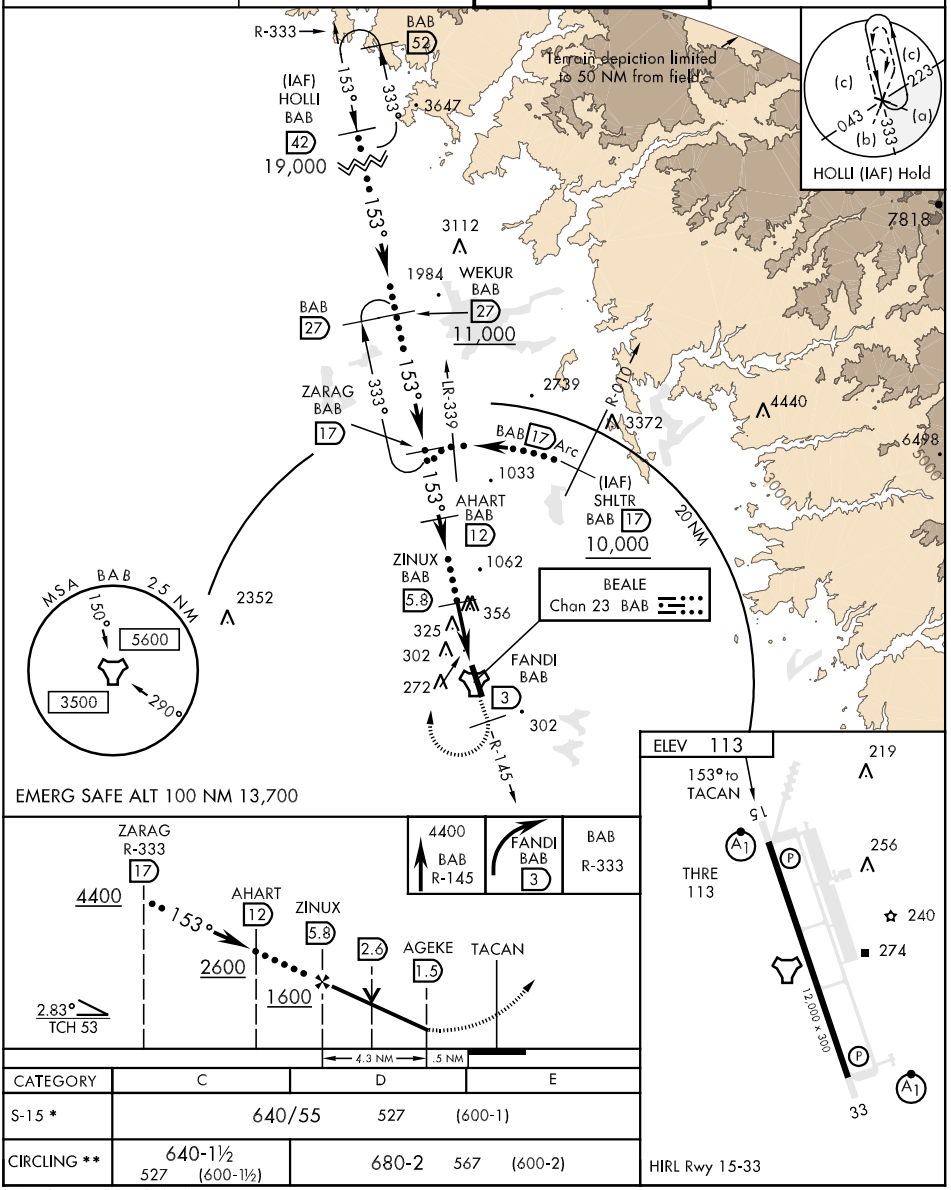
BEALE AFB (KBAB)

▼ * When ALS inop, increase CAT CDE vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 4400 via BAB TACAN R-145, at FANDI, turn right, intercept BAB R-333 to ZARAG and hold, continue climb in hold to 4400.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75



CATEGORY	C	D	E
S-15 *	640/55	527 (600-1)	
CIRCLING **	640-1½ 527 (600-1½)	680-2 567 (600-2)	

39°08'N-121°26'W

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

MARYSVILLE, CALIFORNIA

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
BAB Chan 23	317°	12,000	105	113

JAL-771 [USAF]

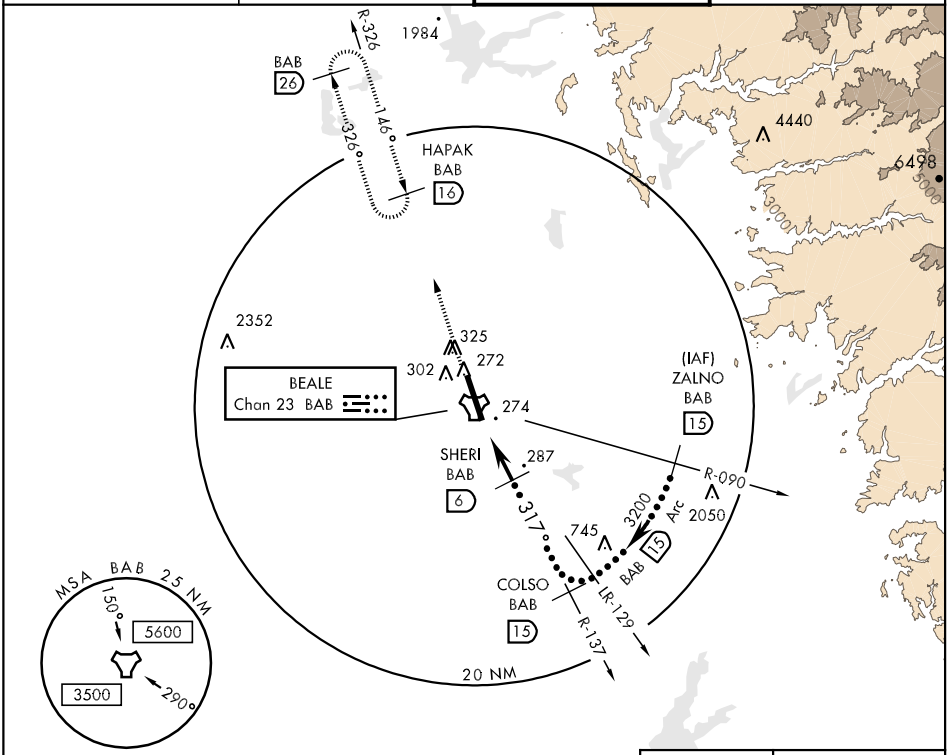
BEALE AFB (KBAB)

▼ * When ALS inop, increase CAT CDE vis to 1¼ miles.
** Circling not authorized E of Rwy 15-33.

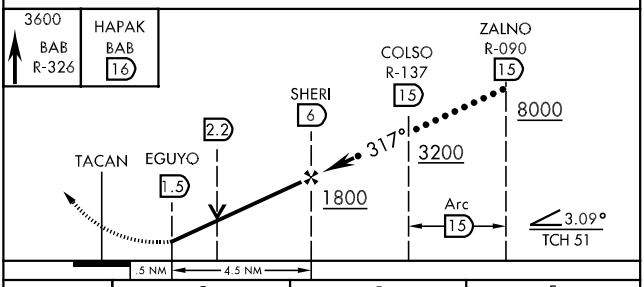
ALSF-1

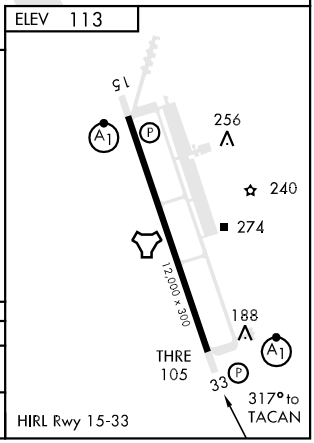
MISSED APPROACH: Climb to 3600 via BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75



EMERG SAFE ALT 100 NM 13,700





CATEGORY	C	D	E
S-33 *	540/40	435 (500-¾)	
CIRCLING **	600-1½ 487 (500-1½)	680-2 567 (600-2)	

MARYSVILLE, CALIFORNIA
Amdt 1 10294

39°08'N-121°26'W

BEALE AFB (KBAB)

HI-TACAN RWY 33

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 15

LOC I-BAB	APCH CRS	Rwy ldg 12,000 / THRE 113 / Arpt Elev 113
109.5	145°	

AL-771 [USAF]

BEALE AFB (KBAB)

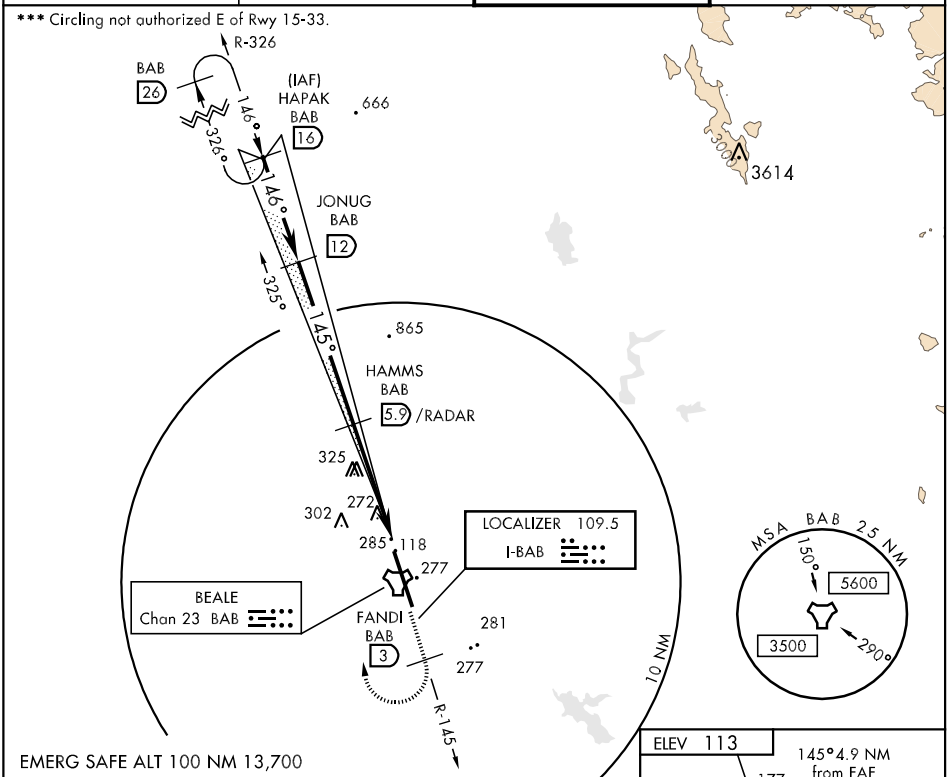
* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

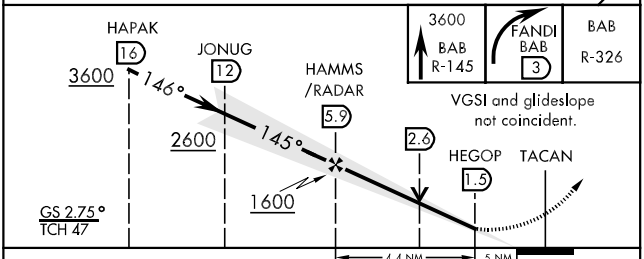
ALSF-1

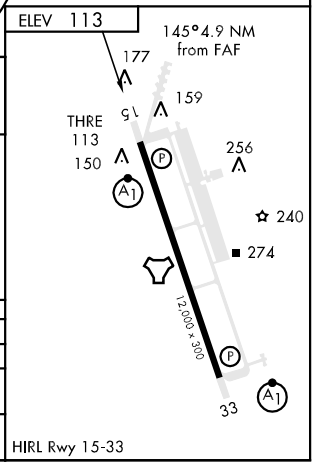
MISSED APPROACH: Climb to 3600 via BAB TACAN R-145, at FANDI turn right, intercept BAB R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 15 *	313/24		200	(200-½)	
S-LOC 15 **	620/24 507 (600-½)		620/55 507 (600-1)		
CIRCLING ***	620-1 507 (600-1)		620-1½ 507(600-1½)	680-2 567 (600-2)	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 33

LOC I-MIZ	APCH CRS	Rwy ldg 12,000 THRE 105 Arpt Elev 113
109.5	325°	

AL-771 [USAF]

BEALE AFB (KBAB)

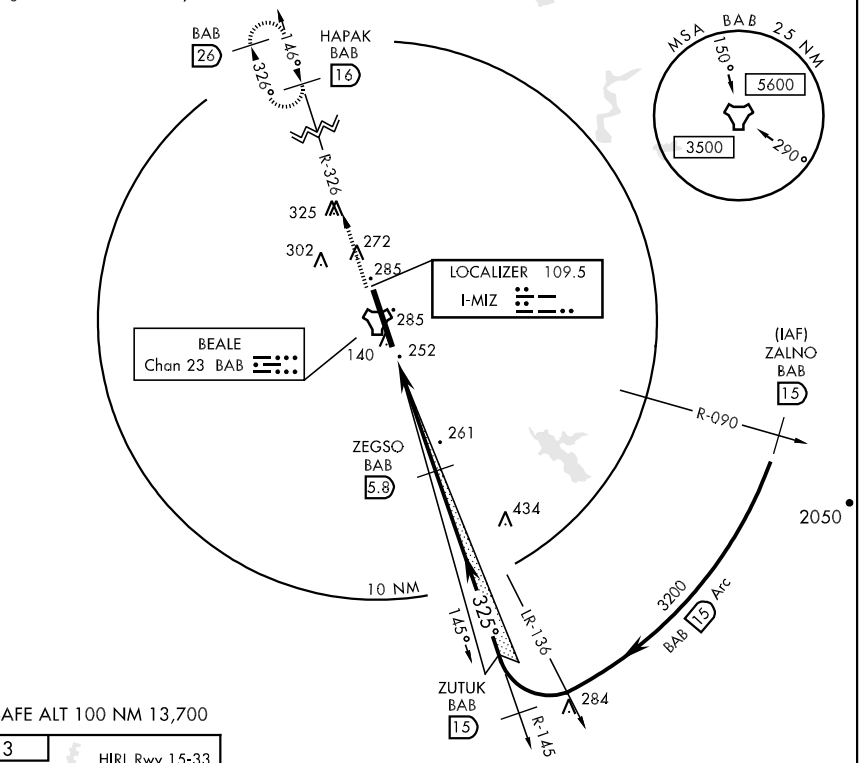
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

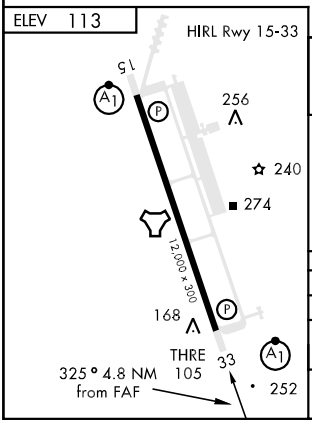
ALSF-1 (A1)

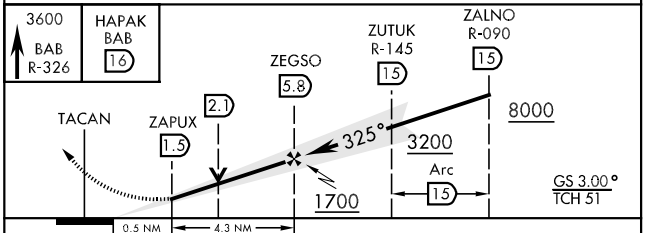
MISSED APPROACH: Climb to 3600 via BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 33 *	305/24		200	(200-½)	
S-LOC 33 **	520/24	415 (500-½)	520/40	415 (500-¾)	
CIRCLING ***	600-1	487 (500-1)	600-1½ 487(500-1½)	680-2	567 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

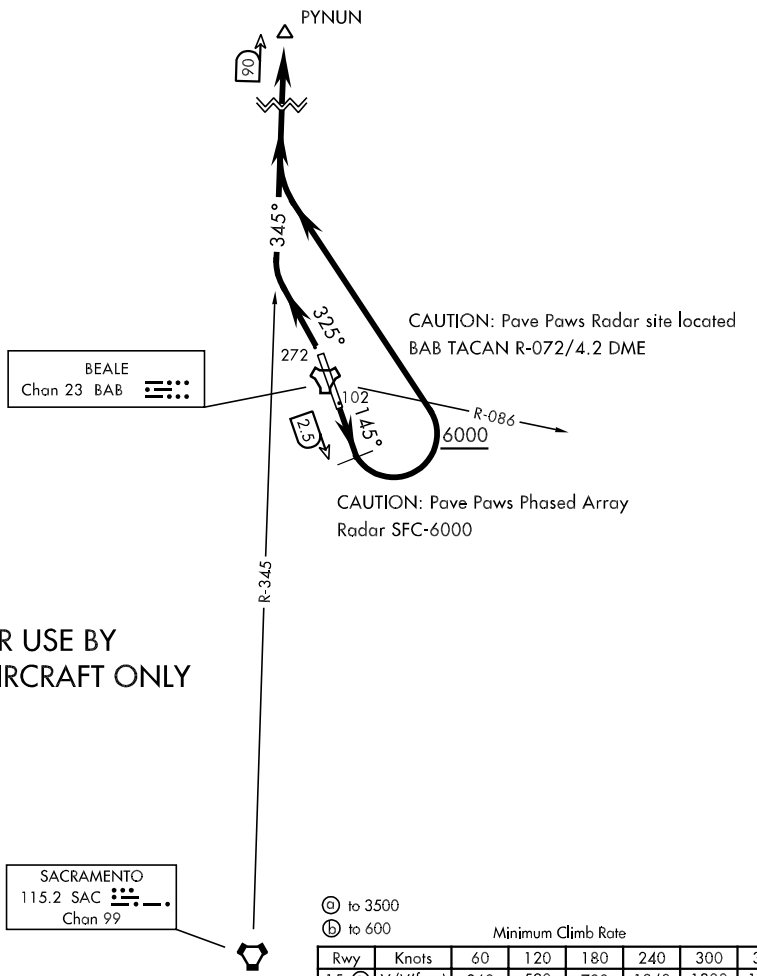
PYNUN-FOUR DEPARTURE (PYNUN4 • PYNUN)

SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS ★ 273.5
GND CON
121.6 257.75
BEALE TOWER ★
119.4 276.15
NORCAL DEP CON
125.4 259.1

SHL-771 [USAF]

6768



ⓐ to 3500
ⓑ to 600

Minimum Climb Rate

Rwy	Knots	60	120	180	240	300	360
15 ⓐ	V/V(fpm)	260	520	780	1040	1300	1560
33 ⓑ	V/V(fpm)	260	520	780	1040	1300	1560

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Fly heading 145° until BAB TACAN 2.5 DME, turn left intercept SAC VORTAC R-345 to PYNUN. Cross BAB R-086 at or above 6000. Then via assigned route.

TAKE-OFF RWY 33: Fly heading 325° intercept SAC VORTAC R-345 to PYNUN. Then via assigned route.

TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	12,000
BAB Chan 23	153°	THRE	113
		Arpt Elev	113

AL-771 [USAF]

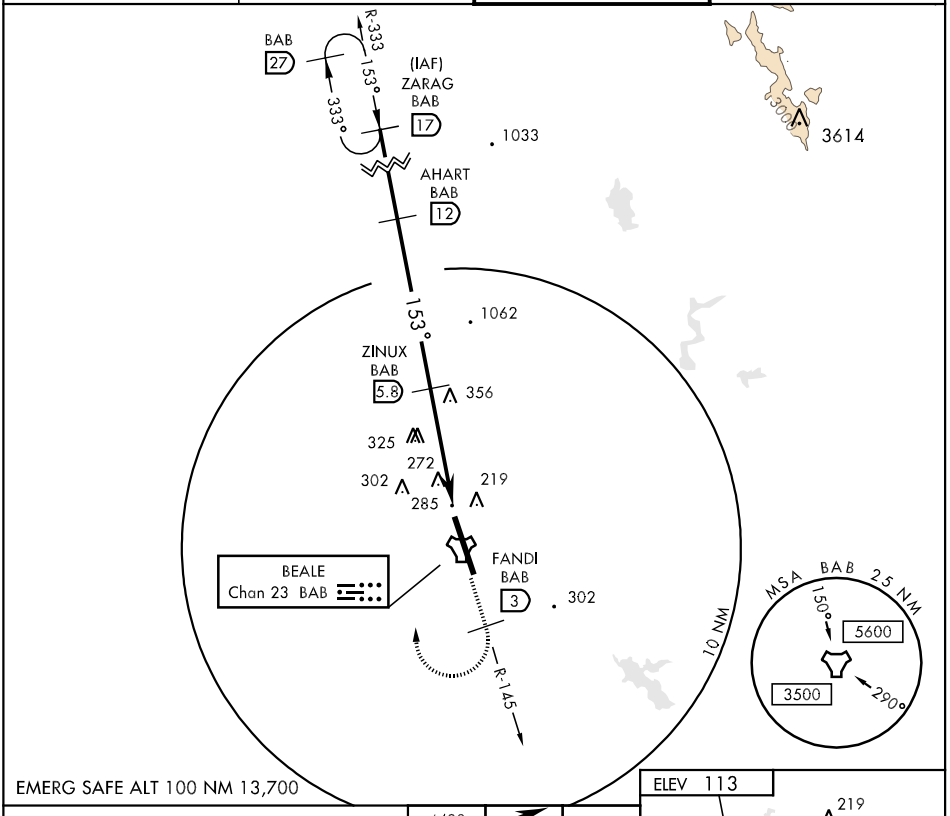
BEALE AFB (KBAB)

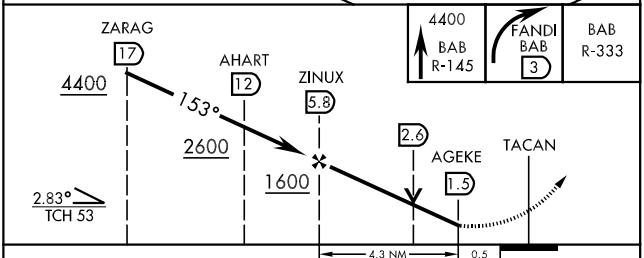
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

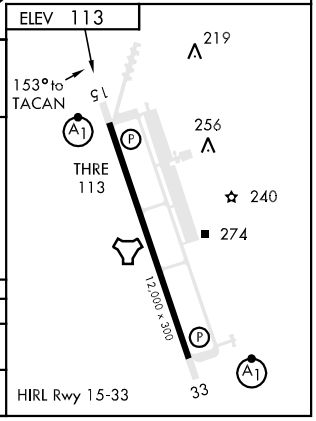
ALSF-1

MISSED APPROACH: Climb to 4400 via BAB TACAN R-145, at FANDI, turn right, intercept BAB R-333 to ZARAG and hold, continue climb in hold to 4400.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75







CATEGORY	A	B	C	D	E
S-15 *	640/24	527 (600-½)	640/55	527 (600-1)	
CIRCLING **	640-1	527 (600-1)	640-1½ 527 (600-1½)	680-2	567 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	12,000
BAB Chan 23	317°	THRE	105
		Arpt Elev	113

AL-771 [USAF]

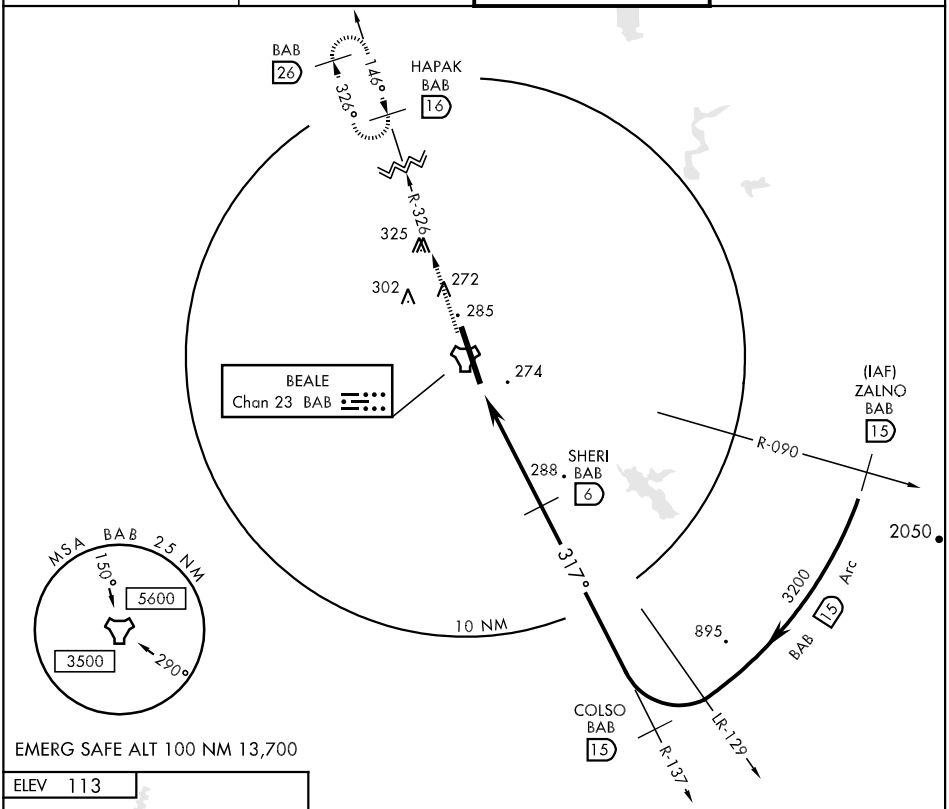
BEALE AFB (KBAB)

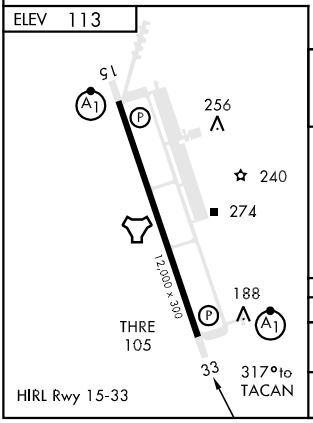
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized E of Rwy 15-33.

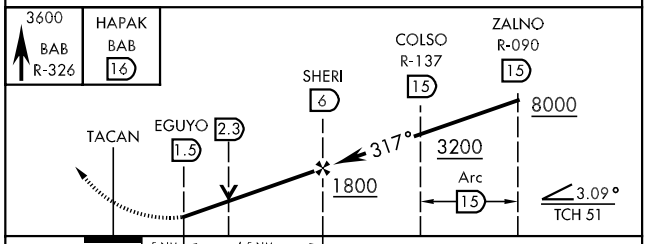
ALSF-1

MISSED APROACH: Climb to 3600 via BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
273.5	125.4 259.1	119.4 276.15	121.6 257.75







CATEGORY	A	B	C	D	E
S-33 *	540/24	435 (500-½)	540/40	435	(500-¾)
CIRCLING **	600-1	487 (500-1)	600-1½ 487 (500-1½)	680-2	567 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MYV	APP CRS	Rwy Idg 6006
110.5	141°	TDZE 61
		Apt Elev 62

ILS or LOC RWY 14

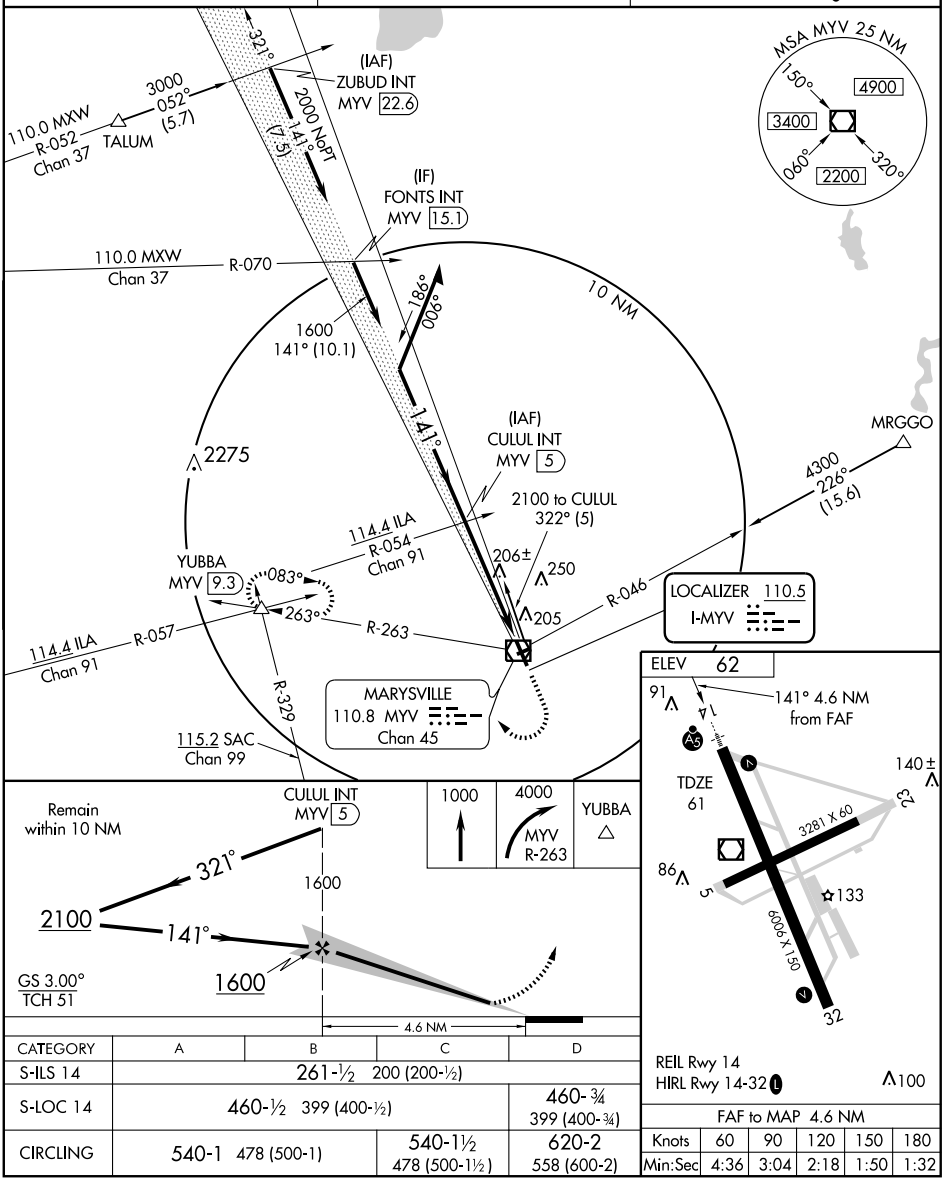
MARYSVILLE/ YUBA COUNTY (MYV)

If local altimeter setting not received, use Oroville Muni altimeter setting and increase all DAs/MDAs 80 feet.
Autopilot coupled approach NA below 576.

MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 via MYV R-263 to YUBBA INT/MYV VOR/DME 9.3 DME and hold. Continue climb in hold to 4000.

ASOS	NORCAL APP CON	UNICOM
118.475	125.4 259.1	123.05 (CTAF)



CATEGORY	A	B	C	D
S-ILS 14	261-½ 200 (200-½)			
S-LOC 14	460-½ 399 (400-½)			460-¾ 399 (400-¾)
CIRCLING	540-1 478 (500-1)		540-1½ 478 (500-1½)	620-2 558 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42814 W14A	APP CRS 141°	Rwy Idg 6006 TDZE 64 Apt Elev 64

RNAV (GPS) RWY 14

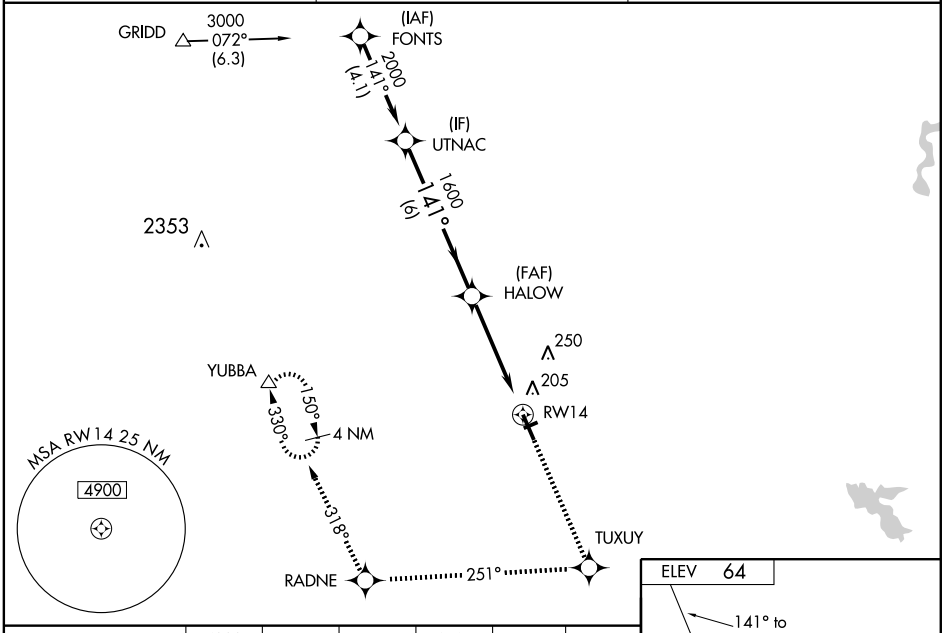
MARYSVILLE/YUBA COUNTY (MYV)

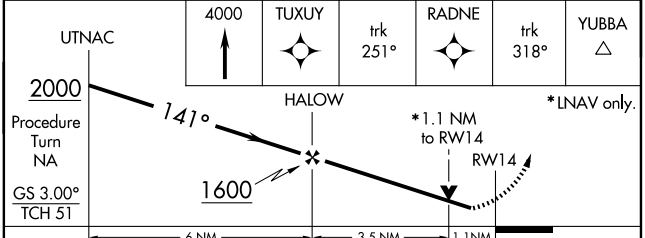
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Lincoln altimeter setting. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 44 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats. For inoperative MALSR increase LNAV all Cats visibility ¼ mile. For inoperative MALSR when using Lincoln altimeter setting, increase LNAV Cats A and B visibility ¼ mile.

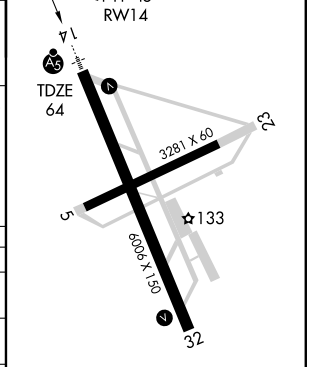
MALSR

MISSED APPROACH: Climb to 4000 direct TUXUY and via track 251° to RADNE and via track 318° to YUBBA and hold.

ASOS	NORCAL APP CON	UNICOM
118.475	125.4 259.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	264-¾ 200 (200-¾)			
LNAV/VNAV DA	470-1 406 (500-1)			
LNAV MDA	460-¾ 396 (400-¾)			460-1 396 (400-1)
CIRCLING	540-1 476 (500-1)		540-1½ 476 (500-1½)	620-2 556 (600-2)

REIL Rwy 14
HIRL Rwy 14-32 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6006
CH 87014	321°	TDZE	63
W32A		Apt Elev	64

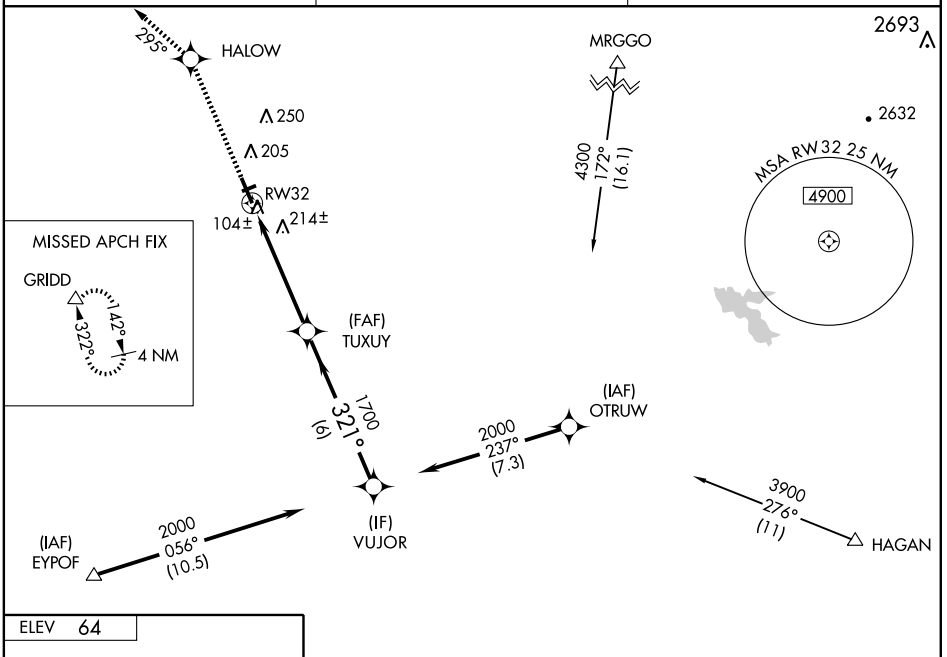
RNAV (GPS) RWY 32

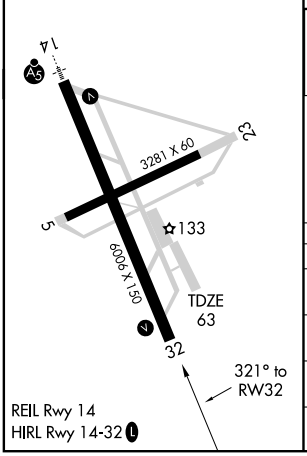
MARYSVILLE/ YUBA COUNTY (MYV)

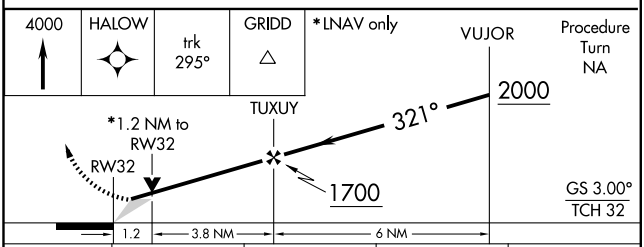
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 4000 direct HALOW and via track 295° to GRIDD and hold.

ASOS	NORCAL APP CON	UNICOM
118.475	125.4 259.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	313-1 250 (300-1)			
LNAV/ VNAV DA	374-1¼ 311 (400-1¼)			
LNAV MDA	480-1 417 (500-1)		480-1¼ 417 (500-1¼)	
CIRCLING	540-1 476 (500-1)		540-1½ 476 (500-1½)	620-2 556 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

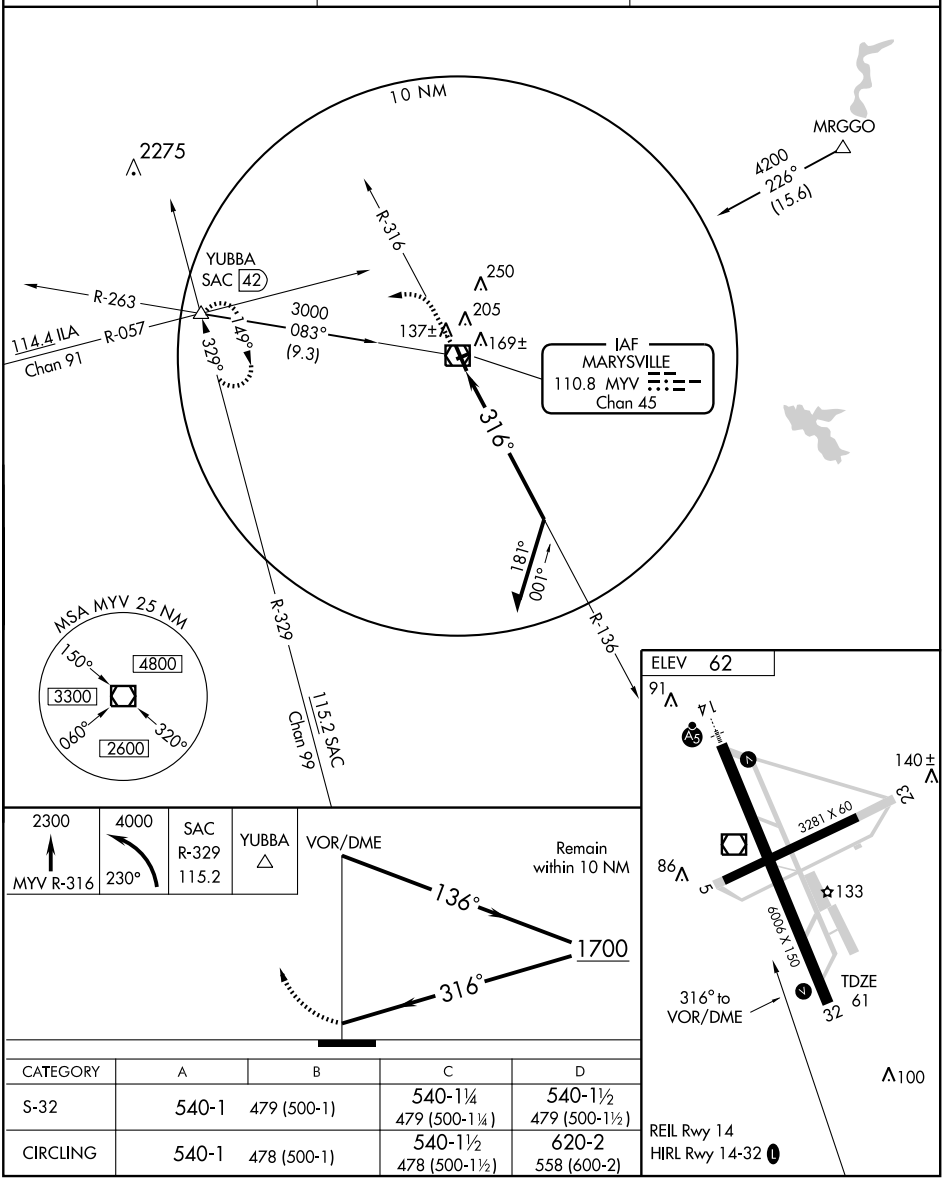
VOR/DME MYV	APP CRS	Rwy Idg	6006
110.8	316°	TDZE	61
Chan 45		Apt Elev	62

VOR RWY 32

MARYSVILLE/ YUBA COUNTY (MYV)

MISSED APPROACH: Climb to 2300 via MYV R-316, then climbing left turn to 4000 via heading 230° and SAC R-329 to YUBBA Int/SAC 42 DME and hold.

ASOS	NORCAL APP CON	UNICOM
118.475	125.4 259.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-32	540-1	479 (500-1)	540-1¼ 479 (500-1¼)	540-1½ 479 (500-1½)
CIRCLING	540-1	478 (500-1)	540-1½ 478 (500-1½)	620-2 558 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5914
123°	TDZE	155
	Apt Elev	155

GPS RWY 12

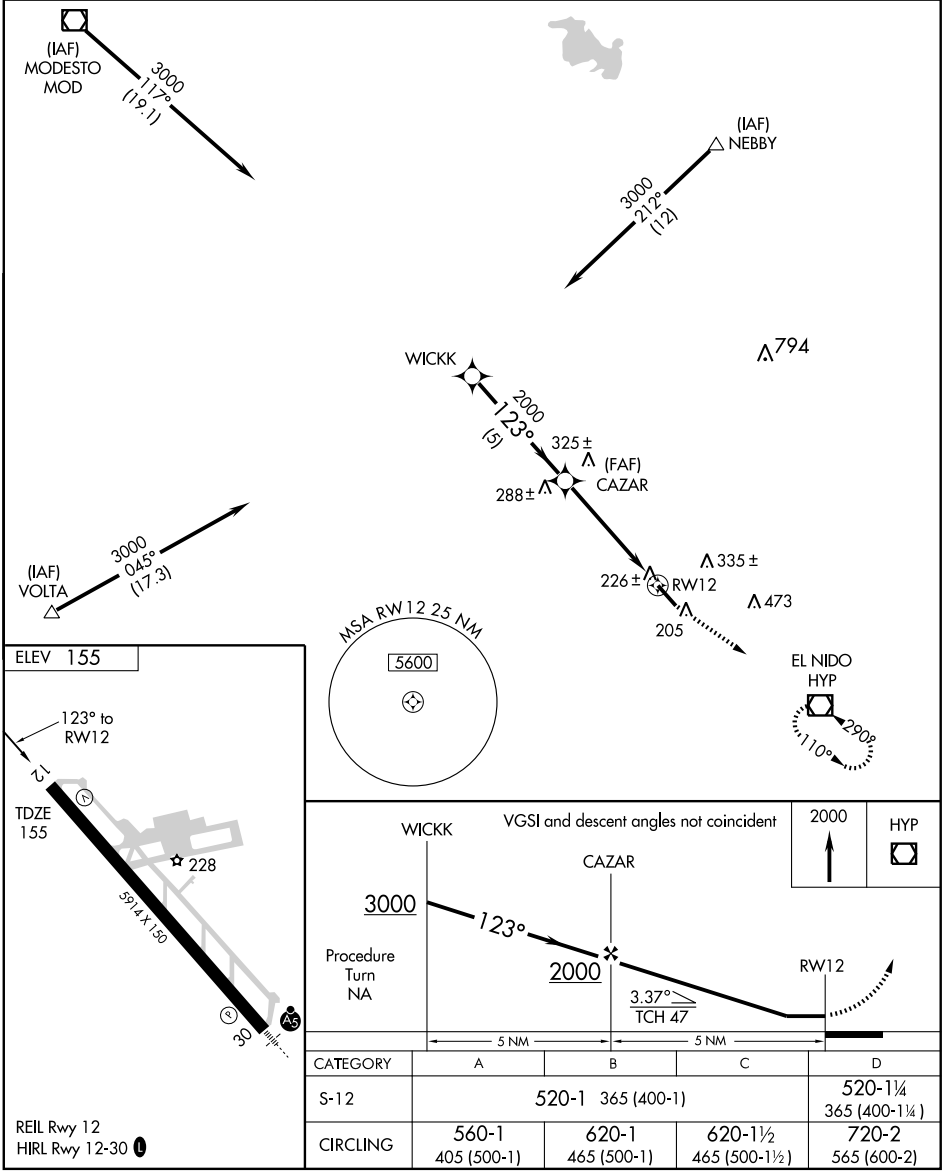
MERCED RGNL/MACREADY FIELD (MCE)

When local altimeter setting not received, use Castle altimeter setting and increase all MDAs 20 feet. Circling NA NE of Rwy 12-30.

MISSED APPROACH: Climb to 2000 direct HYP VOR/DME and hold.

ASOS	NORCAL APP CON	UNICOM
132.175	120.95 269.4	122.7 (CTAF) L

SW-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-12	520-1 365 (400-1)			520-1¼ 365 (400-1¼)
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

LOC/DME I-MCE	APP CRS	Rwy Idg	5914
109.3	303°	TDZE	155
Chan 30		Apt Elev	155

ILS or LOC RWY 30

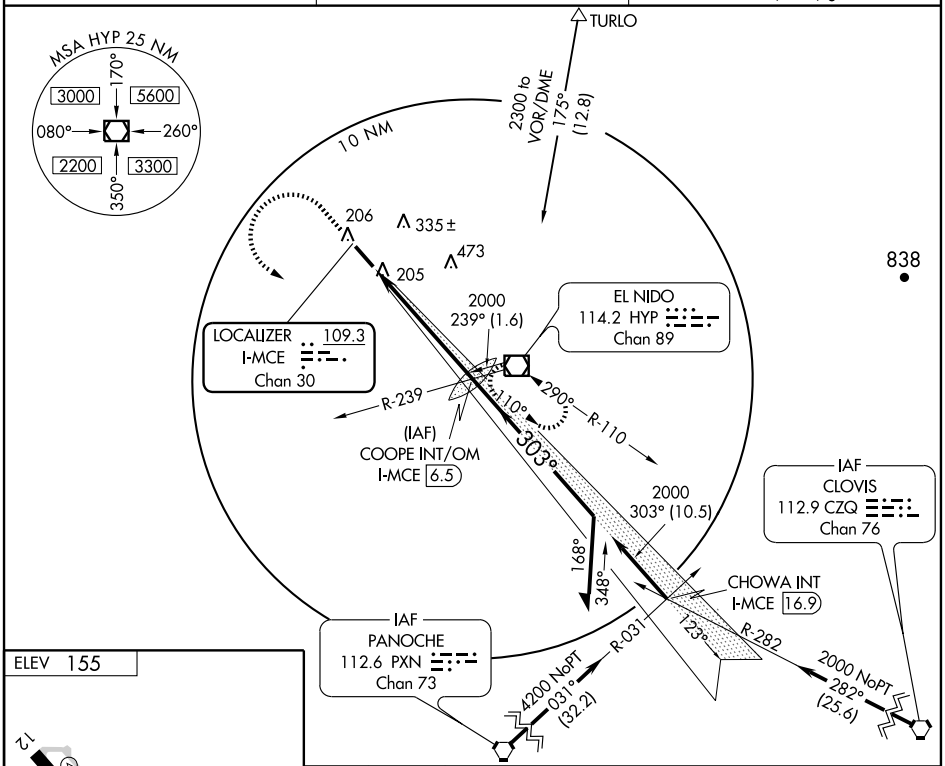
MERCED RGNL/MACREADY FIELD (MCE)

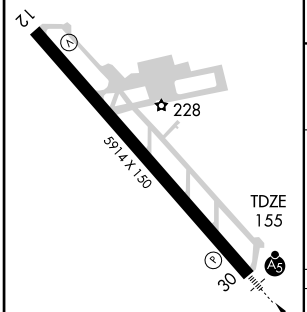
When local altimeter setting not received, use Castle altimeter setting and increase all DA/MDA 20 feet. Autopilot coupled approach NA below 585. For inoperative MALSR increase S-LOC 30 Cat D visibility to 1. Circling NA NE of Rwy 12-30.

MALSR

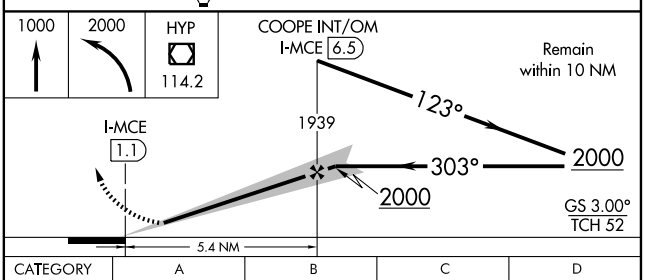
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct HYP VOR/DME and hold.

ASOS	NORCAL APP CON	UNICOM
132.175	120.95 269.45	122.7 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 30	355-½ 200 (200-½)			
S-LOC 30	480-½ 325 (400-½)			480-¾ 325 (400-¾)
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MCE	APP CRS	Rwy Idg	5914
109.3	123°	TDZE	155
Chan 30		Apt Elev	155

LOC BC RWY 12

MERCED RGNL/MACREADY FIELD (MCE)

When local altimeter setting not received, use Castle altimeter setting and increase all MDAs 20 feet. Circling NA NE of Rwy 12-30.

MISSED APPROACH: Climb to 2000 via HYP R-292 to HYP VOR/DME and hold.

ASOS	NORCAL APP CON	UNICOM
132.175	120.95 269.45	122.7 (CTAF) L

BACK COURSE
RADAR or DME REQUIRED

2000 to CAZAR
114° (17.6) and LOC (6.5)

303°

IAF
MODESTO
114.6 MOD
Chan 93

10 NM

MSA HYP 25 NM
170°
3000 5600
080° 260°
2200 3300
350°
1305±

325±
288±
R-114
123°
CAZAR
I-MCE 4.9
RADAR
206
335±
205
473
R-292
110°
290°
R-110

EL NIDO
114.2 HYP
Chan 89

LOCALIZER 109.3
I-MCE
Chan 30

ELEV 155

123° 5 NM
from FAF

TDZE
155

228

5914 X 150

30

HIRL Rwy 12-30 L
REIL Rwy 12

CAZAR
I-MCE 4.9
RADAR

VGSI and descent angles not coincident.
Disregard glide slope indications.

2000
HYP R-292
HYP
114.2

2000
123°
I-MCE
0.5
Procedure
Turn
NA
3.37°
TCH 47
4.4 NM
0.6

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-12	520-1 365 (400-1)			520-1¼ 365 (400-1¼)
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5914
CH 93709	304°	TDZE	155
W30A		Apt Elev	155

RNAV (GPS) RWY 30

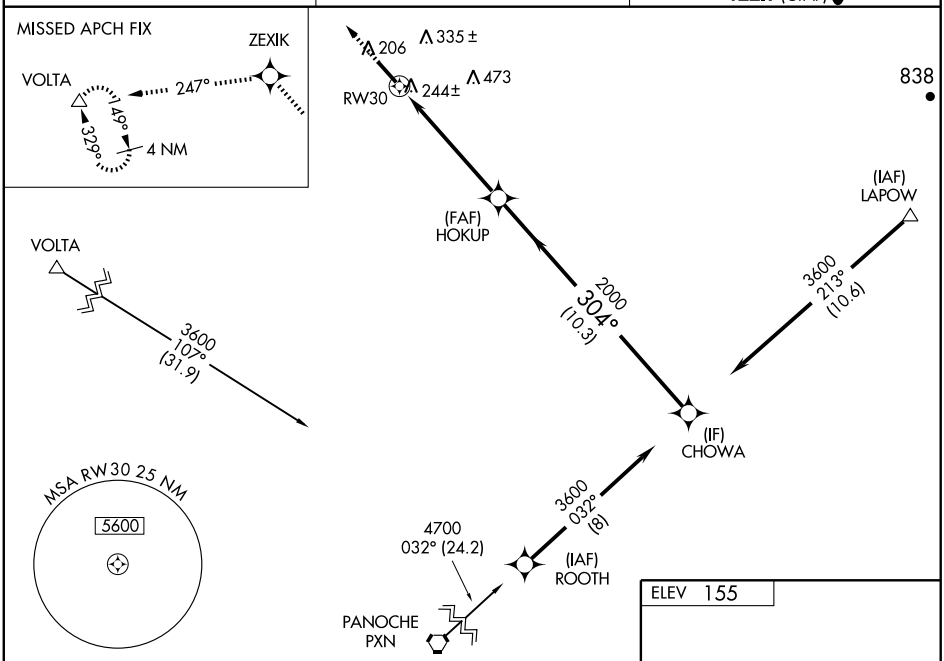
MERCED RGNL/MACREADY FIELD (MCE)

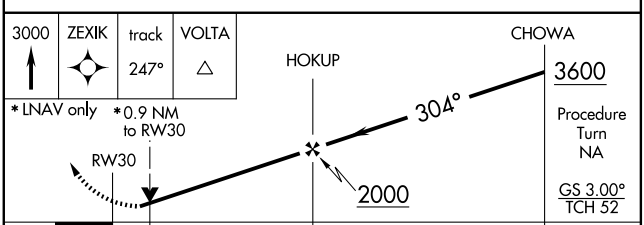
Circling NA NE of Rwy 12-30. Baro-VNAV NA when using Merced/Castle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Castle altimeter setting. For inoperative MALSR, increase LNAV visibilities Cat A, B, C to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Castle altimeter setting and increase all DA/MDA 20 feet. Inoperative table does not apply.

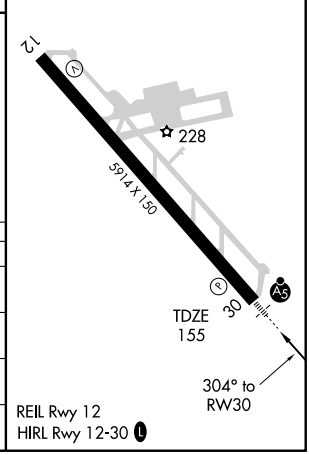
MALSR

MISSED APPROACH: Climb to 3000 direct ZEXIK and via track 247° to VOLTA and hold.

ASOS	NORCAL APP CON	UNICOM
132.175	120.95 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	449-¾ 294 (300-¾)			
LNAV/VNAV DA	514-¾ 359 (400-¾)			
LNAV MDA	500-¾ 345 (400-¾)			500-1 345 (400-1)
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HYP	APP CRS	Rwy Idg	5914
114.2	289°	TDZE	155
Chan 89		Apt Elev	155

VOR RWY 30

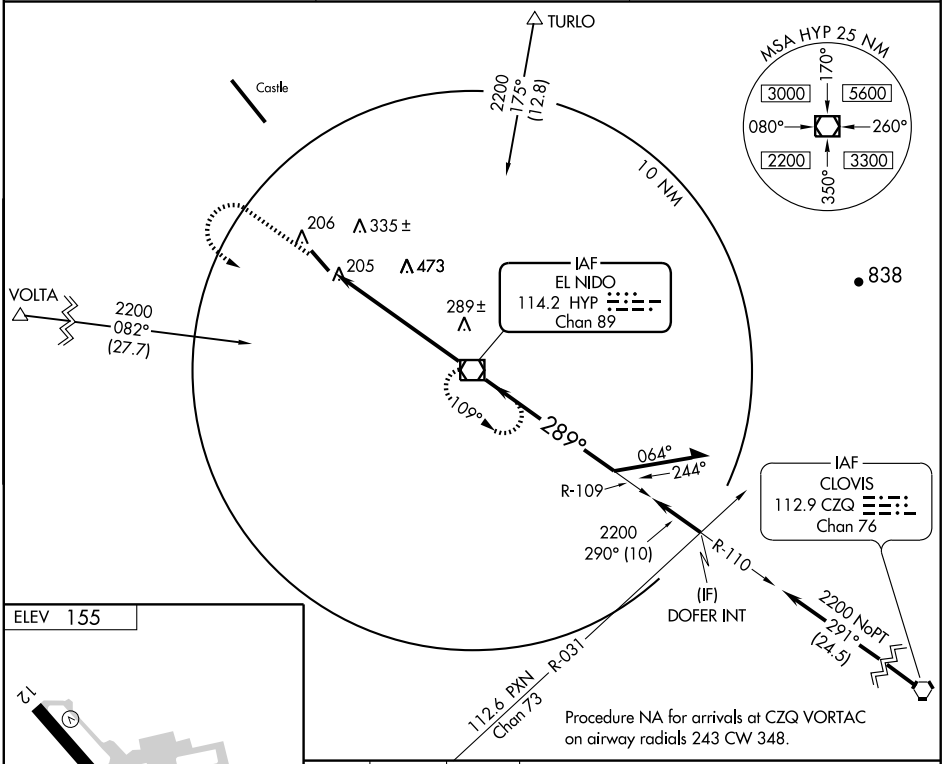
MERCED RGNL/MACREADY FIELD (MCE)

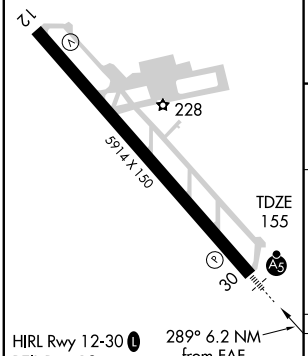
For inoperative MALSR, increase S-30 Cat A and B visibility to 1 mile, and Cat D to 1¼ mile. Circling NA NE of Rwy 12-30. Visibility reduction by helicopters NA. VDP NA when using Castle altimeter setting. When local altimeter setting not received, use Castle altimeter setting and increase all MDAs 20 feet.

MALSR

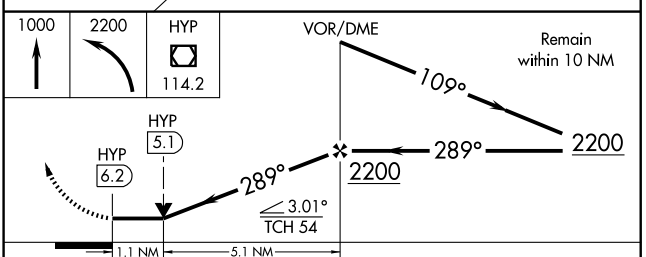
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct HYP VOR/DME and hold.

ASOS	NORCAL APP CON	UNICOM
132.175	120.95 269.45	122.7 (CTAF) L





FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-30	560-¾ 405 (500-¾)			560-1 405 (500-1)
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS
124.475
CASTLE TOWER ★
118.175 235.775
GND CON
133.575

37°24′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

1000
X 150

FIELD
ELEV
191

13

127.1°

VAR 13.9° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

NORTH
RAMP

37°23′N

11802 X 150

RWY 13-31
S-155, D-200, 2S-175, 2D-415, 2D/2D2-720

OPERATIONAL
RAMP

HS 2

307.1°

ELEV
178

31

TWR

368±

37°22′N

1000
X 150

GENERAL
AVIATION
RAMP

HS 1

120°35′W

120°34′W

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-MER	APP CRS	Rwy Idg	11802
109.5	306°	TDZE	181
		Apt Elev	191

ILS or LOC/DME RWY 31

MERCED/ CASTLE (MER)

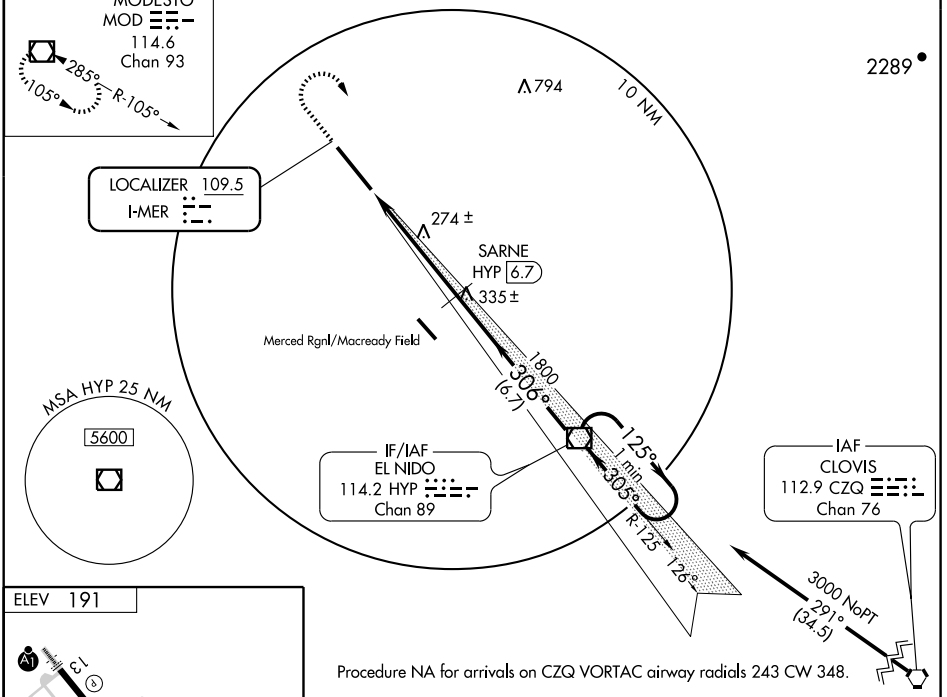
Circling NA SW of Rwy 13-31.
When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase DA/MDA 20 feet.
DME from HYP VOR/DME. Simultaneous reception of I-MER and HYP DME required.

ALSF-1

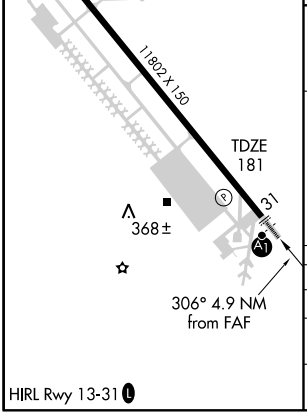
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct HYP VOR/DME and hold.

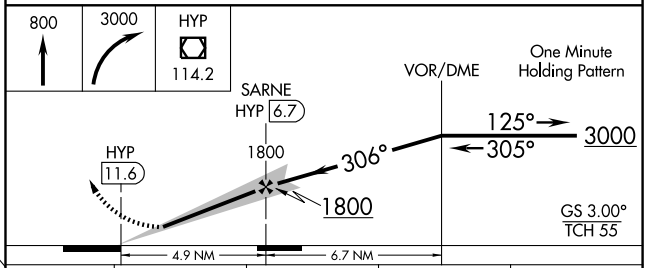
ATIS	NORCAL APP CON	CASTLE TOWER ★	GND CON	UNICOM	
124.475	120.95 269.45	118.175 (CTAF) 235.775	133.575	122.95	123.00 L

ALT MISSED APCH FIX
MODESTO
MOD
114.6
Chan 93
285°
105°
R-105°



Procedure NA for arrivals on CZQ VORTAC airway radials 243 CW 348.





CATEGORY	A	B	C	D
S-ILS 31	381-½ 200 (200-½)			
S-LOC 31	540-½ 359 (400-½)			540-¾ 359 (400-¾)
CIRCLING	640-1 449 (500-1)	660-1 469 (500-1)	660-1½ 469 (500-1½)	760-2 569 (600-2)

HIRL Rwy 13-31 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11802
CH 50211	126°	TDZE	191
W13A		Apt Elev	191

RNAV (GPS) RWY 13

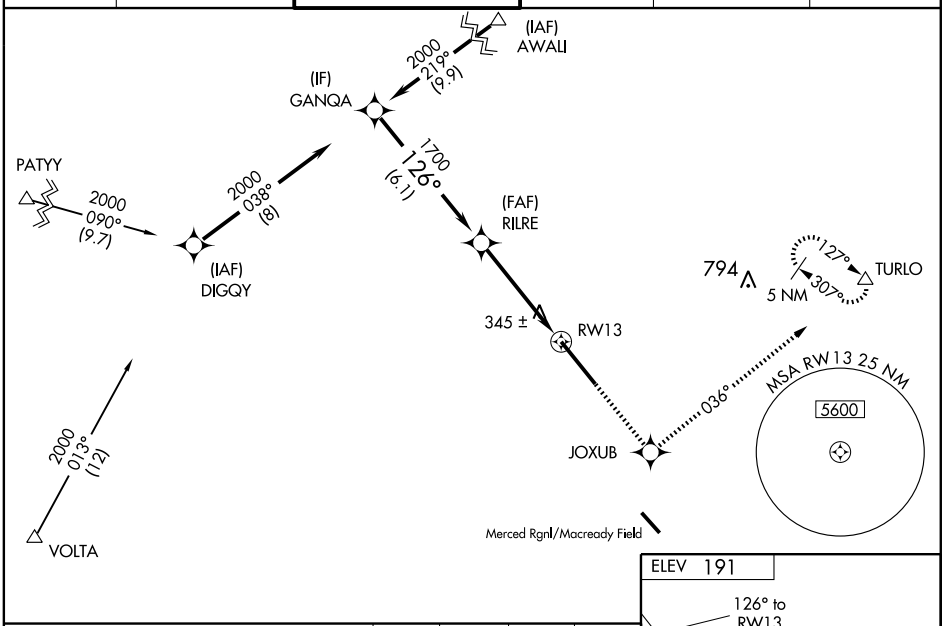
MERCED/ CASTLE (MER)

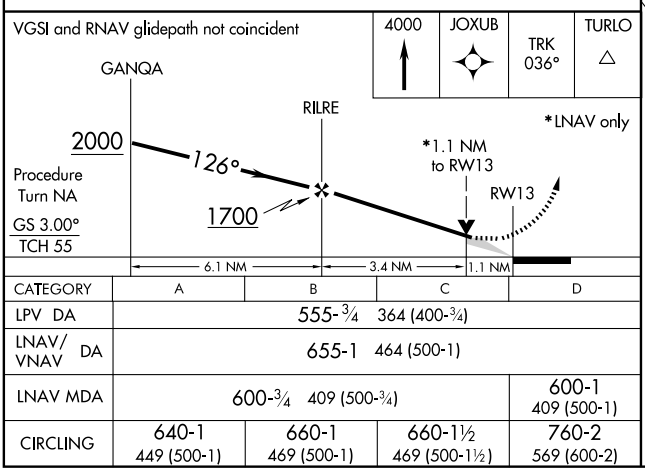
Circling NA SW of Rwy 13-31. Baro-VNAV NA when using Merced Rgnl/Macready Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Merced Rgnl/Macready Field altimeter setting. When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase all DA/MDA 20 feet and LNAV/VNAV visibility ¼ mile. For inoperative ALSF-1 increase visibility LPV all Cats and LNAV Cat D to 1¼, and LNAV Cats A and B to 1. For inoperative ALSF-1 when using Merced Rgnl/Macready Field altimeter setting, increase visibility LPV all Cats to 1¼, and LNAV Cats A and B to 1.

ALSF-1

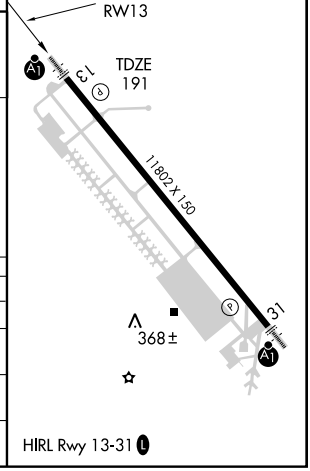
MISSED APPROACH: Climb to 4000 direct JOXUB and via track 036° to TURLO and hold, continue climb-in-hold to 4000.

ATIS	NORCAL APP CON	CASTLE TOWER ★	GND CON	UNICOM	
124.475	120.95 269.45	118.175 (CTAF) 235.775	133.575	122.95	123.00 L





CATEGORY	A	B	C	D
LPV DA	555-¾ 364 (400-¾)			
LNAV/ VNAV DA	655-1 464 (500-1)			
LNAV MDA	600-¾ 409 (500-¾)			600-1 409 (500-1)
CIRCLING	640-1 449 (500-1)	660-1 469 (500-1)	660-1½ 469 (500-1½)	760-2 569 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87110 W31A	APP CRS 306°	Rwy Idg 11802 TDZE 181 Apt Elev 191

RNAV (GPS) RWY 31

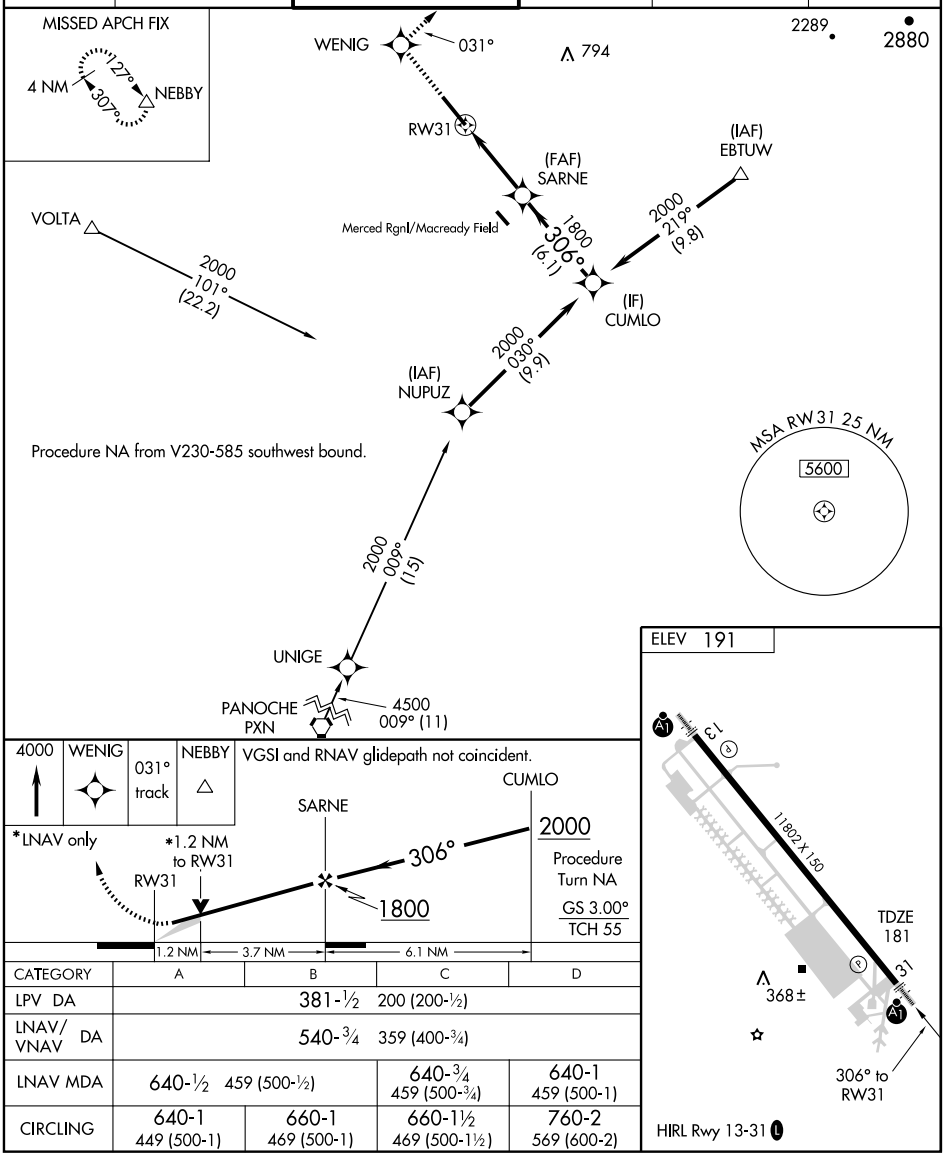
MERCED/ CASTLE (MER)

Circling NA SW of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Merced Rgnl/Macready Field altimeter setting. When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase all DA/MDA 20 feet.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WENIG and via 031° track to NEBBY and hold, continue climb-in-hold to 4000.

ATIS	NORCAL APP CON	CASTLE TOWER ★	GND CON	UNICOM	
124.475	120.95 269.45	118.175 (CTAF) 235.775	133.575	122.95	123.00 L



CATEGORY	A	B	C	D
LPV DA	381-½ 200 (200-½)			
LNAV/ VNAV DA	540-¾ 359 (400-¾)			
LNAV MDA	640-½ 459 (500-½)		640-¾ 459 (500-¾)	640-1 459 (500-1)
CIRCLING	640-1 449 (500-1)	660-1 469 (500-1)	660-1½ 469 (500-1½)	760-2 569 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HYP	APP CRS	Rwy Idg	11802
114.2	305°	TDZE	181
Chan 89		Apt Elev	191

VOR/DME RWY 31

MERCED / CASTLE (MER)

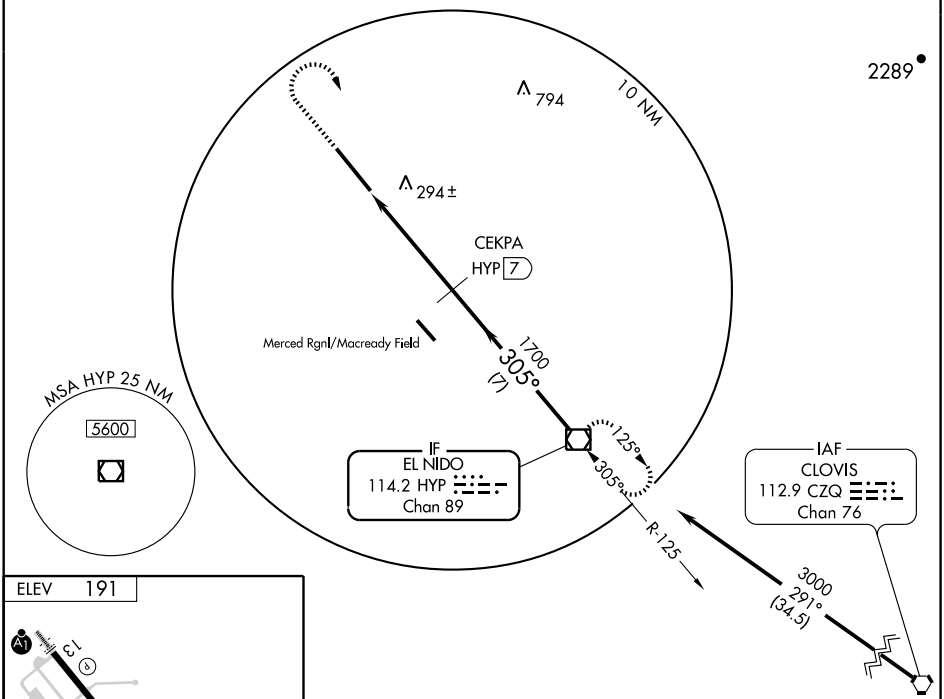
For inoperative ALSF-1, increase Cat D visibility to 1¼ mile. Circling not authorized SW of Rwy 13 and 31. When local altimeter setting not received, use Merced Rgnl/Macready Field altimeter setting and increase all MDA 20 feet. VDP NA when using Merced Rgnl/Macready Field altimeter setting.

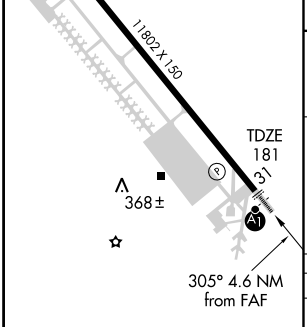
ALSF-1

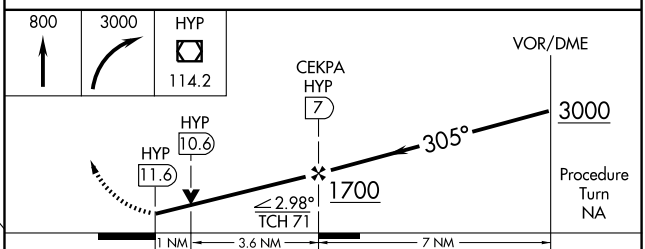
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct HYP VOR/DME and hold.

ATIS	NORCAL APP CON	CASTLE TOWER ★	GND CON	UNICOM	
124.475	120.95 269.45	118.175 (CTAF) 235.775	133.575	122.95	123.00 L

Procedure NA for arrivals on CZQ VORTAC airway radials 243 CW 348.







CATEGORY	A	B	C	D
S-31	560-½ 379 (400-½)			560-1 379 (400-1)
CIRCLING	640-1 449 (500-1)	660-1 469 (500-1)	660-1½ 469 (500-1½)	760-2 569 (600-2)

HIRL Rwy 13-31 L

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD) MODESTO, CALIFORNIA

AL-643 (FAA)

ATIS 127.7
MODESTO TOWER ★
125.3 257.8
GND CON
121.7

37°38'N

37°37.5'N

120°58'W 120°57.5'W 120°57'W 120°56.5'W

FIELD ELEV 97

ELEV 96

ELEV 83

ELEV 79

10R

10L

28L

28R

200 X 150

3459 X 100

5911 X 150

100 X 150

110.0°

290.0°

0.4% UP

0.3% UP

VAR 14.1° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

GENERAL AVIATION AND JET AIRCRAFT PARKING

GENERAL AVIATION PARKING

CONTROL TOWER 191

FIRE STATION

CORPORATE HANGARS

CORPORATE HANGARS

TAXIWAY

TAXIWAY

TAXIWAY B

TAXIWAY A

TAXIWAY A

A-1

A-2

A-3

RWY 10L-28R
S-60, D-200, 2S-175, 2D-350
RWY 10R-28L *
S-30

* Rwy 10R-28L closed to aircraft over 12,500 LBS GWT.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

194±

LOC I-MOD	APP CRS	Rwy Idg	5911
111.9	288°	TDZE	88
		Apt Elev	97

ILS or LOC/DME RWY 28R

MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

Autopilot coupled approach NA below 660. For inoperative MALSR, increase S-LOC Cat D visibility to 1 mile. When local altimeter setting not received, use Atwater altimeter setting and increase DA 68 feet and all MDAs 80 feet. Increase S-LOC Cat C visibility to ¾. For inoperative MALSR, when using Atwater altimeter setting; increase S-ILS 28R all visibilities ½ mile. DME from MOD VOR/DME. Simultaneous reception of I-MOD and MOD DME required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct MOD VOR/DME and hold.

ATIS	NORCAL APP CON	MODESTO TOWER ★	GND CON	UNICOM
127.7	120.95 269.45	125.3 (CTAF) L 257.8	121.7	122.95

ALTERNATE MISSED APCH FIX

LINDEN LIN 114.8 Chan 95

R-180° 360° 180°

LOCALIZER 111.9 I-MOD

WRAPS

3000 194° (16.1)

15 NM

1480

447

2000 to ZELAT 107° (6)

299 499 214 162± 228± 458

WOWAR OM

(IAF) ZELAT MOD 6

540

285° 105°

MODESTO 114.6 MOD Chan 93

2000 011° (9.3)

PATYY

MOD R-105

1 min 108° 288°

(IF) DLRAY INT MOD 17.6

1800 288° (11.6)

MOD LR-109

108° R-306

MSA MOD 25 NM

170° 2900 3500 080° 260° 5100 2100 350°

CLOVIS 112.9 CZQ Chan 76

3000 NoPT 306° (18.9)

IAF EL NIDO 114.2 HYP Chan 89

PANOCHE 112.6 PXN Chan 73

4300 015° (35.3)

3000 297° (34.5)

DME or RADAR REQUIRED

ELEV 97

10R 10L 156 191 5911 X 150 0.4% UP 345° X 100 28R 0.3% UP TDZE 88 136±

288° 5.2 NM from FAF

REIL Rwy 10L L

MIRL Rwy 10R-28L

HIRL Rwy 10L-28R L

1500 2000 MOD 114.6

ZELAT MOD 6

One Minute Holding Pattern

1800 MOD 0.8 108° 288° 1800 1800

GS 3.00° TCH 53

5.2 NM

CATEGORY	A	B	C	D
S-ILS 28R	288-½ 200 (200-½)			
S-LOC 28R	420-½ 332 (400-½)			420-¾ 332 (400-¾)
CIRCLING	540-1 443 (500-1)	560-1 463 (500-1)	560-1½ 463 (500-1½)	660-2 563 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5911
CH 70609	288°	TDZE	88
W28A		Apt Elev	97

RNAV (GPS) RWY 28R

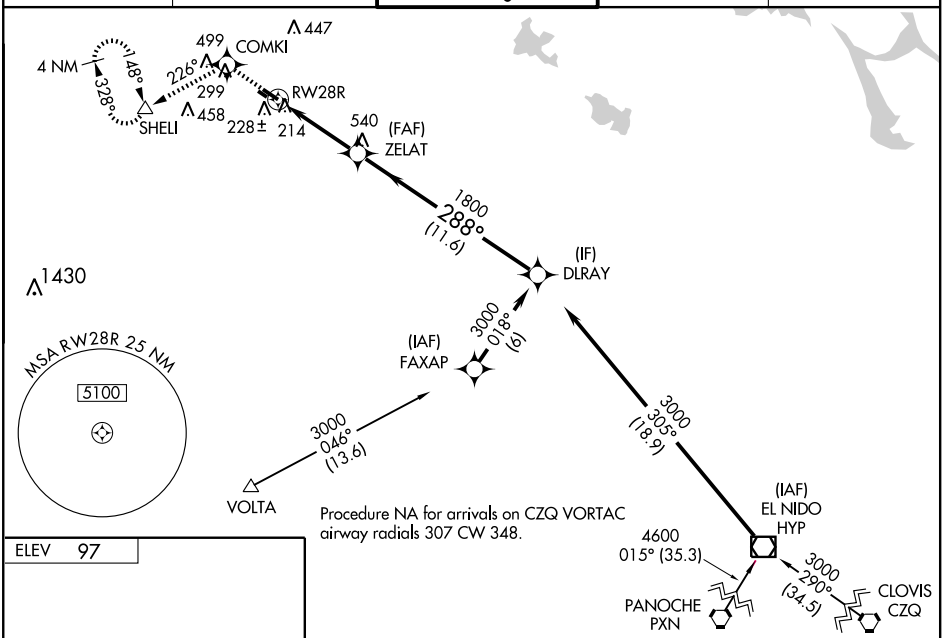
MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

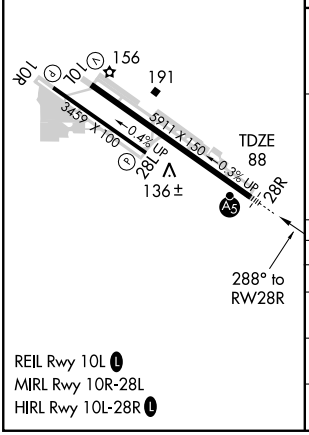
T A For inoperative MALSR, increase LPV visibility to 1 mile all Cats and LNAV Cat D to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Atwater/Castle altimeter setting and increase all DA/MDA 80 feet; increase LPV, LNAV/VNAV visibilities ¼ mile all Cats and LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Atwater/Castle altimeter setting.
For inoperative MALSR, when using Atwater/Castle altimeter setting, increase LPV visibility to 1¼ mile all Cats.

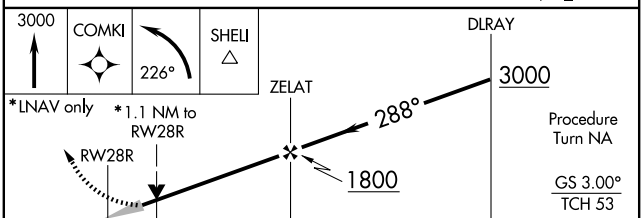
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct COMKI and left turn via 226° track to SHELI and hold, continue climb-in-hold to 3000.

ATIS	NORCAL APP CON	MODESTO TOWER★	GND CON	UNICOM
127.7	120.95 269.45	125.3 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	385-½ 297 (300-½)			
LNAV/VNAV DA	495-1 407 (400-1)			
LNAV MDA	480-½ 392 (400-½)			480-1 392 (400-1)
CIRCLING	540-1 443 (500-1)	560-1 463 (500-1)	560-1½ 463 (500-1½)	660-2 563 (600-2)

REIL Rwy 10L L
MIRL Rwy 10R-28L
HIRL Rwy 10L-28R L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOD	APP CRS	Rwy Idg	5911
114.6	287°	TDZE	88
Chan 93		Apt Elev	97

VOR/DME RWY 28R

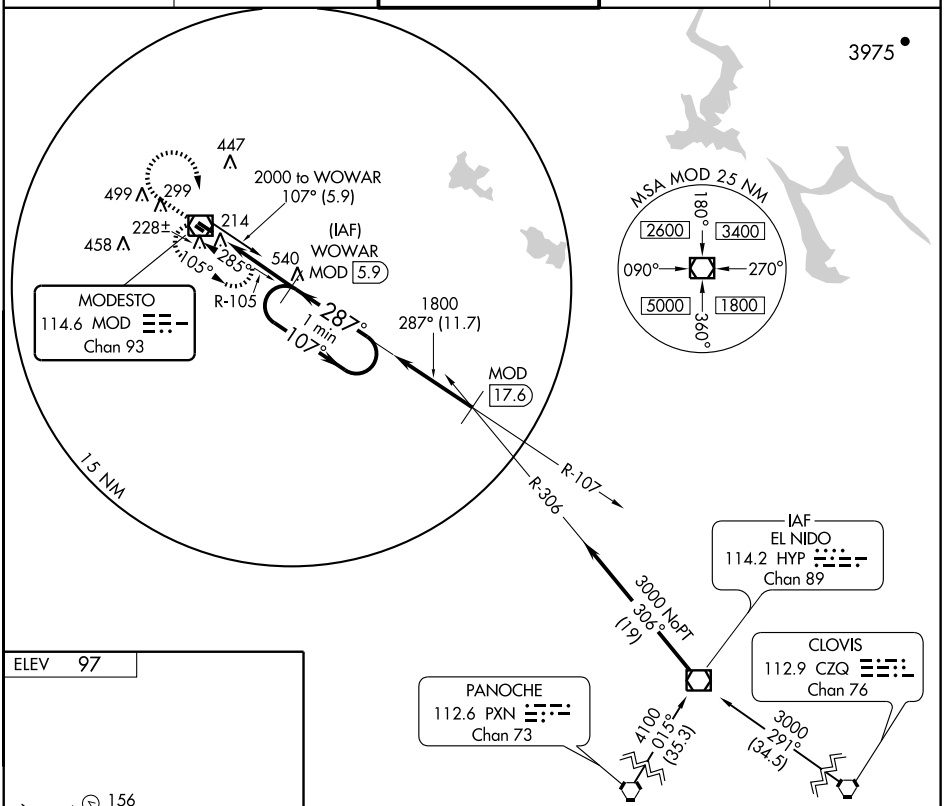
MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

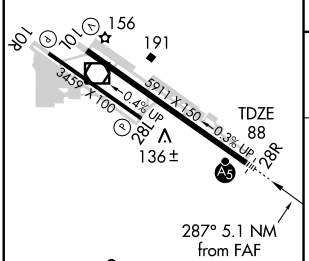
For inoperative MALSR increase S-28R Cat. D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MOD VOR/DME and hold.

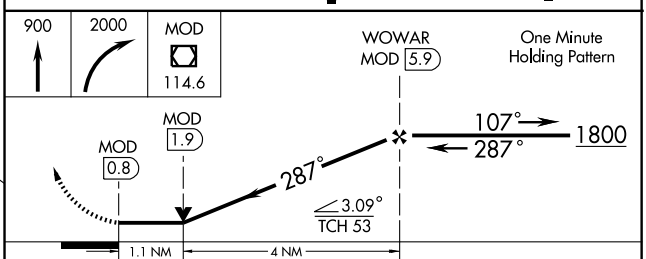
ATIS	NORCAL APP CON	MODESTO TOWER*	GND CON	UNICOM
127.7	120.95 269.45	125.3 (CTAF) L 257.8	121.7	122.95





REIL Rwy 10L L
MIRL Rwy 10R-28L
HIRL Rwy 10L-28R L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-28R	480-½ 392 (400-½)			480-1 392 (400-1)
CIRCLING	540-1 443 (500-1)	560-1 463 (500-1)	560-1½ 463 (500-1½)	660-2 563 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-9353 (FAA)

MOJAVE (MHV)
MOJAVE, CALIFORNIA

AIRPORT DIAGRAM

MOJAVE, CALIFORNIA
MOJAVE (MHV)

10210

SW-3, 21 OCT 2010 to 18 NOV 2010

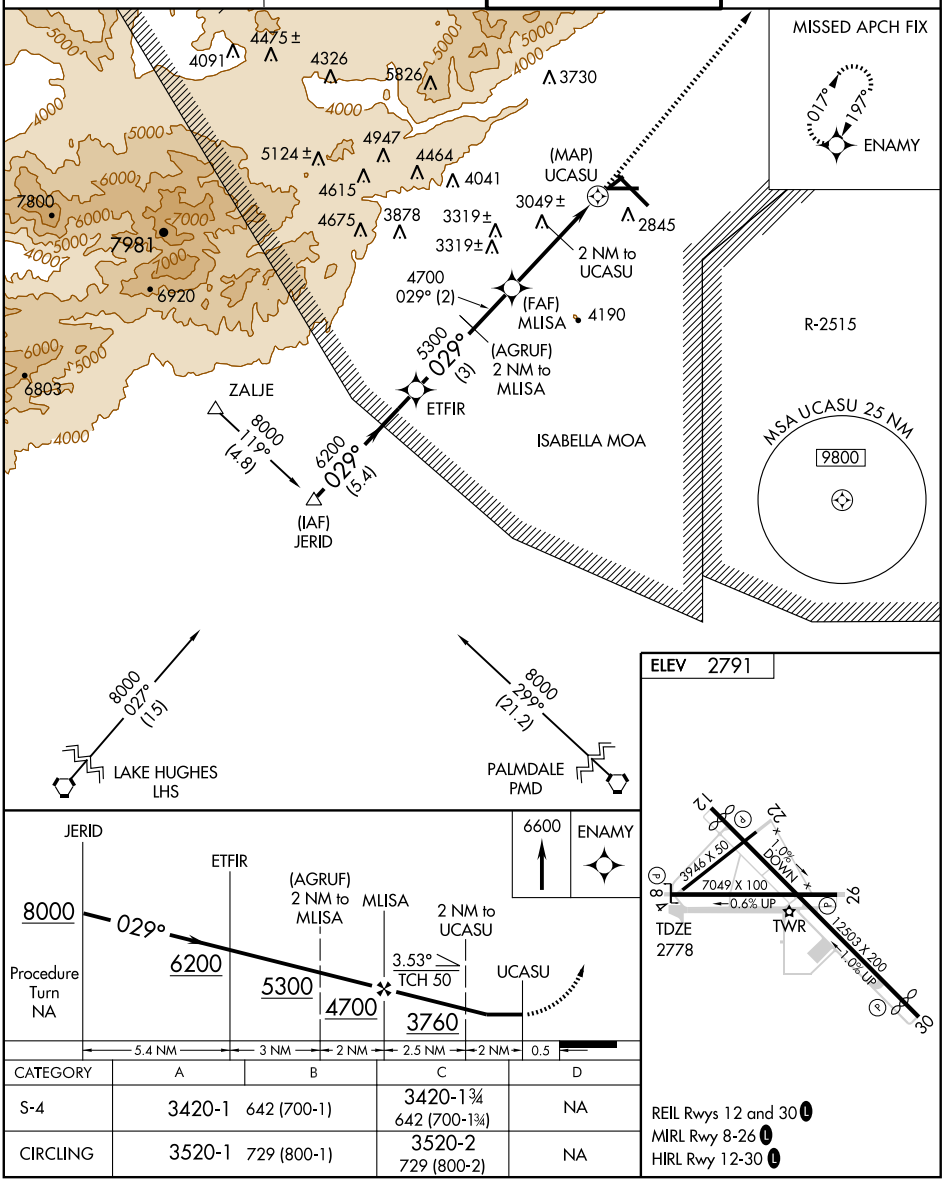
APP CRS	Rwy Idg	3946
029°	TDZE	2778
	Apt Elev	2791

GPS RWY 4
MOJAVE (MHV)

Use Edwards AFB altimeter setting.
Circling SE of runway 4-22 not authorized.
Procedure NA at night.

MISSED APPROACH: Climb to 6600 direct ENAMY WP and hold.

AWOS-3	JOSHUA APP CON	MOJAVE TOWER★	GND CON
132.225	133.65 348.7	127.6 (CTAF) L	123.9



CATEGORY	A	B	C	D
S-4	3420-1 642 (700-1)		3420-1¾ 642 (700-1¾)	NA
CIRCLING	3520-1 729 (800-1)		3520-2 729 (800-2)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3946
218°	TDZE	2779
	Apt Elev	2791

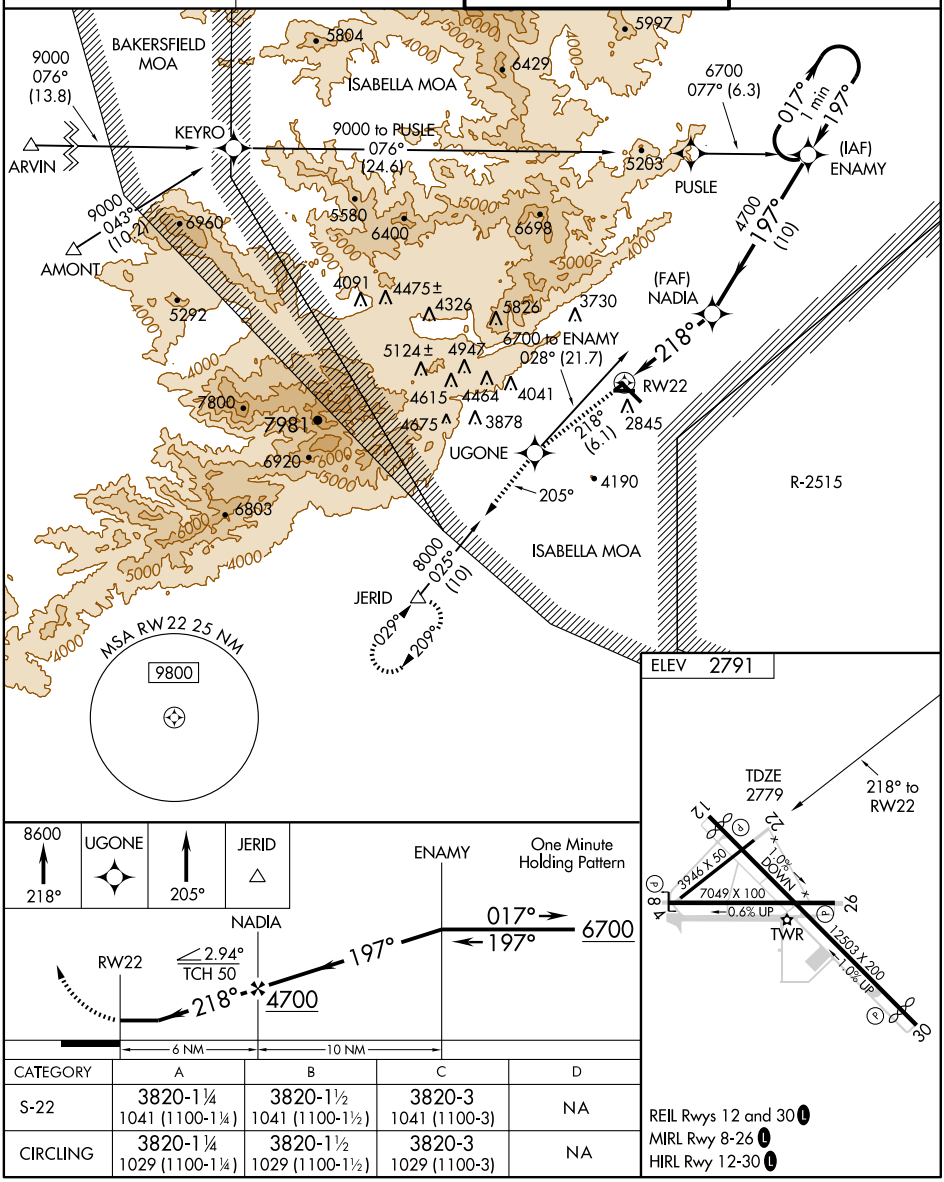
GPS RWY 22
MOJAVE (MHV)

T
ANA

Use Edwards AFB altimeter setting.
Circling SE of runway 4-22 not authorized.
Procedure NA at night.

MISSED APPROACH: Climb to 8600 via course 218° to UGONE WP then via course 205° to JERID WP and hold.

AWOS-3	JOSHUA APP CON	MOJAVE TOWER ★	GND CON
132.225	133.65 348.7	127.6 (CTAF) L	123.9

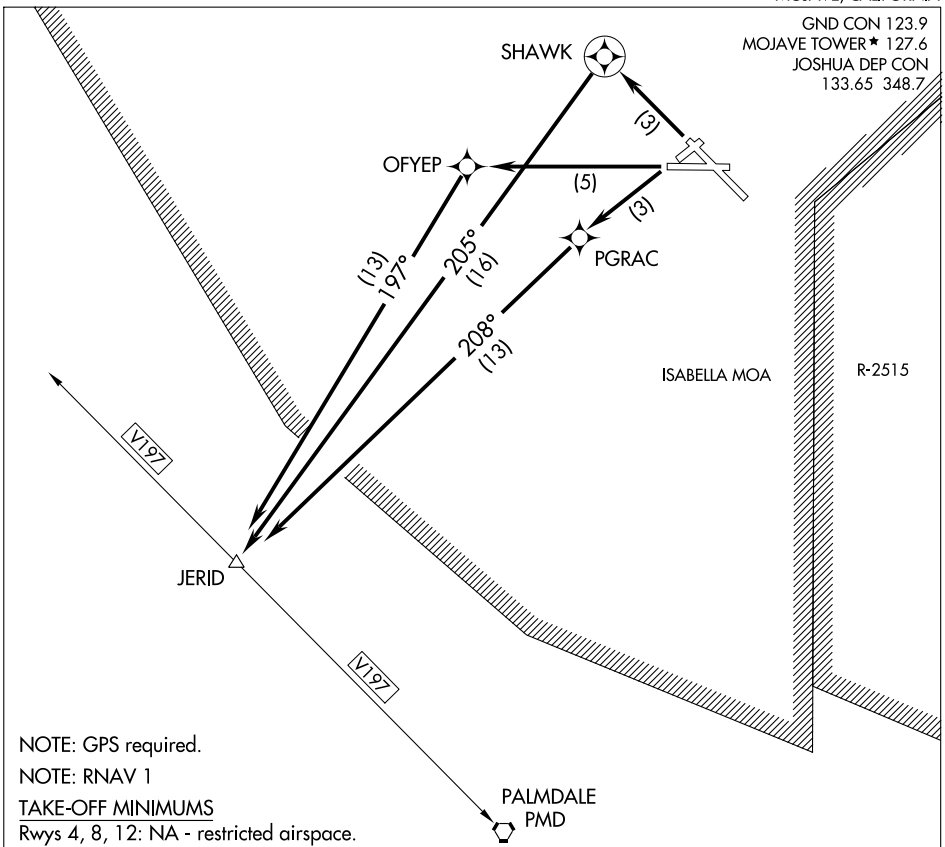


CATEGORY	A	B	C	D
S-22	3820-1¼ 1041 (1100-1¼)	3820-1½ 1041 (1100-1½)	3820-3 1041 (1100-3)	NA
CIRCLING	3820-1¼ 1029 (1100-1¼)	3820-1½ 1029 (1100-1½)	3820-3 1029 (1100-3)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

JERID THREE DEPARTURE (RNAV)



NOTE: GPS required.

NOTE: RNAV 1

TAKE-OFF MINIMUMS

Rwys 4, 8, 12: NA - restricted airspace.
Rwys 22, 26: Standard.
Rwy 30: Standard with a minimum climb of 480′ per NM to 5300.

NOTE: Aircraft departing Rwys 22, 26, 30 northwest bound on V197:
Standard with a minimum climb of 480′ per NM to 7600.

TAKE-OFF OBSTACLE NOTES

Rwy 30: Vehicle on road 3181′ from DER, 22′ right of centerline 17′ AGL/2896′ MSL.
Train 1441′ from DER, 351′ right of centerline, 23′ AGL/2882′ MSL.
Rwy 22: Tower 1519′ from DER, 150′ left of centerline, 80′ AGL/2849′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22: Climb direct PGRAC, then via 208° track to JERID, thence....

TAKE-OFF RUNWAY 26: Climb direct OFYEP, then via 197° track to JERID, thence....

TAKE-OFF RUNWAY 30: Climb direct SHAWK, then climbing left turn via 205° track to JERID, thence....

....maintain 10000, expect filed altitude 10 minutes after departure.

SW-3, 21 OCT 2010 to 18 NOV 2010

NDB MOG 404	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 2648

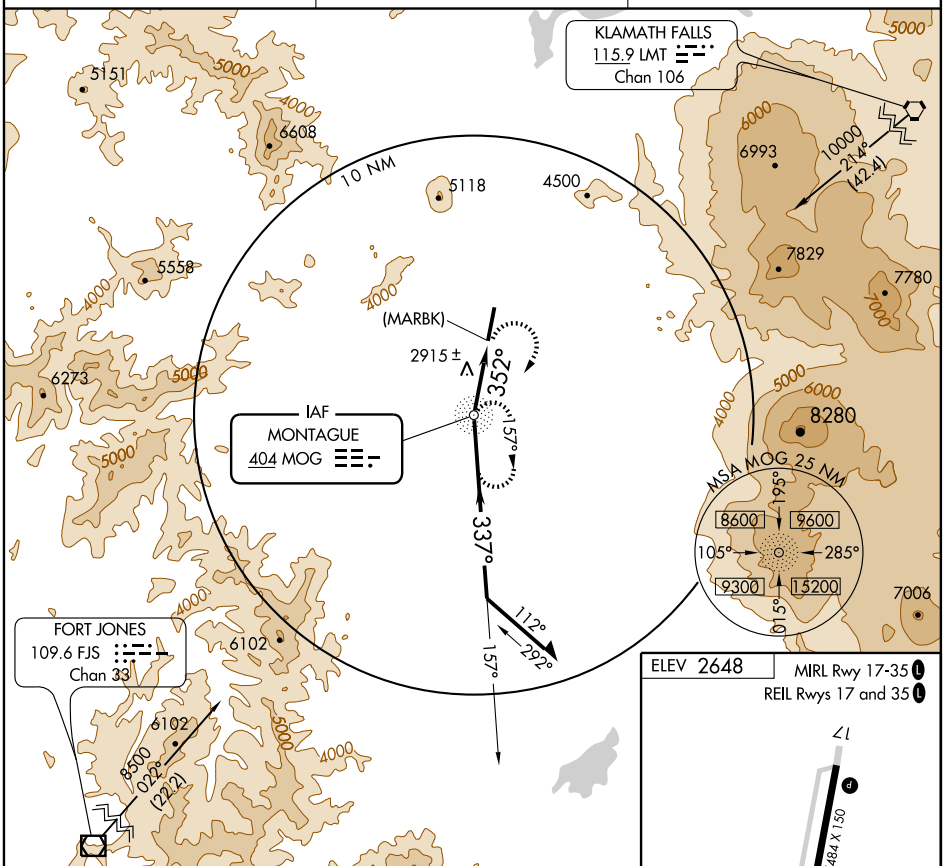
NDB or GPS-A

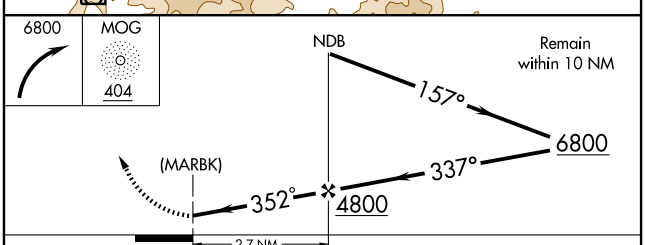
MONTAGUE/ SISKIYOU COUNTY (SIY)

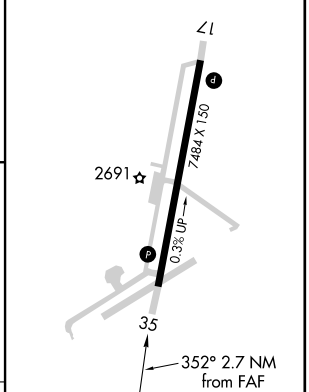
Use Siskiyou County altimeter setting; when not available, use Montague-Yreka Rohrer Field altimeter setting; when neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 6800 direct MOG NDB and hold.

ASOS	SEATTLE CENTER	UNICOM
121.125	124.85 306.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3760-1¼ 1112 (1200-1¼)	3760-1½ 1112 (1200-1½)	3760-3 1112 (1200-3)	

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-271 (FAA)

MONTEREY PENINSULA (MRY)
MONTEREY, CALIFORNIA

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

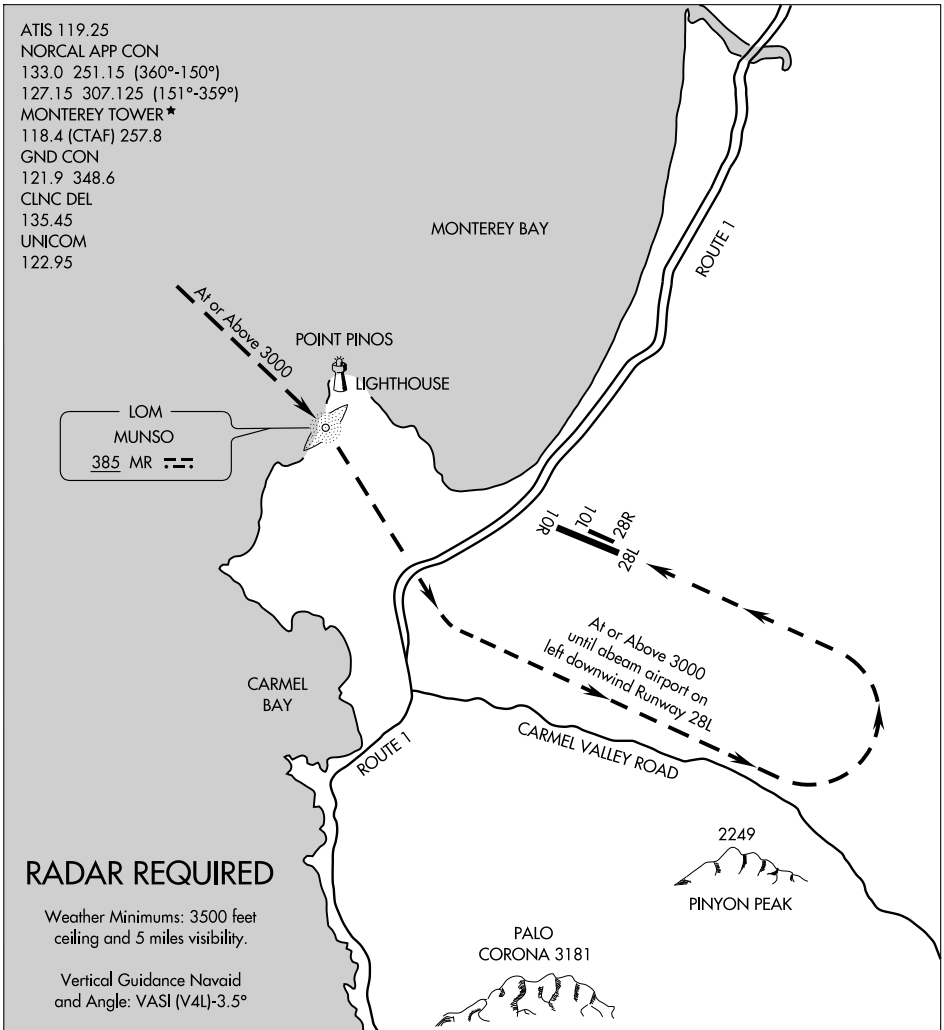
AIRPORT DIAGRAM

MONTEREY, CALIFORNIA
MONTEREY PENINSULA (MRY)

10210

CARMEL VISUAL RWY 28L

MONTEREY PENINSULA (MRY)
MONTEREY, CALIFORNIA



CARMEL VISUAL APPROACH RWY 28L
PROCEDURE NOT AUTHORIZED AT NIGHT

CARMEL VISUAL RWY 28L

MONTEREY, CALIFORNIA
MONTEREY PENINSULA (MRY)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

GPS RWY 28R

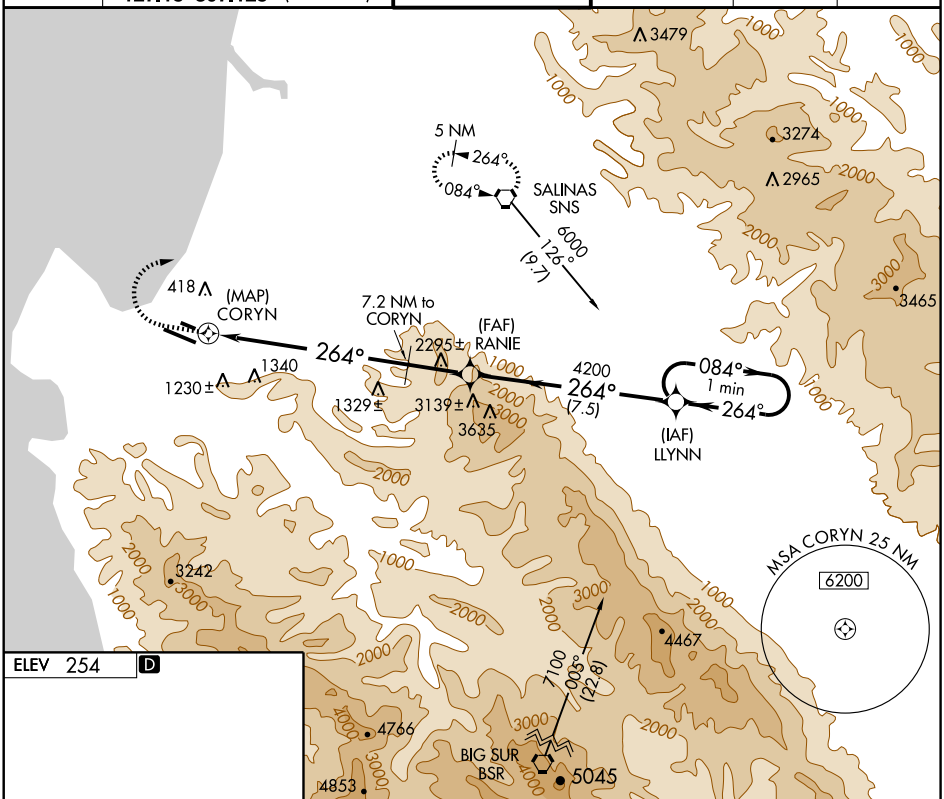
MONTEREY PENINSULA (MRY)

APP CRS	Rwy Idg	3513
264°	TDZE	253
	Apt Elev	254

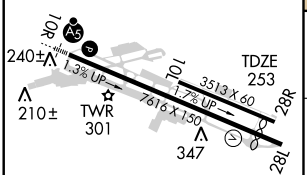
Circling not authorized south of Rwy 10R-28L.
When tower closed, straight-in minimums not authorized.

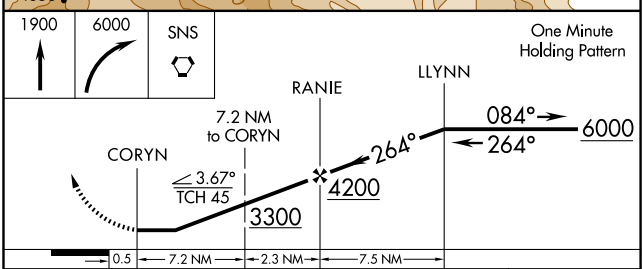
MISSED APPROACH: Climb to 1900, then climbing right turn to 6000 direct SNS VORTAC and hold.

ATIS	NORCAL APP CON	MONTEREY TOWER ★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95



ELEV 254 D





CATEGORY	A	B	C	D
S-28R	1560-1¼ 1307 (1400-1¼)	1560-1½ 1307 (1400-1½)	NA	
CIRCLING	1560-1¼ 1306 (1400-1¼)	1560-1½ 1306 (1400-1½)	NA	

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MRY	APP CRS	Rwy Idg	7616
110.7	098°	TDZE	193
Chan 44		Apt Elev	257

ILS or LOC RWY 10R

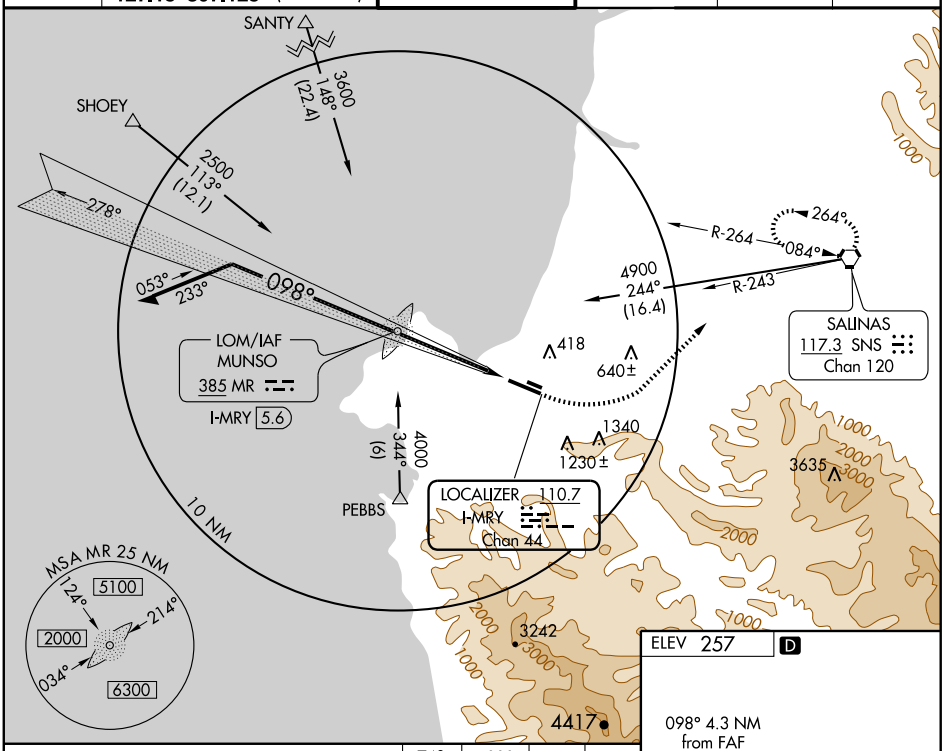
MONTEREY PENINSULA (MRY)

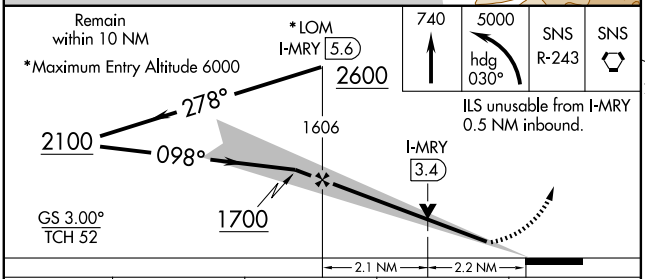
Circling not authorized south of Runway 10R-28L.
Auto pilot coupled approach not authorized.
For inoperative MALSR, increase S-ILS 10R to RVR 5000.

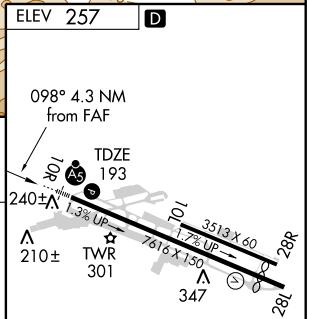
MALSR

MISSED APPROACH: Climb to 740, then climbing left turn to 5000 via heading 030° and SNS R-243 to SNS VORTAC and hold.

ATIS	NORCAL APP CON	MONTEREY TOWER ★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95







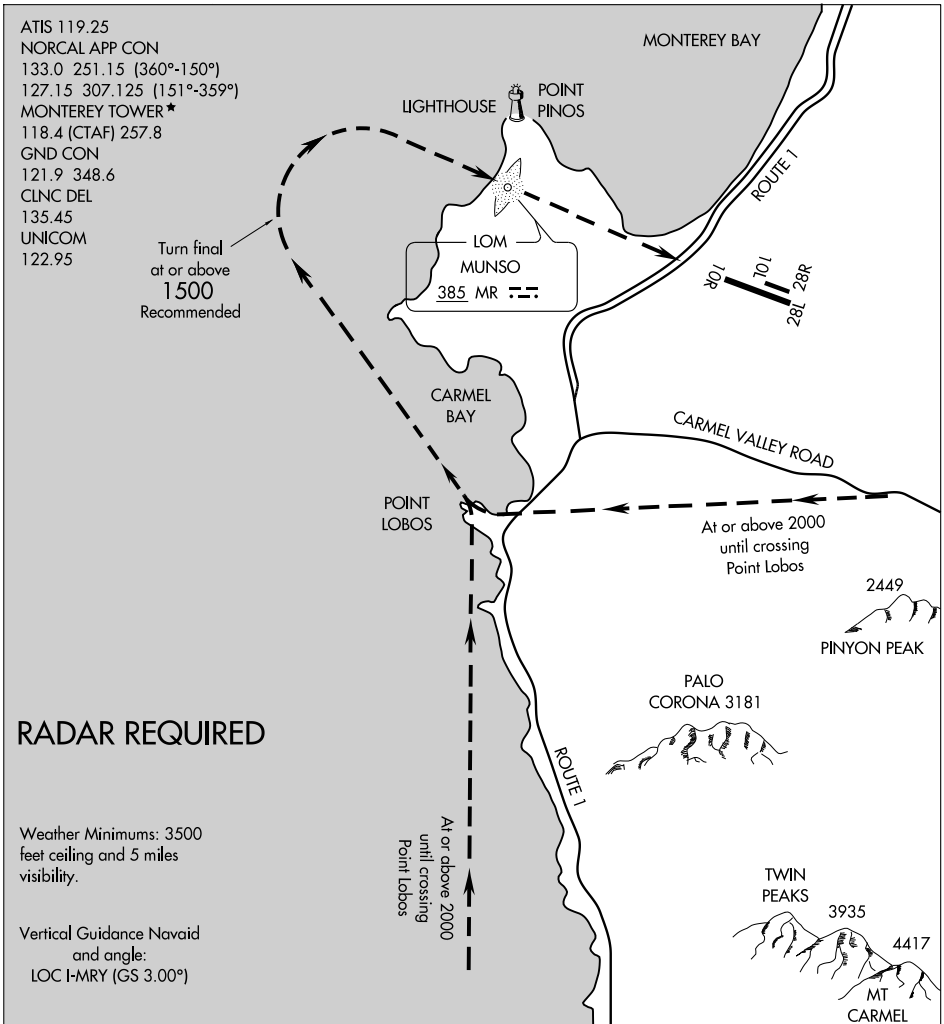
CATEGORY	A	B	C	D
S-ILS 10R		480/24 287 (300-½)		
S-LOC 10R	900/24 707 (700-½)		900-1½ 707 (700-1½)	900-1¾ 707 (700-1¾)
CIRCLING	900-1 643 (700-1)		900-2 643 (700-2)	1080-2¾ 823 (900-2¾)

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOBOS VISUAL RWY 10R



LOBOS VISUAL APPROACH RWY 10R
PROCEDURE NOT AUTHORIZED AT NIGHT

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

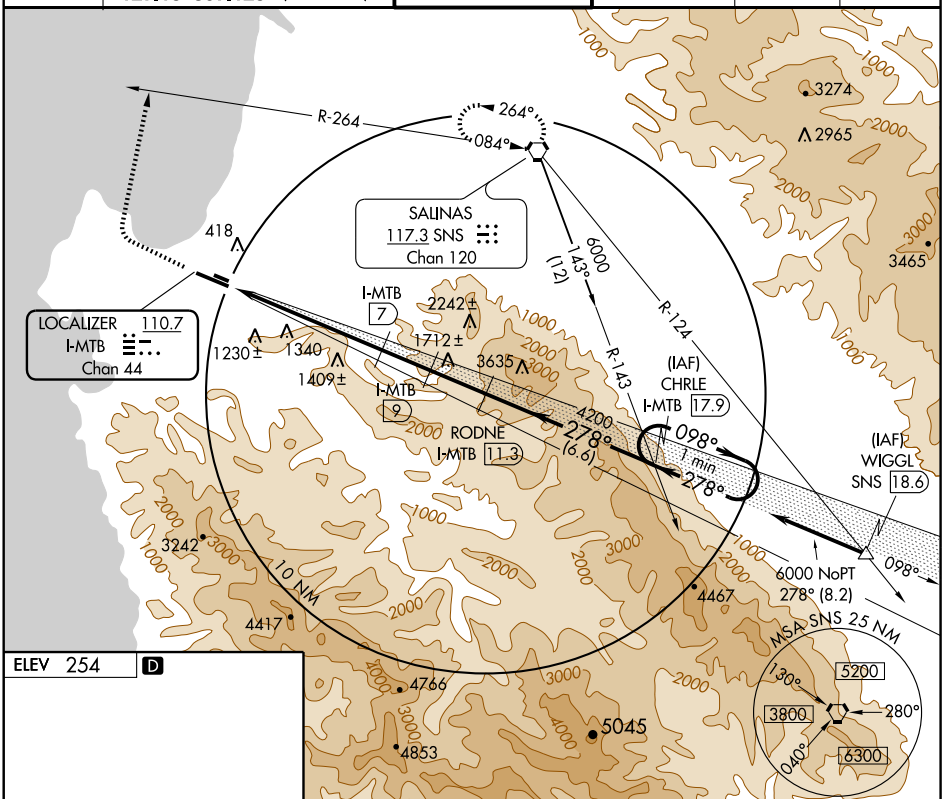
LOC/DME I-MTB	APP CRS	Rwy Idg	6616
110.7	278°	TDZE	245
Chan 44		Apt Elev	254

LOC/DME RWY 28L
MONTEREY PENINSULA (MRY)

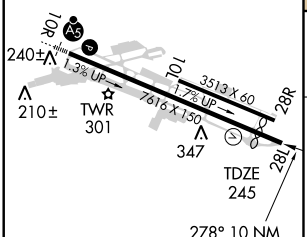
▼ Circling not authorized south of Rwy 28L.
▲ Procedure NA when control tower closed.

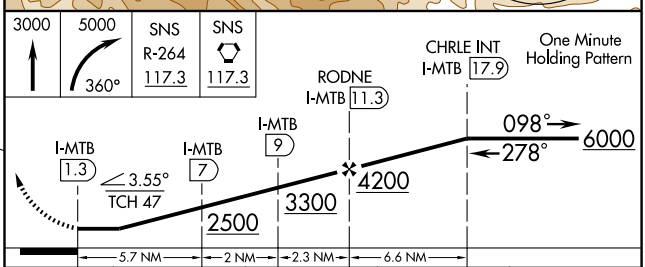
MISSED APPROACH: Climb straight ahead to 3000 then climbing right turn to 5000 via heading 360° and SNS R-264 to SNS VORTAC and hold.

ATIS	NORCAL APP CON	MONTEREY TOWER ★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) Ⓛ 257.8	121.9 348.6	135.45	122.95



ELEV 254 D





CATEGORY	A	B	C	D
S-28L	1660-1¼ 1415 (1500-1¼)	1660-1½ 1415 (1500-1½)	1660-3	1415 (1500-3)
CIRCLING	1660-1¼ 1406 (1500-1¼)	1660-1½ 1406 (1500-1½)	1660-3	1406 (1500-3)

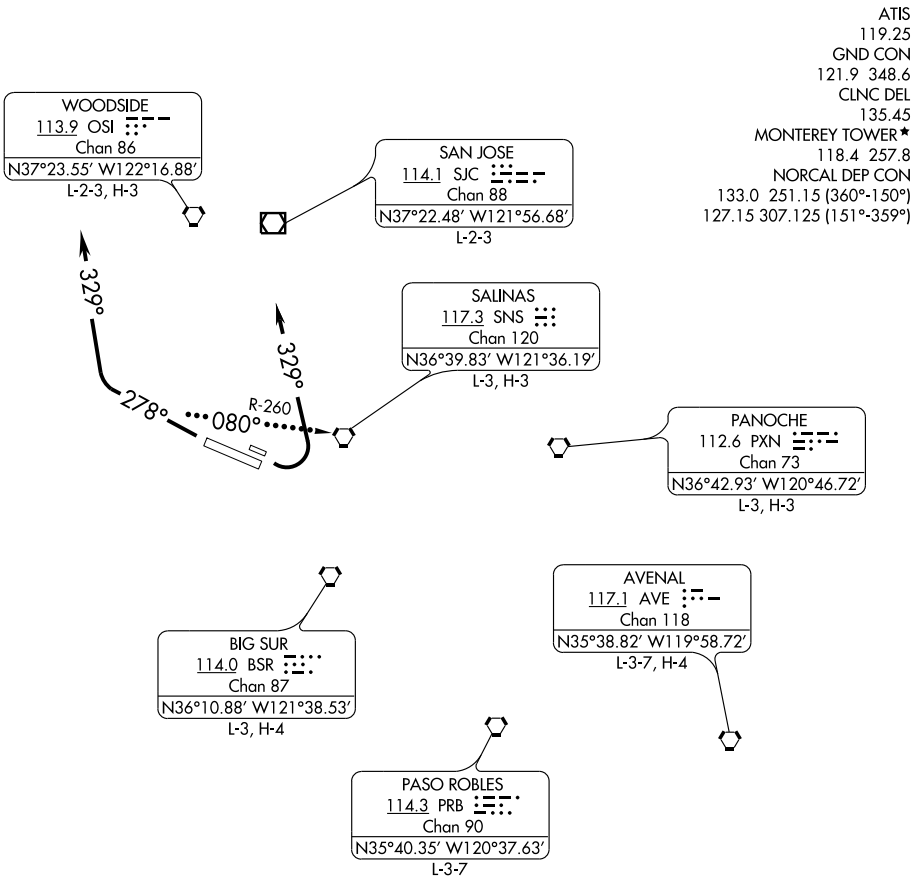
MIRL Rwy 10L-28R
HIRL Rwy 10R-28L Ⓛ
REIL Rwy 28L Ⓛ

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

MONTEREY NINE DEPARTURE

SL-271 (FAA)

MONTEREY PENINSULA (MRY)
MONTEREY, CALIFORNIA



TAKE-OFF MINIMUMS

Rwy 10R: Standard with a minimum climb of 451′ per NM to 1900.
Rwy 10L: Standard with a minimum climb of 428′ per NM to 1900.
Rwy 28L: Standard with a minimum climb of 310′ per NM to 1100.
Rwy 28R: Standard with a minimum climb of 240′ per NM to 1100.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climbing left turn heading 329°. Thence. . . .

TAKE-OFF RUNWAY 28L/R: Climb heading 278° until leaving 1100′ or as directed by Monterey Tower. Then climbing right turn heading 329°. Thence. . . .

. . . .all aircraft expect vectors to assigned route/fix. Altitude will be assigned by ATC. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for one minute after departure, proceed via SNS R-260 to SNS VORTAC, then via assigned fix/route. Climb to 6000′ or assigned altitude, whichever is higher.

TAKE-OFF OBSTACLE NOTES

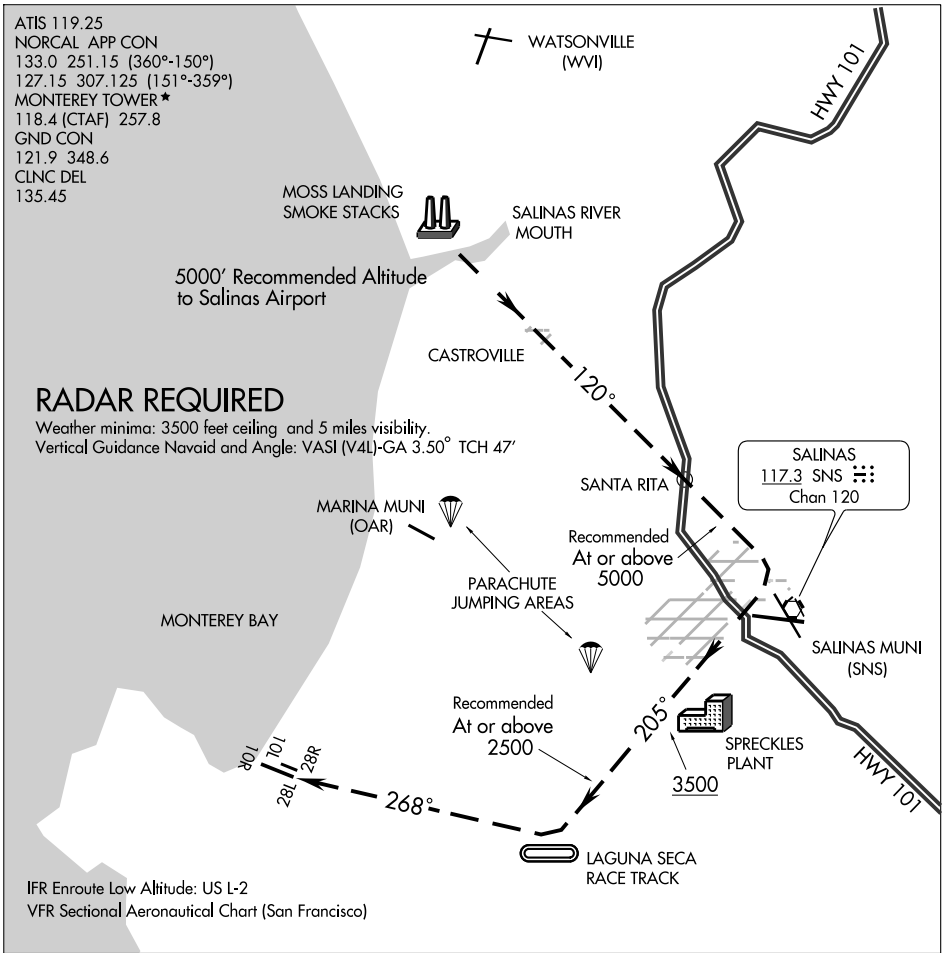
Rwy 10R: OL on DME 64′ from DER, 284′ left of centerline, 12′ AGL/272′ MSL.
Tree 1.7 NM from DER, 2318′ right of centerline, up to 100′ AGL/859′ MSL.
Rwy 10L: OL on DME 555′ from DER, 217′ right of centerline, 12′ AGL/272′ MSL.
Tree 1.8 NM from DER, 2817′ right of centerline, up to 100′ AGL/859′ MSL.
Rwy 28R: Airplane 6′ from DER, 179′ left of centerline, 64′ AGL/263′ MSL.
Rwy 28L: Tree 743′ from DER, 619′ left of centerline, up to 100′ AGL/240′ MSL.
Tree 2.9 NM from DER, 2298′ left of centerline, up to 100′ AGL/640′ MSL.
Tree 2.9 NM from DER, 4578′ left of centerline, 114′ AGL/853′ MSL.

SW-2, 21 OCT 2010 to 18 NOV 2010

MOSS LANDING VISUAL RWY 28L

AL-271 (FAA)

MONTEREY PENINSULA (MRY)
MONTEREY, CALIFORNIA



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

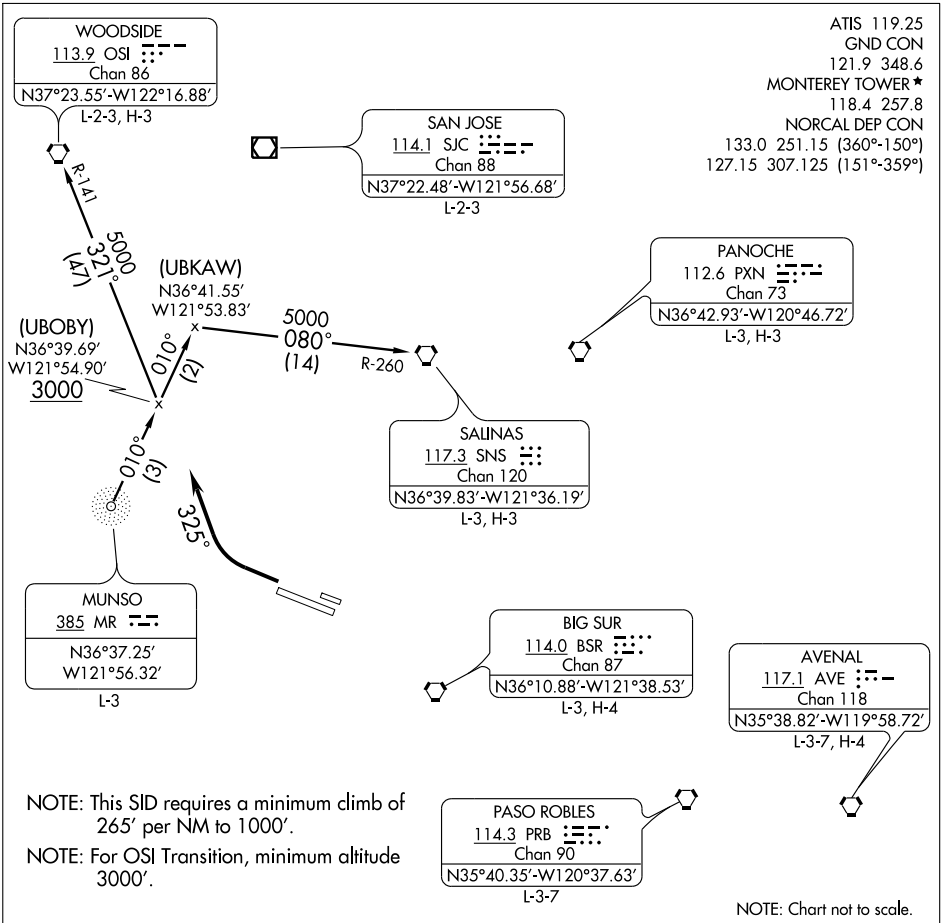
MOSS VISUAL APPROACH RWY 28L
PROCEDURE NOT AUTHORIZED AT NIGHT

PROCEDURE NOT AUTHORIZED
WHEN CONTROL TOWER CLOSED

NOTES: Due to practice approaches to RWY 10R, RWY 28L LOC not always activated during VFR conditions.

MUNSO TWO DEPARTURE

SL-271 (FAA)



NOTE: This SID requires a minimum climb of 265' per NM to 1000'.

NOTE: For OSI Transition, minimum altitude 3000'.

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 28L/R: After leaving 1000', or as directed by tower, turn right heading 325° and join the 010° bearing from MUNSO NDB, thence via assigned route or transition. Maintain 6000'. Expect clearance to filed altitude five minutes after departure.

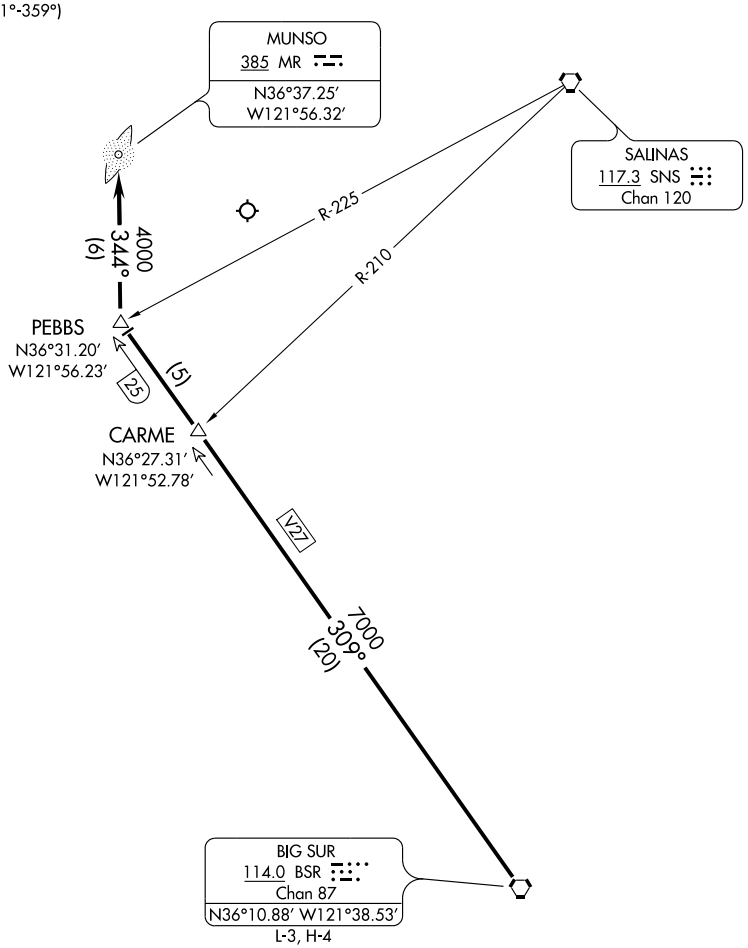
LOST COMMUNICATIONS: If no transmissions received for one minute after departure, proceed direct SNS VORTAC,then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

SALINAS TRANSITION (MR2.SNS): From over MUNSO NDB via MR 010° bearing and SNS R-260 to SNS VORTAC.

WOODSIDE TRANSITION (MR2.OSI): From over MUNSO NDB via MR 010° bearing and OSI R-141 to OSI VORTAC.

PEBBS ONE ARRIVAL

ATIS
119.25
NORCAL APP CON
133.0 251.15 (360°-150°)
127.15 307.125 (151°-359°)
OAKLAND CENTER
128.7 307.0



NOTE: ADF required

From over BSR VORTAC via BSR R-309 to PEBBS Int/DME Fix, thence via 344° course to MUNSO LOM. Expect ILS Runway 10R Approach.

PEBBS ONE ARRIVAL
(BSR.PEBB1) 09239

MONTEREY, CALIFORNIA
MONTEREY PENINSULA

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3513
098°	TDZE	250
	Apt Elev	257

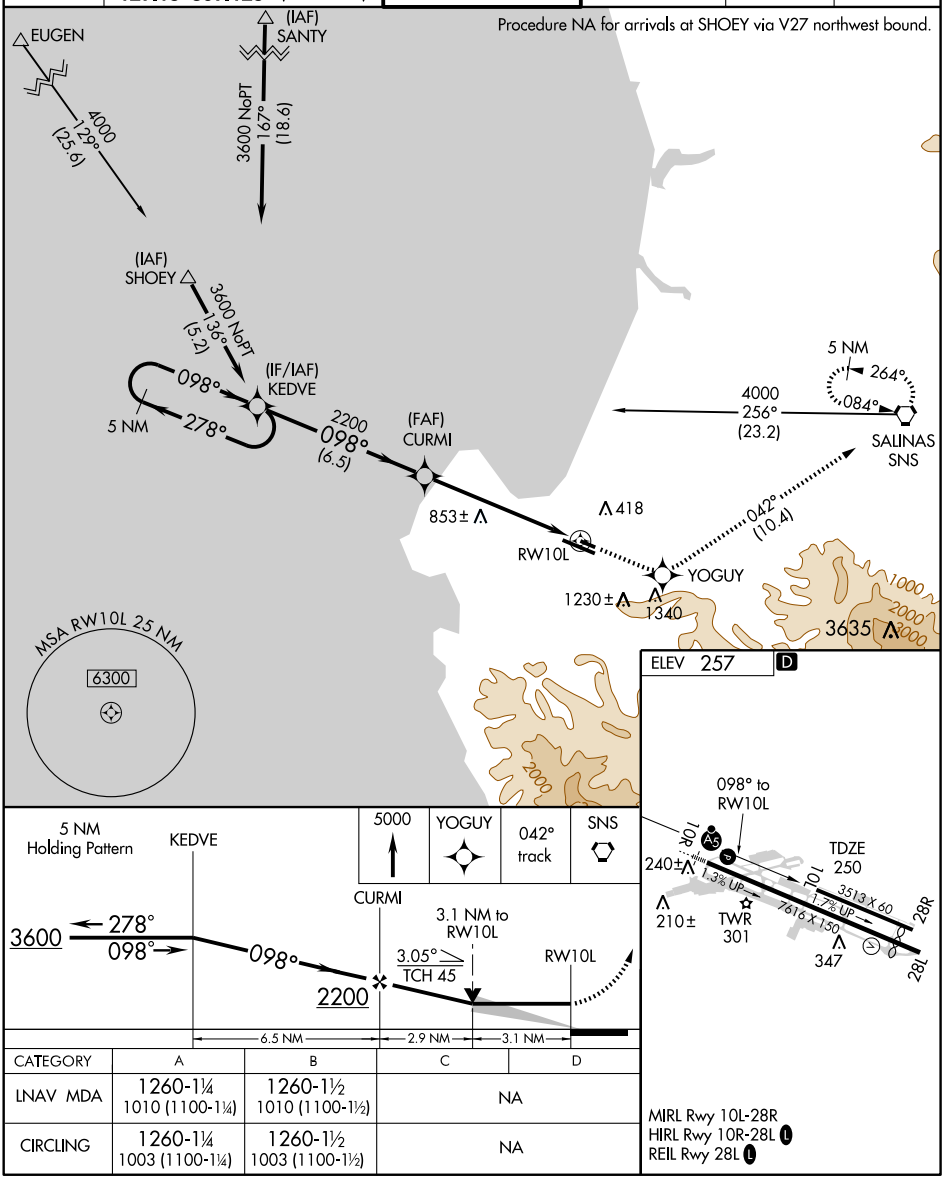
RNAV (GPS) RWY 10L
MONTEREY PENINSULA (MRY)

Circling NA south of Rwy 10R-28L.
DME/DME RNP- 0.3 NA.
When control tower closed, straight-in minimums NA.

MISSED APPROACH: Climb to 5000 direct YOGUY and via 042° track to SNS VORTAC and hold, continue climb-in-hold to 5000.

ATIS	NORCAL APP CON	MONTEREY TOWER*	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95

Procedure NA for arrivals at SHOEY via V27 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 1010 (1100-1¼)	1260-1½ 1010 (1100-1½)	NA	
CIRCLING	1260-1¼ 1003 (1100-1¼)	1260-1½ 1003 (1100-1½)	NA	

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7616
098°	TDZE	193
	Apt Elev	257

RNAV (GPS) Y RWY 10R

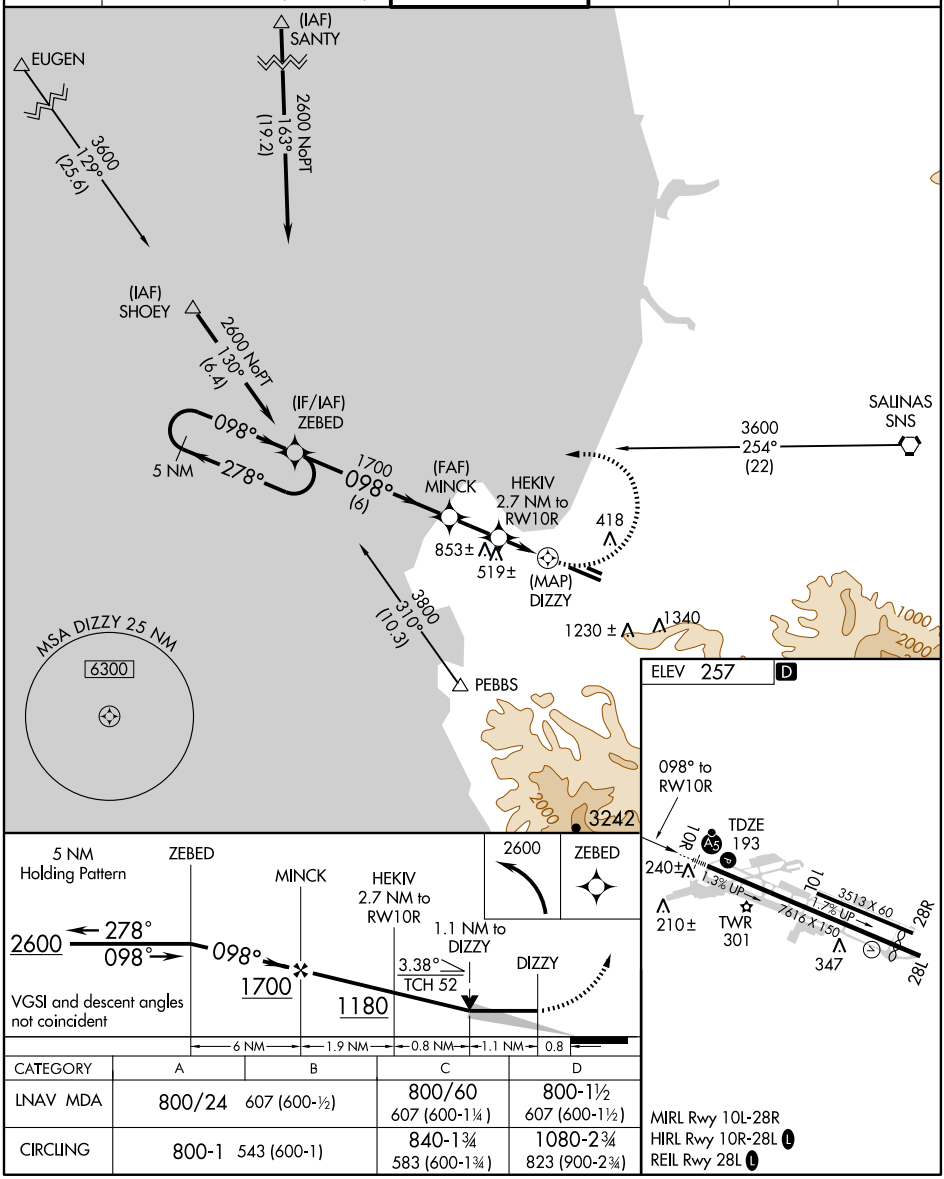
MONTEREY PENINSULA (MRY)

Circling NA south of Rwy 10R-28L.
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climbing left turn to 2600 direct ZEBED and hold.

ATIS	NORCAL APP CON	MONTEREY TOWER★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95



CATEGORY	A	B	C	D
LNAV MDA	800/24 607 (600-½)		800/60 607 (600-1¼)	800-1½ 607 (600-1½)
CIRCLING	800-1 543 (600-1)		840-1¾ 583 (600-1¾)	1080-2¾ 823 (900-2¾)

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6616
264°	TDZE	247
	Apt Elev	257

RNAV (GPS) Y RWY 28L

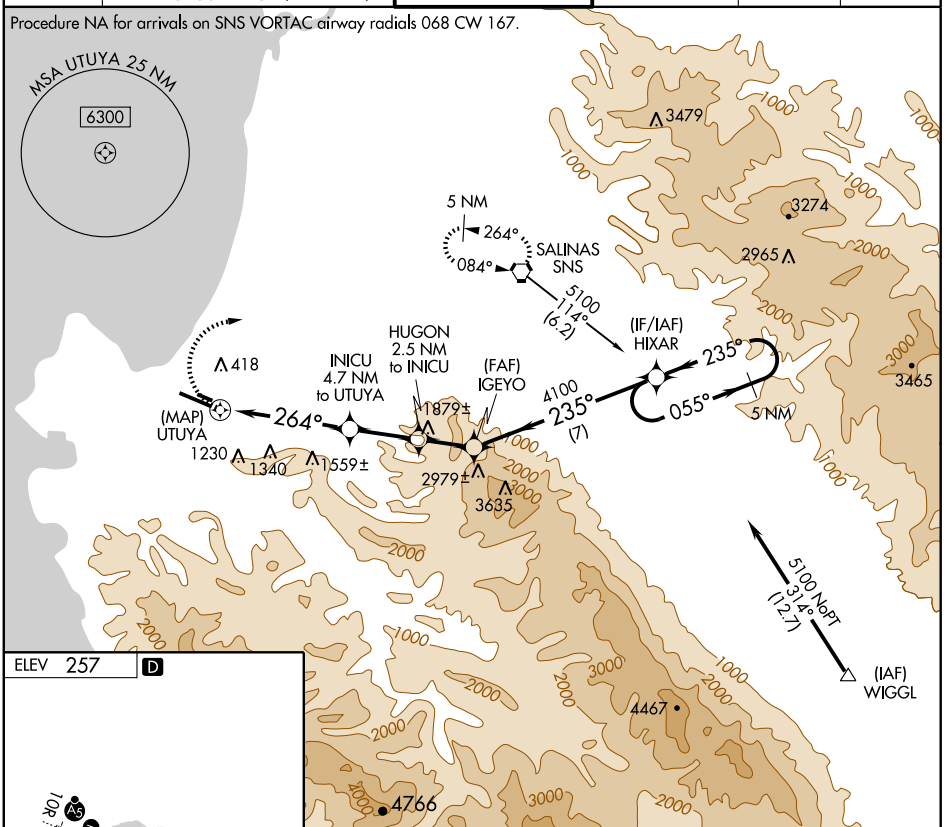
MONTEREY PENINSULA (MRY)

Circling NA south of Rwy 10R-28L.
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

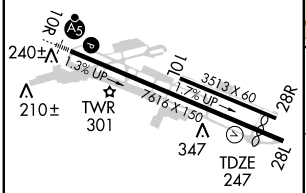
MISSED APPROACH: Climbing right turn to 6000 direct to SNS VORTAC and hold, continue climb-in-hold to 6000.

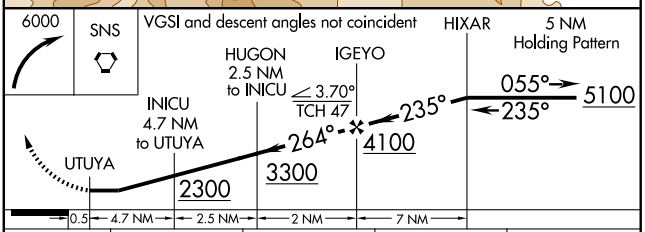
ATIS	NORCAL APP CON	MONTEREY TOWER ★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95

Procedure NA for arrivals on SNS VORTAC airway radials 068 CW 167.



ELEV 257 D





CATEGORY	A	B	C	D
LNAV MDA	1600/60 1353 (1400-1¼)	1600-1½ 1353 (1400-1½)	1600-3 1353 (1400-3)	NA
CIRCLING	1600-1¼ 1343 (1400-1¼)	1600-1½ 1343 (1400-1½)	1600-3 1343 (1400-3)	NA

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7616
CH 70699	098°	TDZE	193
W10A		Apt Elev	257

RNAV (GPS) Z RWY 10R

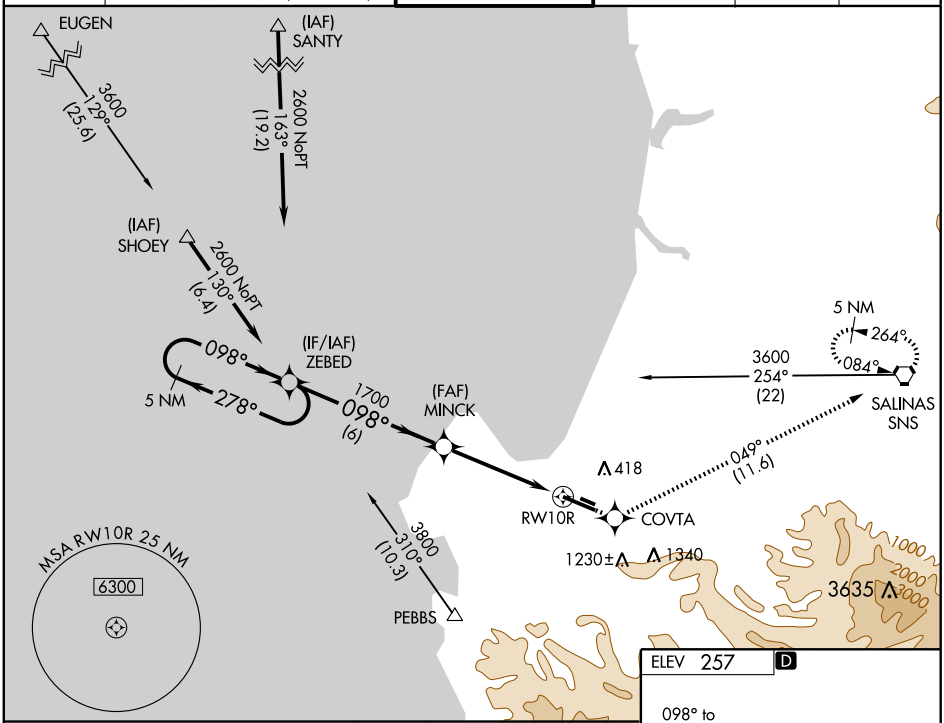
MONTEREY PENINSULA (MRY)

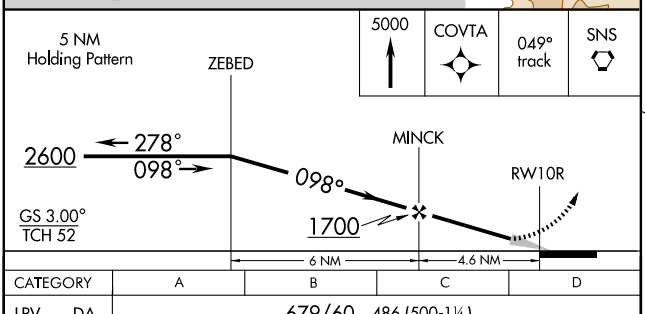
DME/DME RNP- 0.3 NA.
For inoperative MALSR, increase LPV all Cats visibility to 1¾ mile.

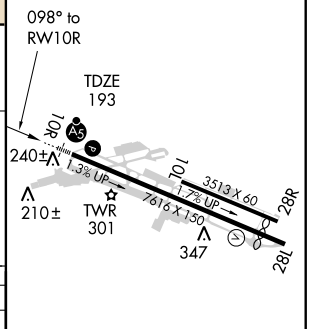
MALSR

MISSED APPROACH: Climb to 5000 direct COVTA and via 049° track to SNS VORTAC and hold, continue climb-in-hold to 5000.

ATIS	NORCAL APP CON	MONTEREY TOWER ★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95







CATEGORY	A	B	C	D
LPV DA	679/60	486 (500-1¼)		
LNAV/VNAV DA	NA			
LNAV MDA	NA			
CIRCLING	NA			

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6616
279°	TDZE	247
	Apt Elev	257

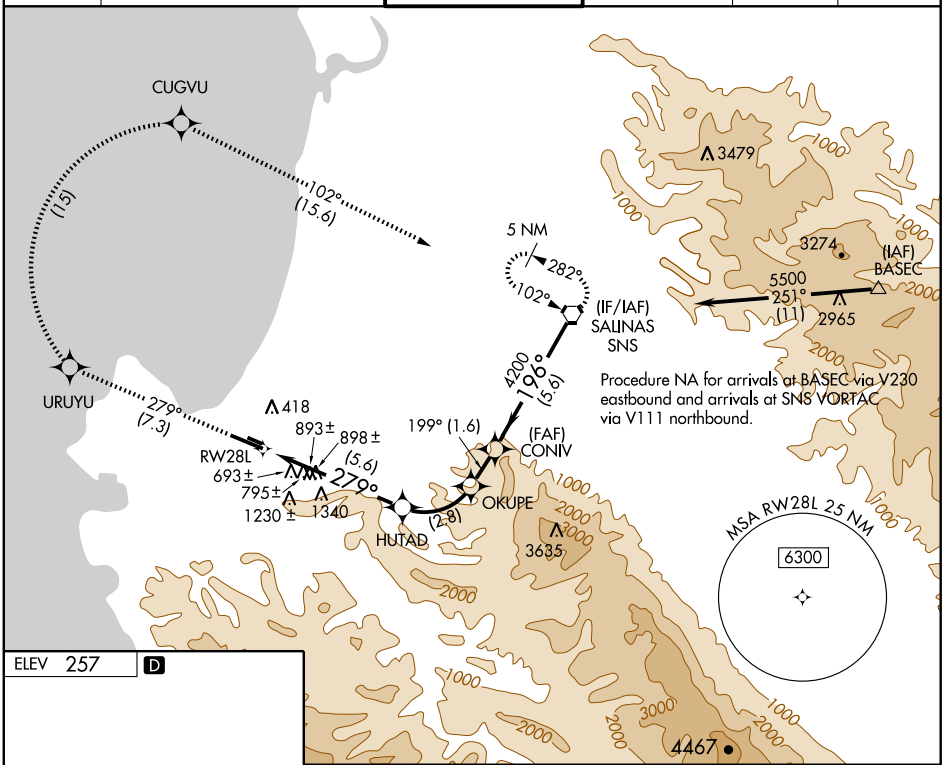
RNAV (RNP) Z RWY 28L

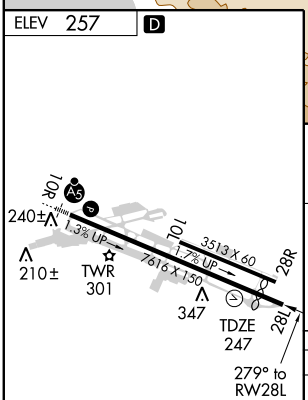
MONTEREY PENINSULA (MRY)

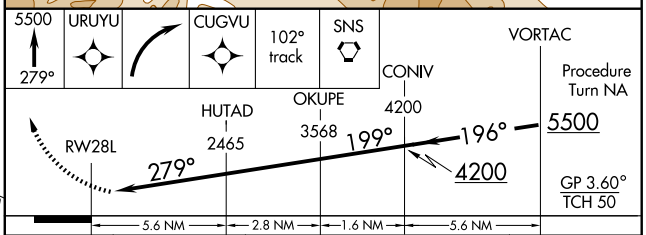
RF and GPS required. When VGSI inoperative, RNP 0.30 DA NA at night. For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 39°C (102°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5500 via 279° track to URUYU and via right turn to CUGVU and via 102° track to SNS VORTAC and hold.

ATIS	NORCAL APP CON	MONTEREY TOWER★	GND CON	CLNC DEL	UNICOM
119.25	133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°)	118.4 (CTAF) L 257.8	121.9 348.6	135.45	122.95





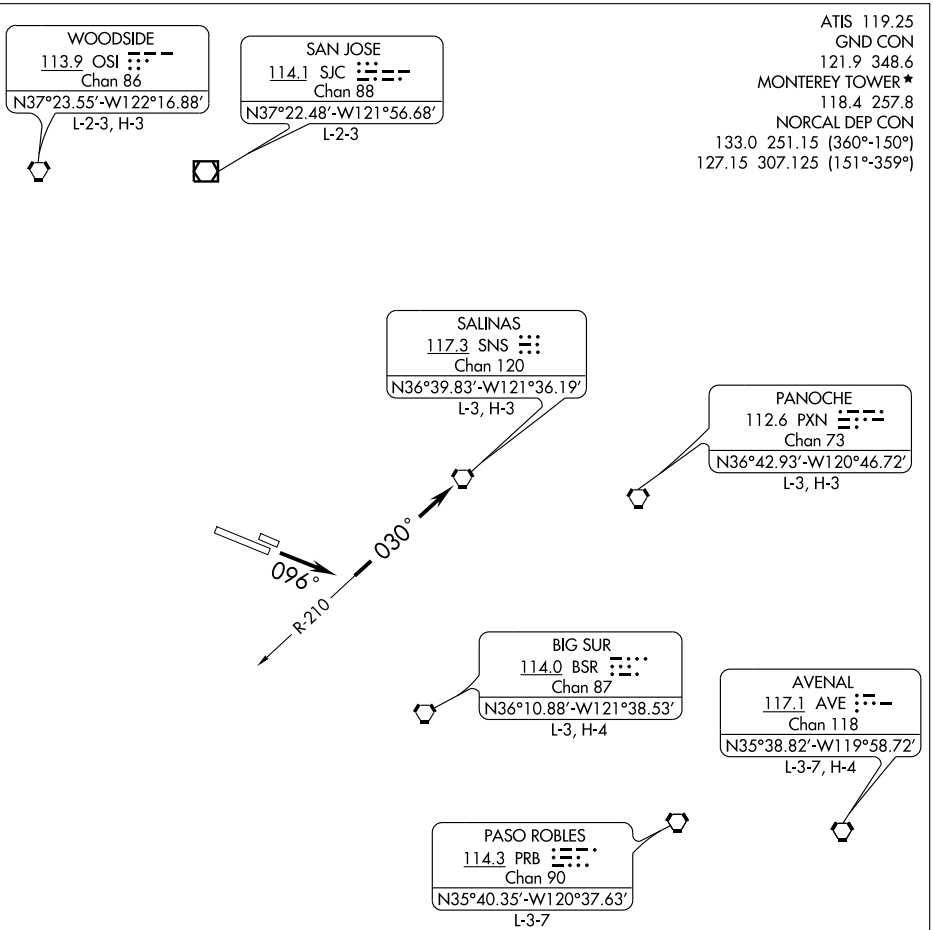


CATEGORY	A	B	C	D
RNP 0.10 DA	497/40	250 (300-¾)		NA
RNP 0.20 DA	1196-2¾	949 (1000-2¾)		NA
RNP 0.30 DA	1257-3	1010 (1000-3)		NA

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: This SID requires a minimum climb of 405′ per NM to 4000′.

NOTE: Minimum assignable altitude 6000′.

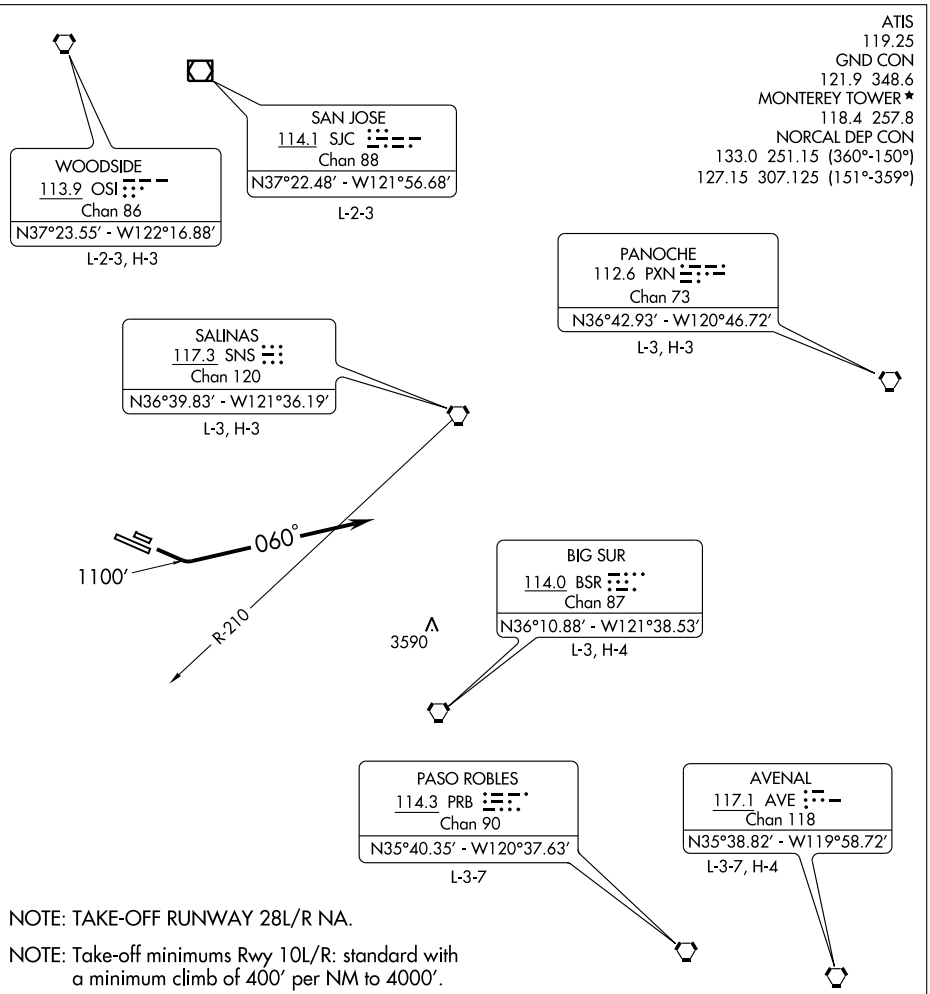
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb via heading 096° and intercept the SNS R-210 to SNS VORTAC, thence via assigned route, maintain 6000′. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for one minute after departure, proceed to the SNS VORTAC, then via assigned fix/route. Climb to 6000′ or assigned altitude, whichever is higher.

SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: TAKE-OFF RUNWAY 28L/R NA.

NOTE: Take-off minimums Rwy 10L/R: standard with a minimum climb of 400′ per NM to 4000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

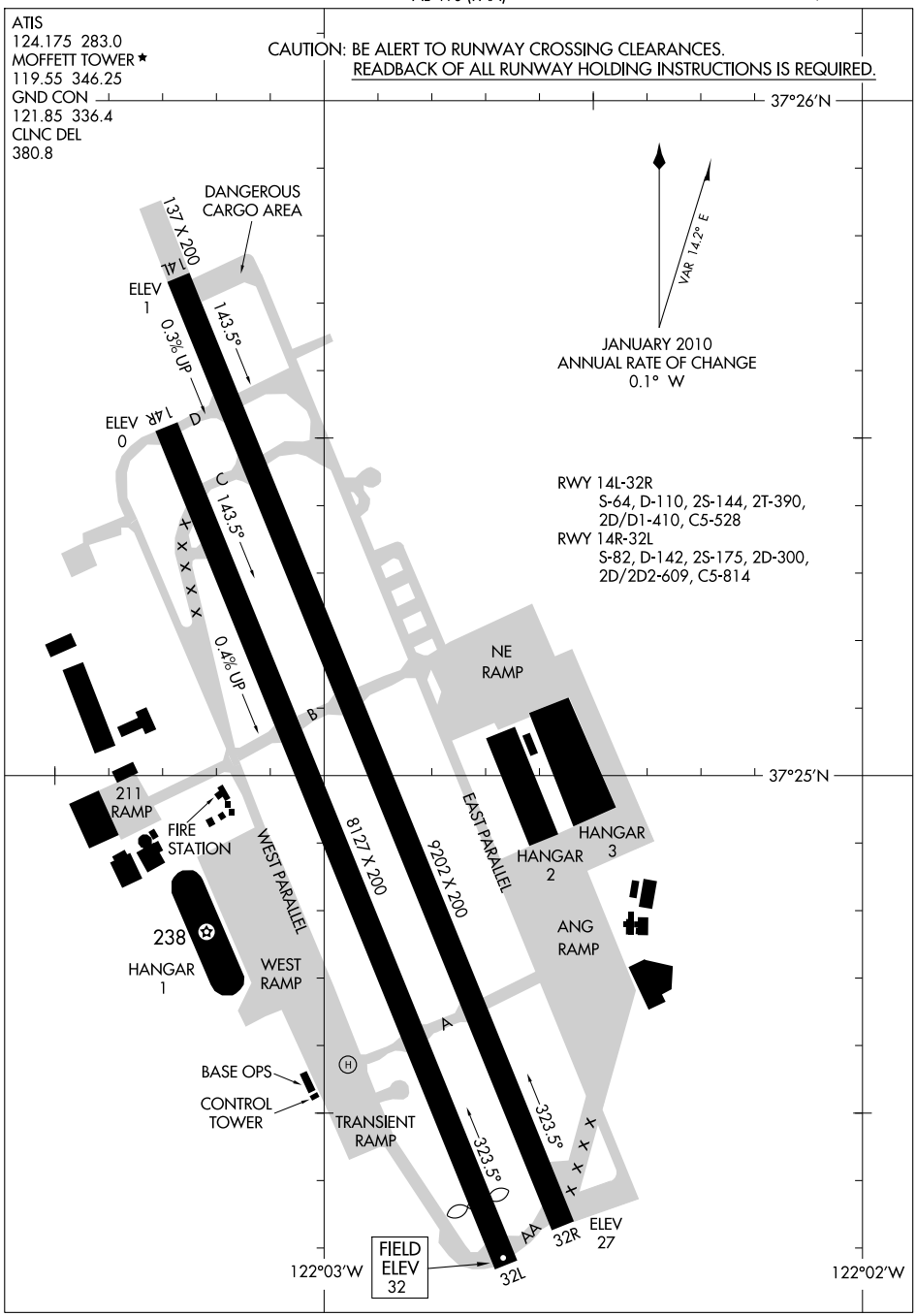
TAKE-OFF RUNWAY 10L/R: Climb runway heading to 1100′, then climbing left turn heading 060°.Expect vectors to filed route after passing SNS R-210. Maintain 6000′ or assigned higher altitude. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure climb direct SNS VORTAC, then via assigned fix/route. Maintain 6,000′ or assigned higher altitude.

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA
AL-410 (FAA)



SW-2, 21 OCT 2010 to 18 NOV 2010

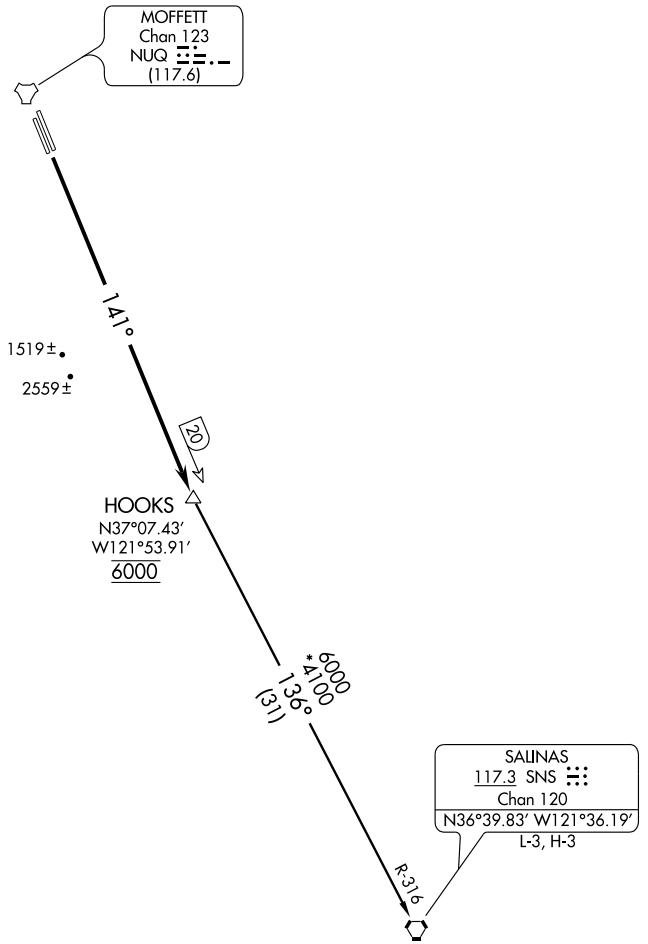
AIRPORT DIAGRAM

MOUNTAIN VIEW, CALIFORNIA
MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)

10210

HOOKS ONE DEPARTURE

ATIS
124.175 283.0
CLNC DEL
380.8
GND CON
121.85 336.4
MOFFETT TOWER★
119.55 (CTAF) 346.25
NORCAL DEP CON
120.1 290.25



NOTE: TACAN required.

TAKE-OFF MINIMUMS

Rwy 14R/14L: Standard with the following minimum climb gradients:
Rwy 14R: Obstacle climb of 314′ per NM to 4900, ATC climb of 332′ per NM to 6000.
Rwy 14L: Obstacle climb of 314′ per NM to 4900, ATC climb of 328′ per NM to 6000.
Rwy 32R/32L: NA, ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb via NUQ R-141 to cross HOOKS/NUQ 20 DME at 6000, thence . . . .

. . . . via (transition).

VALLEY TRANSITION (HOOKS1.SNS): From over HOOKS DME via SNS R-316 to SNS VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-NUQ	APP CRS	Rwy Idg	9202
110.35	322°	TDZE	27
		Apt Elev	32

ILS OR LOC/DME RWY 32R

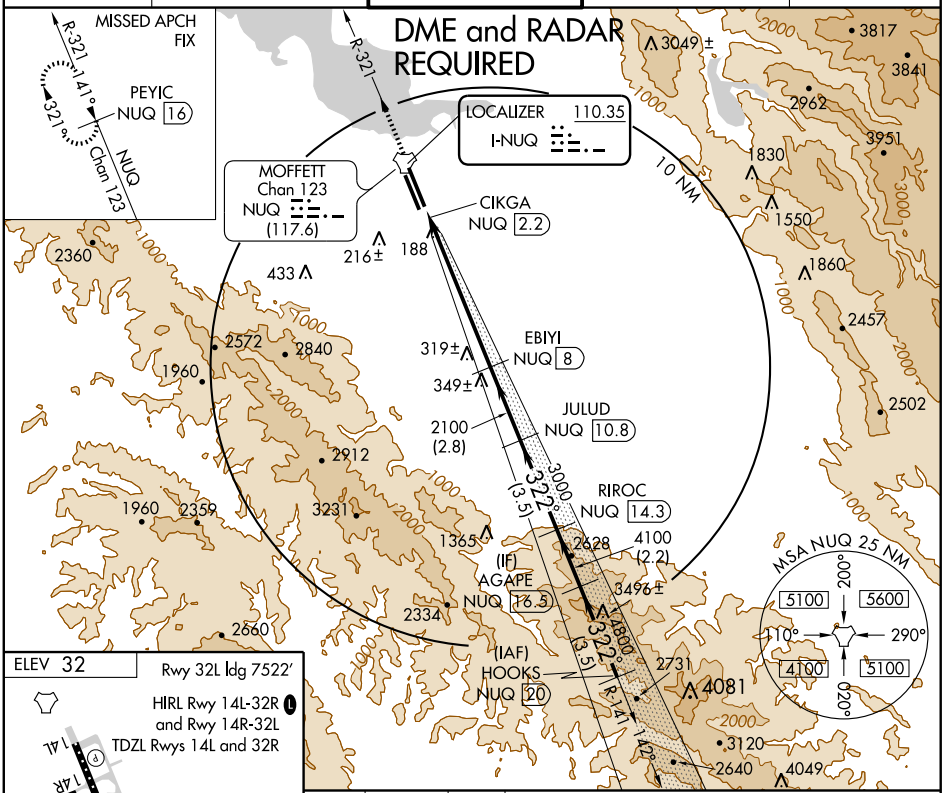
MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)

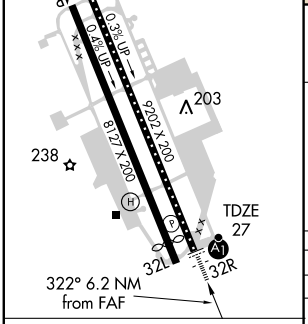
DME from NUQ TACAN. Simultaneous reception of I-NUQ and NUQ DME required. For inoperative ALSF, increase S-LOC 32R Cats A/B visibility to RVR 5000 and Cat E to 2. Inoperative table does not apply to S-ILS 32R. TACAN required.

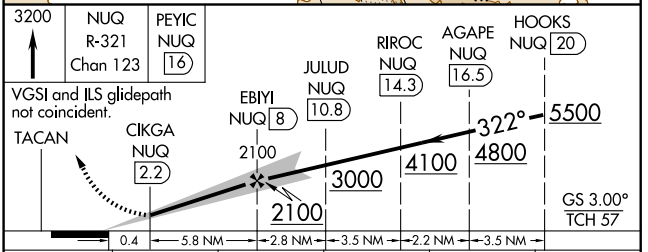
ALSF-1

MISSED APPROACH: Climb to 3200 via NUQ TACAN and NUQ R-321 to PEYIC/NUQ 16 DME and hold.

ATIS	NORCAL APP CON	MOFFETT TOWER ★	GND CON	CLNC DEL
124.175 283.0	120.1 290.25	119.55 (L) (CTAF) 346.25	121.85 336.4	380.8







CATEGORY	A	B	C	D	E
S-ILS 32R	227/40 200 (200-¾)				
S-LOC 32R	580/40 553 (600-¾)		580/50 553 (600-1)	580/60 553 (600-1¼)	580-1½ 553 (600-1½)
CIRCLING	580-1 548 (600-1)		580-1½ 548 (600-1½)	600-2 568 (600-2)	840-2¾ 808 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MNQ	APP CRS	Rwy Idg	9202
110.35	142°	TDZE	2
		Apt Elev	32

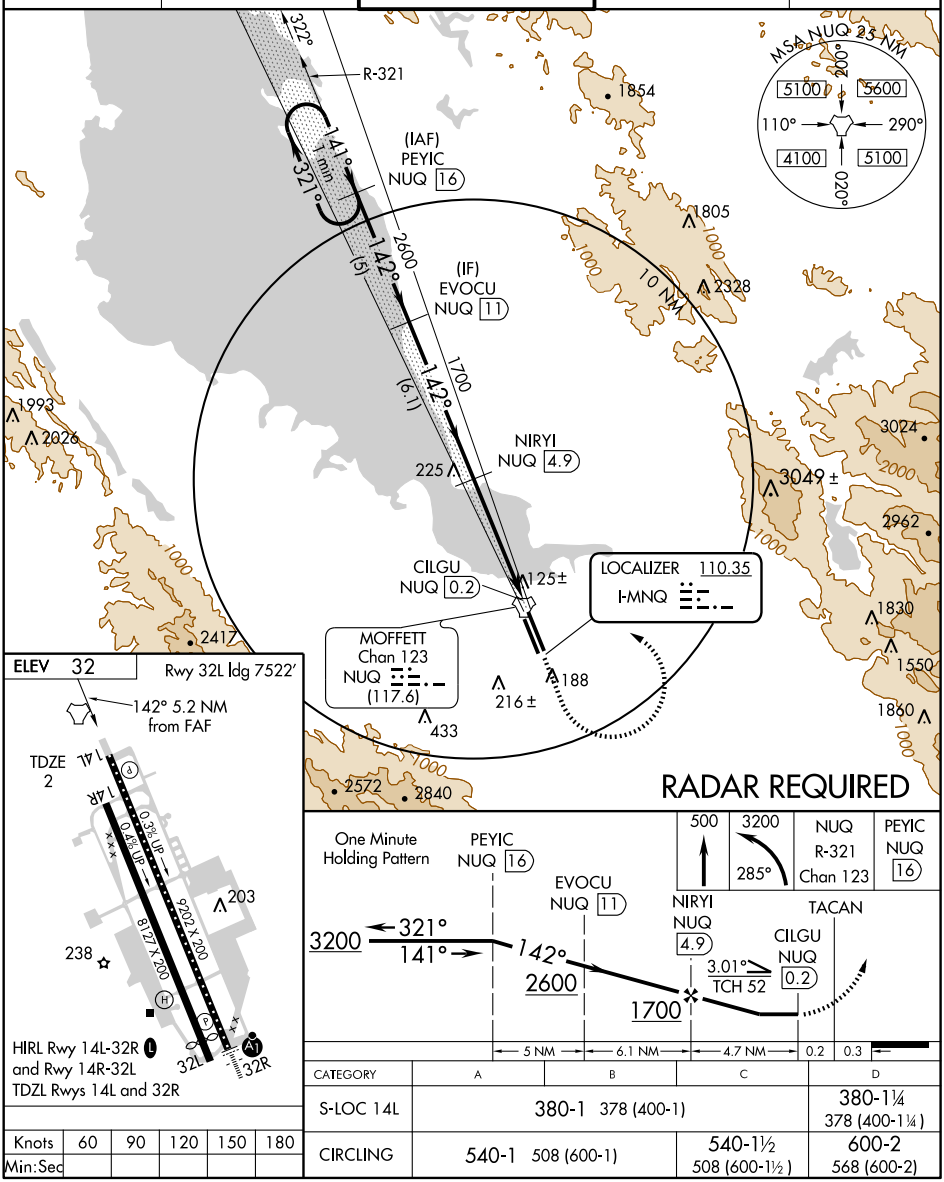
LOC/DME RWY 14L

MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)

DME from NUQ TACAN. Simultaneous reception of I-MNQ and NUQ DME required. TACAN required.

MISSED APPROACH: Climb to 500 then climbing left turn to 3200 via heading 285° and NUQ R-321 to PEYIC NUQ 16 DME and hold.

ATIS	NORCAL APP CON	MOFFETT TOWER ★	GND CON	CLNC DEL
124.175 283.0	120.1 290.25	119.55 (CTAF) 346.25	121.85 336.4	380.8



Knots	60	90	120	150	180
Min:Sec					

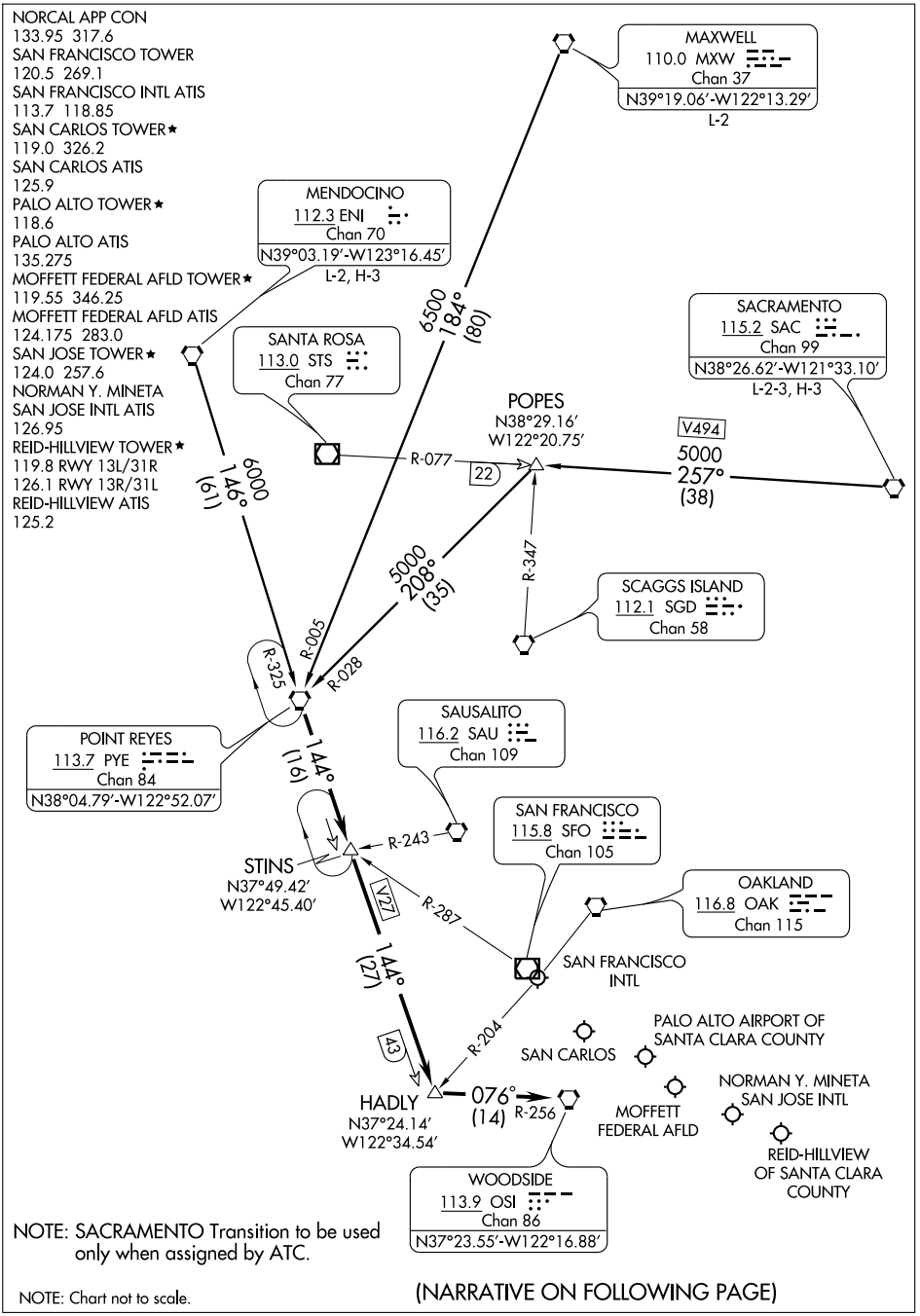
CATEGORY	A	B	C	D
S-LOC 14L	380-1 378 (400-1)			380-1¼ 378 (400-1¼)
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	600-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

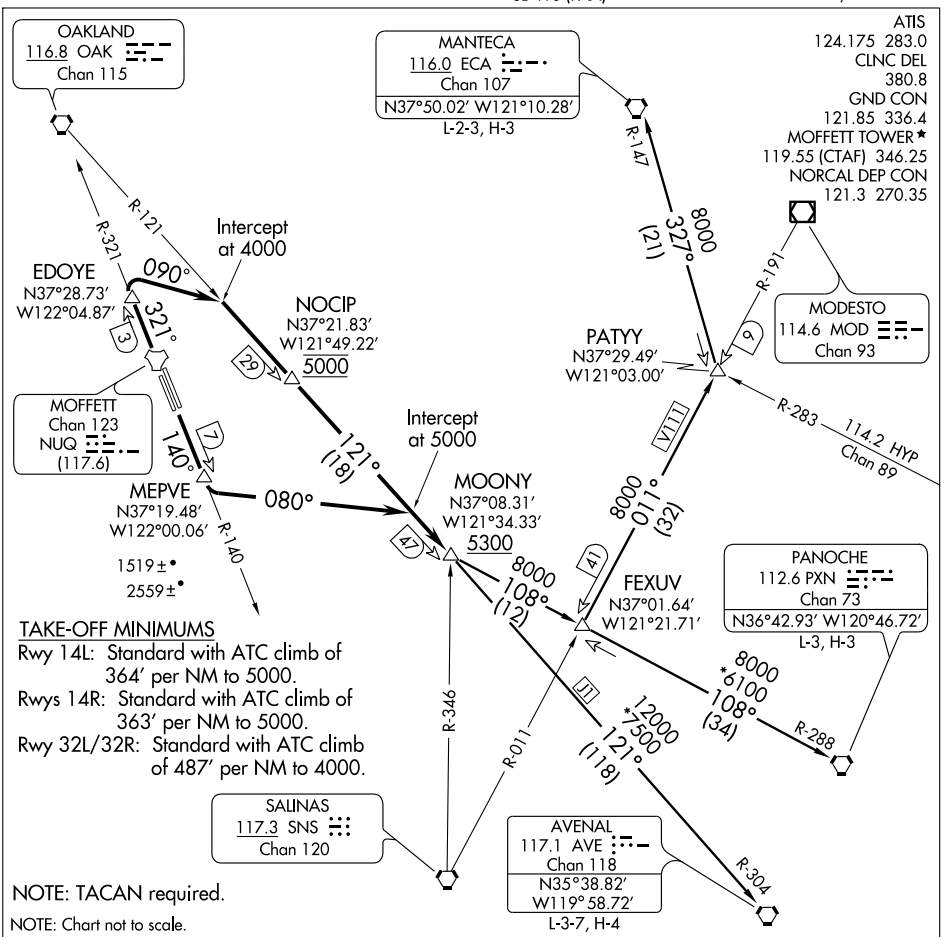
....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

SOUTHLAND ONE DEPARTURE

MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)
SL-410 (FAA)
MOUNTAIN VIEW, CALIFORNIA



TAKE-OFF MINIMUMS

Rwy 14L: Standard with ATC climb of 364' per NM to 5000.
Rwys 14R: Standard with ATC climb of 363' per NM to 5000.
Rwy 32L/32R: Standard with ATC climb of 487' per NM to 4000.

NOTE: TACON required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then climbing left turn via heading 080° to intercept OAK R-121 at 5000, then via OAK R-121 to MOONY INT, thence . . . .

TAKE-OFF RUNWAYS 32L/32R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then climbing right turn via heading 090° to intercept OAK R-121 at 4000, then via OAK R-121 to cross NOCIP/OAK 29 DME at 5000, then via OAK R-121 to MOONY INT, thence . . . .

. . . . cross MOONY INT at or above 5300, then via (Transition).

AVENAL TRANSITION (SOLN1.AVE): From over MOONY INT via OAK R-121 and AVE R-304 to AVE VORTAC.
MANTECA TRANSITION (SOLN1.ECA): From over MOONY INT via PXN R-288, MOD R-191, and ECA R-147 to ECA VORTAC.
PANOCHE TRANSITION (SOLN1.PXN): From over MOONY INT via PXN R-288 to PXN VORTAC.

SOUTHLAND ONE DEPARTURE

MOUNTAIN VIEW, CALIFORNIA
MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)

(SOLN1.MOONY) 10266

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APP CRS		
NUQ Chan 123	321°	Rwy Idg 7522 TDZE 31 Apt Elev 32	

TACAN RWY 32L

MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)

NA

MISSED APPROACH: Climb to 3200 via NUQ TACAN and NUQ R-321 to PEYIC/16 DME and hold.

ATIS	NORCAL APP CON	MOFFETT TOWER ★	GND CON	CLNC DEL
124.175 283.0	120.1 290.25	119.55 (L) (CTAF) 346.25	121.85 336.4	380.8

SW-2, 21 OCT 2010 to 18 NOV 2010

MISSED APCH FIX

R-321 141° PEYIC NUQ 16 321° Chan 123 NUQ

RADAR REQUIRED

MOFFETT Chan 123 NUQ (117.6)

10 NM

R-321

DIYEB NUQ 2.2

216 ± 188

EKECE NUQ 8

349 ± 379 ±

2100 (2.8)

JOVDA NUQ 10.8

321° (3.5)

RURSE NUQ 14.3

(IF) CEVGI NUQ 16.5

3496 ±

(IAF) HOSNU NUQ 20

R-141

MSA NUQ 25 NM

200° 5100 5600 290° 4100 5100 020°

3024 3817 3841 3951 2962 3049 ± 1830 1550 1860 2457 2502 2417 2360 2572 2840 1960 433 2912 1960 2359 3231 1365 2628 4100 (2.2) 2834 2731 4081 3120 2640

ELEV 32

Rwy 32L Idg 7522'

HIRL Rwy 14L-32R (L) and Rwy 14R-32L

TDZL Rwys 14L and 32R

14L 14R 0.3% UP 0.4% UP 9202 X 200 8127 X 200 203 238 TDZE 31 32L 32R 321° 6.2 NM from FAF

3200	NUQ R-321 Chan 123	PEYIC NUQ 16

TACAN NUQ 3.4 DIYEB NUQ 2.2 3.01° TCH 55 EKECE NUQ 8 JOVDA NUQ 10.8 RURSE NUQ 14.3 CEVGI NUQ 16.5 HOSNU NUQ 20 2100 3000 4100 4800 321° 5500

0.4 1.3 NM 4.5 NM 2.8 NM 3.5 NM 2.2 NM 3.5 NM

CATEGORY	A	B	C	D	E
S-32L	620-1	589 (600-1)	620-1½ 589 (600-1½)	620-1¾ 589 (600-1¾)	620-2 589 (600-2)
CIRCLING	620-1	588 (600-1)	620-1½ 588 (600-1½)	620-2 588 (600-2)	840-2¾ 808 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

TACAN	APP CRS	Rwy Idg	9202
NUQ Chan 123	321°	TDZE	27
		Apt Elev	32

TACAN RWY 32R

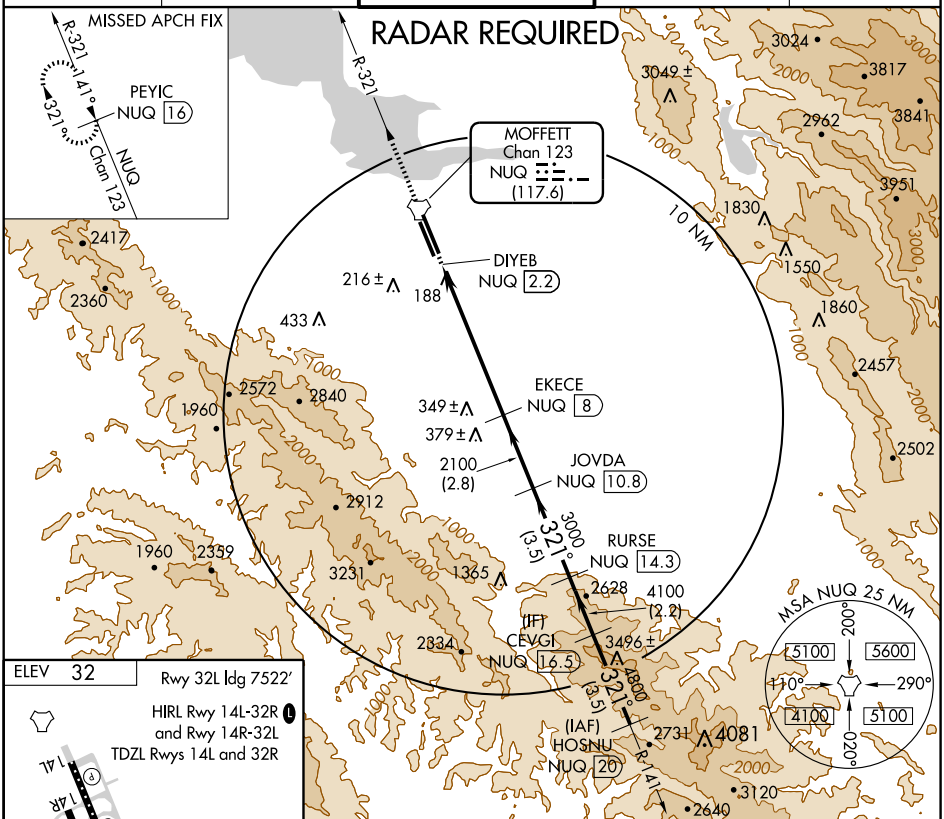
MOUNTAIN VIEW/MOFFETT FEDERAL AFLD (NUQ)

V ANA For inoperative ALSF, increase S-32R Cats A/B visibility to RVR 5000 and Cat E to 2.

ALSF-1 A1

MISSED APPROACH: Climb to 3200 via NUQ TACAN and NUQ R-321 to PEYIC/16 DME and hold.

ATIS	NORCAL APP CON	MOFFETT TOWER ★	GND CON	CLNC DEL
124.175 283.0	120.1 290.25	119.55 L (CTAF) 346.25	121.85 336.4	380.8

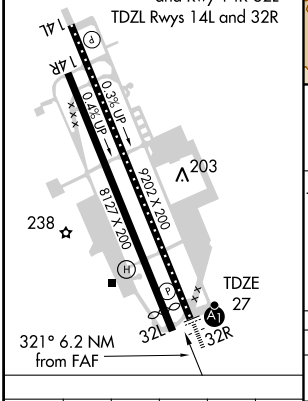


ELEV 32

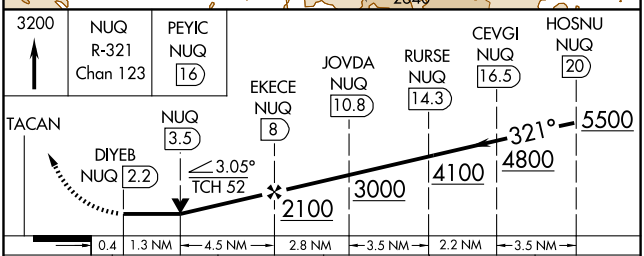
Rwy 32L Idg 7522′

HIRL Rwy 14L-32R L and Rwy 14R-32L

TDZL Rwys 14L and 32R



Knots	60	90	120	150	180
Min:Sec					

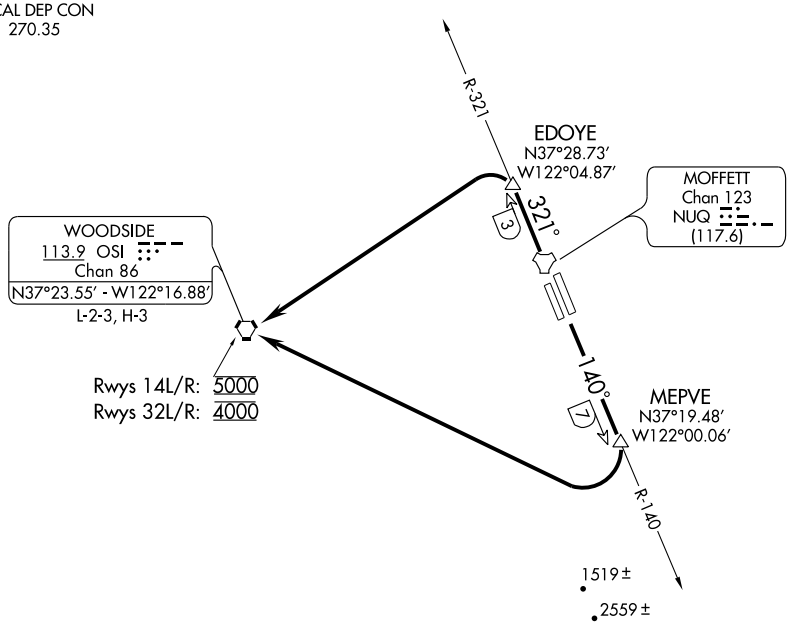


CATEGORY	A	B	C	D	E
S-32R	620/40 593 (600-¾)		620/50 593 (600-1)	620/60 593 (600-1¼)	620-1½ 593 (600-1½)
CIRCLING	620-1 588 (600-1)		620-1½ 588 (600-1½)	620-2 588 (600-2)	840-2¾ 808 (900-2¾)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WOODSIDE ONE DEPARTURE

ATIS
124.175 283.0
CLNC DEL
380.8
GND CON
121.85 336.4
MOFFETT TOWER ★
119.55 (CTAF) 346.25
NORCAL DEP CON
121.3 270.35



TAKE-OFF MINIMUMS
Rwy 14L/14R: Standard with minimum climb of 402′ per NM to 5000.
Rwy 32R: Standard with minimum climb of 250′ per NM to 4000.
Rwy 32L: Standard with minimum climb of 246′ per NM to 4000.

NOTE: TACAN required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then right turn direct to cross OSI VORTAC at 5000, thence . . . .

TAKE-OFF RUNWAYS 32L/32R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then turn left direct to cross OSI VORTAC at 4000, thence . . . .

. . . . via RADAR vectors or assigned route.

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
179°	TDZE	1350
	Apt Elev	1350

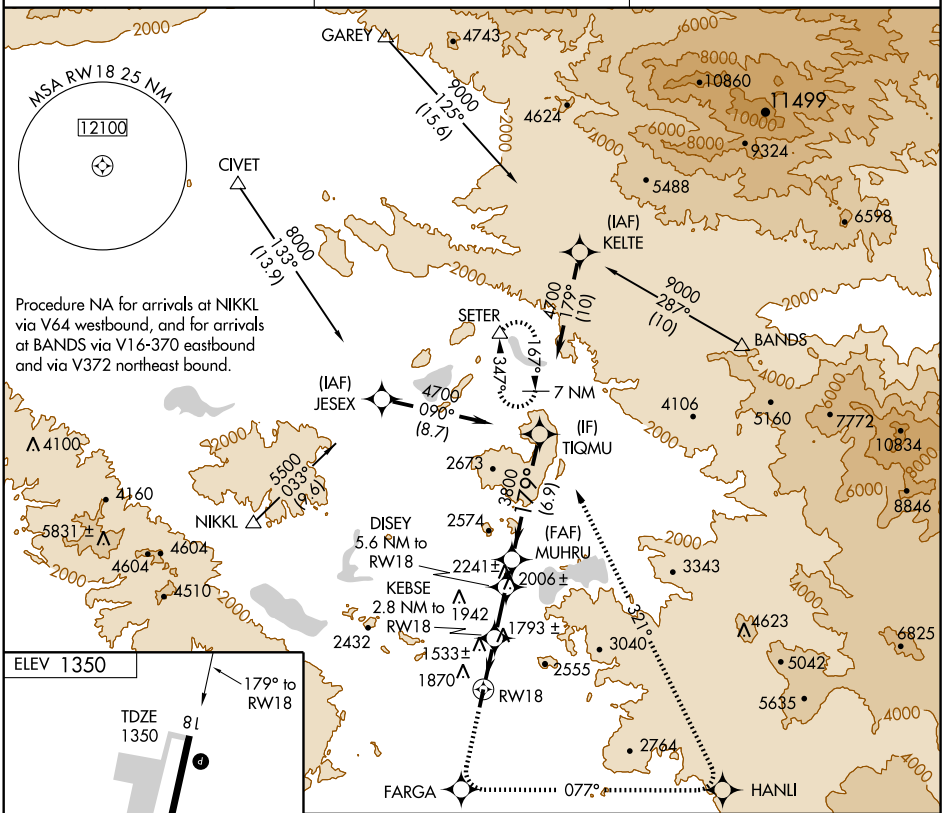
RNAV (GPS) RWY 18

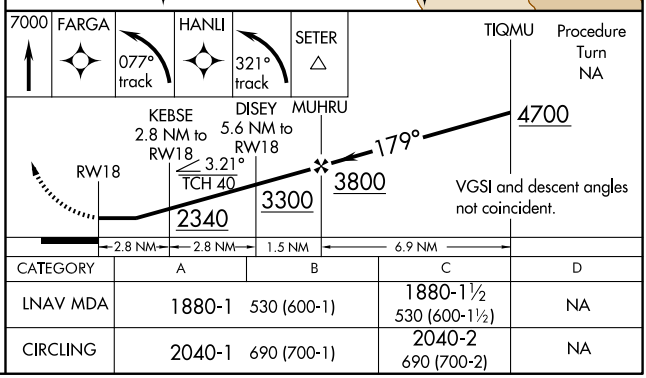
MURRIETA/TEMECULA/FRENCH VALLEY (F70)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling not authorized west of Rwy 18-36. When local altimeter setting not received, use Ramona altimeter setting and increase all MDAs 100 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 7000 direct FARGA and left turn via 077° track to HANLI and left turn via 321° track to SETER and hold.

AWOS-3	MARCH APP CON ★	UNICOM
119.025	133.5 324.1	122.8 (CTAF) L





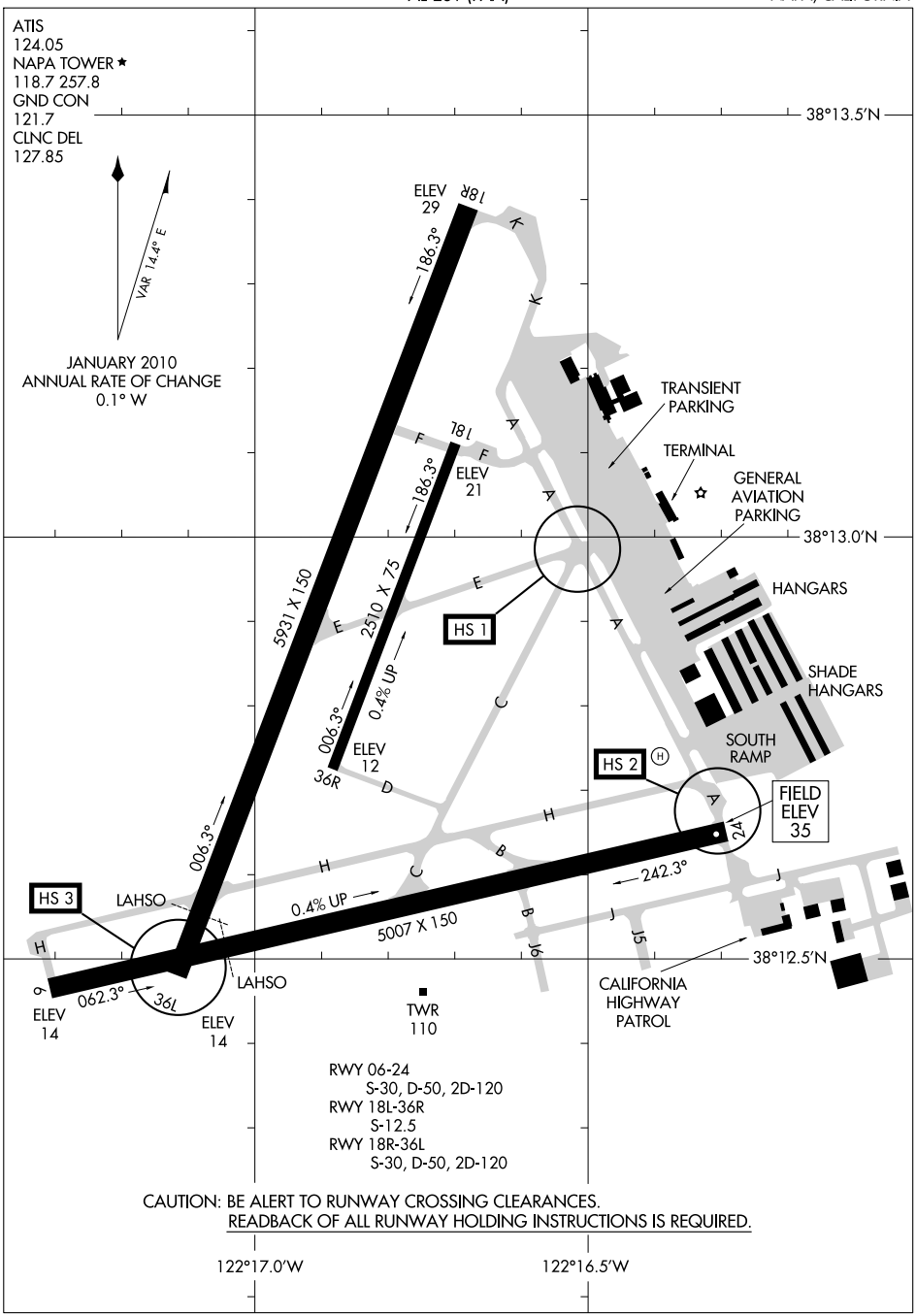
CATEGORY	A	B	C	D
LNAV MDA	1880-1	530 (600-1)	1880-1½ 530 (600-1½)	NA
CIRCLING	2040-1	690 (700-1)	2040-2 690 (700-2)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA



SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NAPA, CA			
NAPA COUNTY (APC)	18R	06-24	5,450 feet
	24	18R-36L	3,700 feet

21 OCT 2010 to 18 NOV 2010

LIZRD THREE DEPARTURE

SL-281 (FAA)

ATIS 124.05
GND CON
121.7
OAKLAND CENTER
127.8 353.5

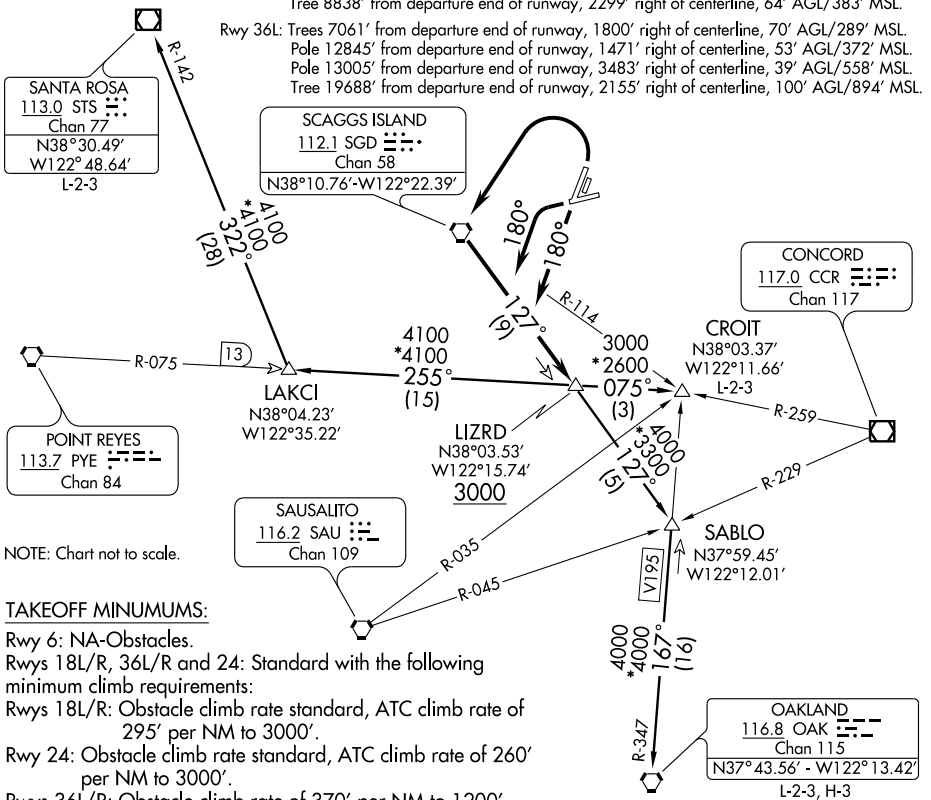
TAKEOFF OBSTACLES:

Rwy 18L: Tree 4982′ from departure end of runway, 237′ left of centerline, 58′ AGL/92′MSL.

Rwy 24: Bridge 4964′ from departure end of runway, 1716′ right of centerline, 167′ AGL/167′MSL.

Rwy 36R: Floodlight 462′ from departure end of runway, 339′ right of centerline, 29′ AGL/53′ MSL.
Tree 8701′ from departure end of runway,1286 right of centerline, 70′ AGL/289′ MSL.
Tree 8838′ from departure end of runway, 2299′ right of centerline, 64′ AGL/383′ MSL.

Rwy 36L: Trees 7061′ from departure end of runway, 1800′ right of centerline, 70′ AGL/289′ MSL.
Pole 12845′ from departure end of runway, 1471′ right of centerline, 53′ AGL/372′ MSL.
Pole 13005′ from departure end of runway, 3483′ right of centerline, 39′ AGL/558′ MSL.
Tree 19688′ from departure end of runway, 2155′ right of centerline, 100′ AGL/894′ MSL.



NOTE: Chart not to scale.

TAKEOFF MINUMUMS:

Rwy 6: NA-Obstacles.
Rwys 18L/R, 36L/R and 24: Standard with the following minimum climb requirements:
Rwys 18L/R: Obstacle climb rate standard, ATC climb rate of 295′ per NM to 3000′.
Rwy 24: Obstacle climb rate standard, ATC climb rate of 260′ per NM to 3000′.
Rwys 36L/R: Obstacle climb rate of 370′ per NM to 1200′.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 18L/R: Climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000′. Thence. . . .

TAKE-OFF RUNWAY 24: Turn left, climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000′. Thence. . . .

TAKE-OFF RUNWAYS 36L/R: Turn left direct SGD VORTAC, proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000′. Thence. . . .

. . . . via (transition) or (assigned route).

CROIT TRANSITION (LIZRD3.CROIT): From over LIZRD INT via PYE R-075 to CROIT INT.

OAKLAND TRANSITION (LIZRD3.OAK): From over LIZRD INT via SGD R-127 and OAK R-347 to OAK VORTAC.

SANTA ROSA TRANSITION (LIZRD3.STS): From over LIZRD INT via PYE R-075 and STS R-142 to STS VOR/DME.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-APC	APP CRS	Rwy Idg	5931
111.3	005°	TDZE	14
		Apt Elev	33

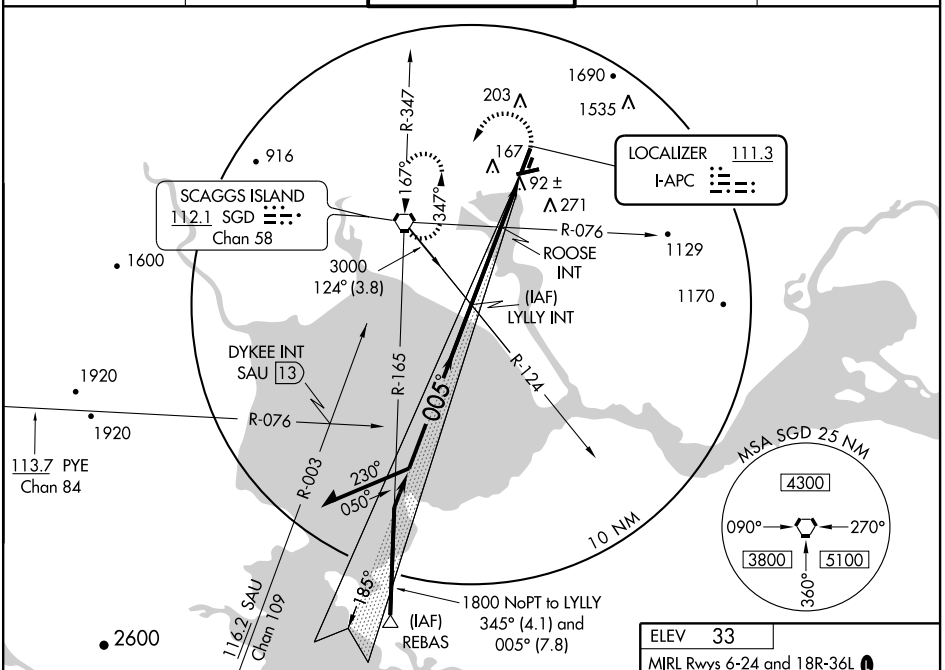
LOC RWY 36L
NAPA COUNTY (APC)

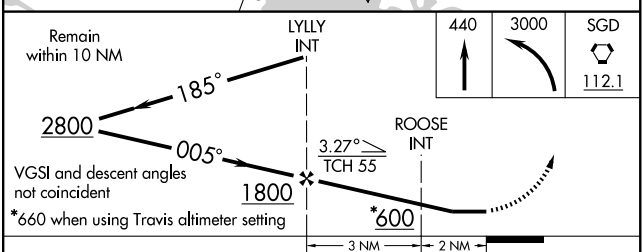
When control tower closed, use Travis AFB altimeter setting and increase all MDAs 60 feet.
Circling not authorized northeast of Rwys 18R and 24.
†† Inoperative table does not apply to MALS for Cat.D.
† Inoperative table does not apply to MALS for Cat. C & D.

MALS

MISSED APPROACH: Climb to 440, then climbing left turn to 3000 direct SGD VORTAC and hold.

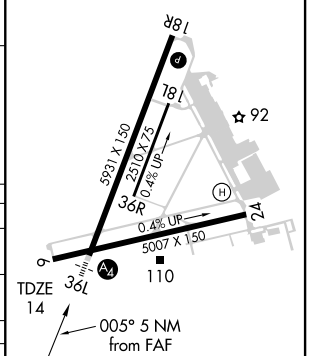
ATIS	OAKLAND CENTER	NAPA TOWER★	GND CON	CLNC DEL
124.05	127.8 353.5	118.7 (CTAF) L 257.8	121.7	127.85





CATEGORY	A	B	C	D
S-LOC 36L†	600-¾ 586 (600-¾)		600-1½ 586 (600-1½)	600-1¾ 586 (600-1¾)
CIRCLING	600-1 567 (600-1)	620-1 587 (600-1)	620-1½ 587 (600-1½)	1140-3 1107 (1200-3)
ROOSE MINIMUMS				
S-LOC 36L††	360-¾ 346 (400-¾)			360-1¼ 346 (400-1¼)
CIRCLING	600-1 567 (600-1)	620-1 587 (600-1)	620-1½ 587 (600-1½)	1140-3 1107 (1200-3)

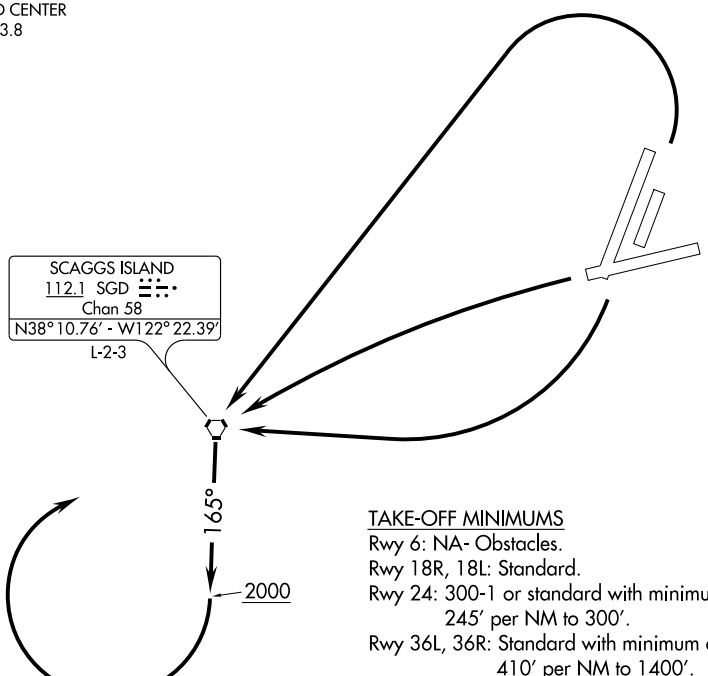
ELEV 33
MIRL Rwys 6-24 and 18R-36L L
REIL Rwy 6 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS
124.05
GND CON
121.7
OAKLAND CENTER
127.8 353.8



TAKE-OFF MINIMUMS
Rwy 6: NA- Obstacles.
Rwy 18R, 18L: Standard.
Rwy 24: 300-1 or standard with minimum climb of 245′ per NM to 300′.
Rwy 36L, 36R: Standard with minimum climb of 410′ per NM to 1400′.

TAKE-OFF OBSTACLE NOTES
Rwy 18R: Tree 3191′ from DER, 750′ left of centerline, 67′ AGL/106′ MSL.
Rwy 24: OL on bldg 4950′ from DER, 1630′ right of centerline, 162′ AGL/169′ MSL.
Bridge 4963′ from DER, 1714′ right of centerline, 167′ AGL/167′ MSL.
Trees beginning at 2651′ from DER, 527′ left of centerline, up to 104′ AGL/133′ MSL.
Rwy 36R: Trees beginning 1.43 NM from DER, 1289′ right of centerline, up to 79′ AGL/385′ MSL.
Multiple light poles, beginning 262′ from DER, 333′ right of centerline, up to 30′ AGL/59′ MSL.
Windsock, 628′ from DER, 282′ left of centerline, 20′ AGL/49′ MSL.
Rwy 36L: Trees and terrain, beginning at DER, 345′ right of centerline, up to 120′ AGL/160′ MSL.
Railroad 594′ from DER, 517′ right of centerline, 23′ AGL/44′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L, 18R: Turn right direct SGD VORTAC, thence. . . .

TAKE-OFF RUNWAYS 24, 36L, 36R: Turn left direct SGD VORTAC, thence. . . .

. . . .aircraft departing SGD VORTAC R-060 CW R-270 climb on course. All other aircraft continue climb via SGD VORTAC R-165 to 2000, then right turn direct SGD VORTAC, before proceeding on course.

SW-2, 21 OCT 2010 to 18 NOV 2010

OZIEE ONE DEPARTURE (RNAV)

SL-281 (FAA)

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 6, NA- obstacles.

Rwy 18L, 18R, Standard with minimum climb of 225′ per NM to 6000.
ATC climb of 400′ per NM to 1000.

Rwy 24, Standard with minimum climb of 400′ per NM to 6000.

Rwy 36L, Standard with minimum climb of 445′ per NM to 6000.

Rwy 36R, Standard with minimum climb of 460′ per NM to 6000.

NOTE: For non-GPS equipped aircraft, PYE, MOD, FMG, MVA, HZN, and OAL DMEs must be operational for JSICA transition.

NOTE: For non-GPS equipped aircraft, PYE, MVA, and HZN DMEs must be operational for INSLO transition.

NOTE: For non-GPS equipped aircraft, PYE and SWR DMEs must be operational for MUSTANG transition.

NOTE: For non-GPS equipped aircraft, PYE, ILA, MXW, and ENI DMEs must be operational for RED BLUFF transition.

NOTE: For non-GPS equipped aircraft, PYE, CZQ, MVA, and OAL DMEs must be operational for COALDALE transition.

(NARRATIVE ON FOLLOWING PAGE)

OZIEE ONE DEPARTURE (RNAV)
(OZIEE1.OZIEE) 10266
NAPA, CALIFORNIA
NAPA COUNTY (APC)
SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 186° to 1000′, then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 186° to 1000′, then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 242° to 1200′, then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 006° to 1500′, then left turn direct to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 006° to 1500′, then left turn direct to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

. . . .(transition). Maintain assigned altitude, expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (OZIEE1.OAL)
INSLO TRANSITION (OZIEE1.INSLO)
JSICA TRANSITION (OZIEE1.JSICA)
MUSTANG TRANSITION (OZIEE1.FMG)
RED BLUFF TRANSITION (OZIEE1.RBL)

TAKE-OFF OBSTACLE NOTES
Rwy 18R: Tree 3191′ from DER, 750′ left of centerline, 67′ AGL/106′ MSL.
Rwy 24: OL on bldg 4950′ from DER, 1630′ right of centerline, 162′ AGL/169′ MSL.
Bridge 4963′ from DER, 1714′ right of centerline, 167′ AGL/167′ MSL.
Trees beginning at 2651′ from DER, 527′ left of centerline, up to 104′ AGL/133′ MSL.
Rwy 36R: Trees beginning 1.43 NM from DER, 1289′ right of centerline, up to 79′ AGL/385′ MSL.
Multiple light poles, beginning 262′ from DER, 333′ from right of centerline, up to 30′ AGL/59′ MSL.
Windsock, 628′ from DER, 282′ left of centerline, 20′ AGL/49′ MSL.
Rwy 36L: Trees and terrain, beginning at DER, 345′ right of centerline, up to 120′ AGL/160′ MSL.
Railroad 594′ from DER, 517′ right of centerline, 23′ AGL/44′ MSL.

SW-2, 21 OCT 2010 to 18 NOV 2010

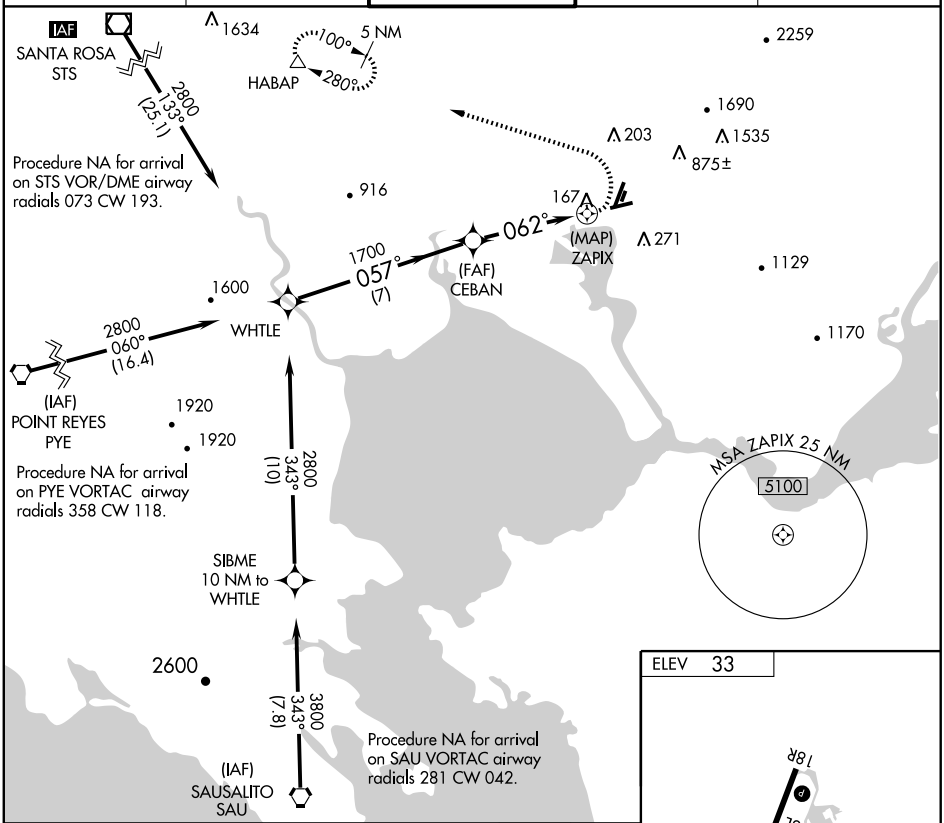
APP CRS	Rwy Idg	5007
062°	TDZE	19
	Apt Elev	33

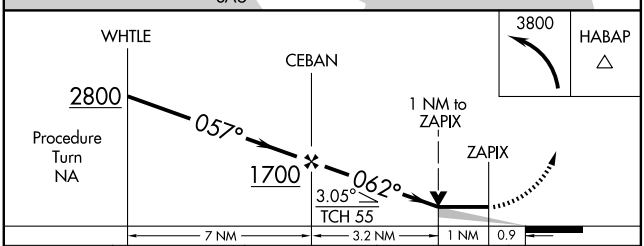
RNAV (GPS) RWY 6
NAPA COUNTY (APC)

Circling NA northeast of Rwys 18R and 24.
IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

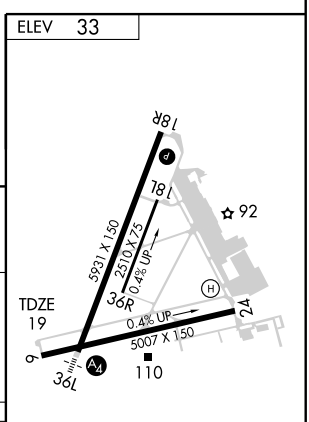
MISSED APPROACH: Climbing left turn to 3800 direct HABAP and hold.

ATIS	OAKLAND CENTER	NAPA TOWER★	GND CON	CLNC DEL
124.05	127.8 353.5	118.7 (CTAF) L 257.8	121.7	127.85





CATEGORY	A	B	C	D
LNAV MDA	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	660-2 641 (700-2)
CIRCLING	660-1 627 (700-1)		720-2 687 (700-2)	1240-3 1207 (1300-3)



REIL Rwy 6 L
MIRL Rwys 6-24 and 18R-36L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5931
CH 56613	006°	TDZE	17
W36A		Apt Elev	35

RNAV (GPS) Y RWY 36L

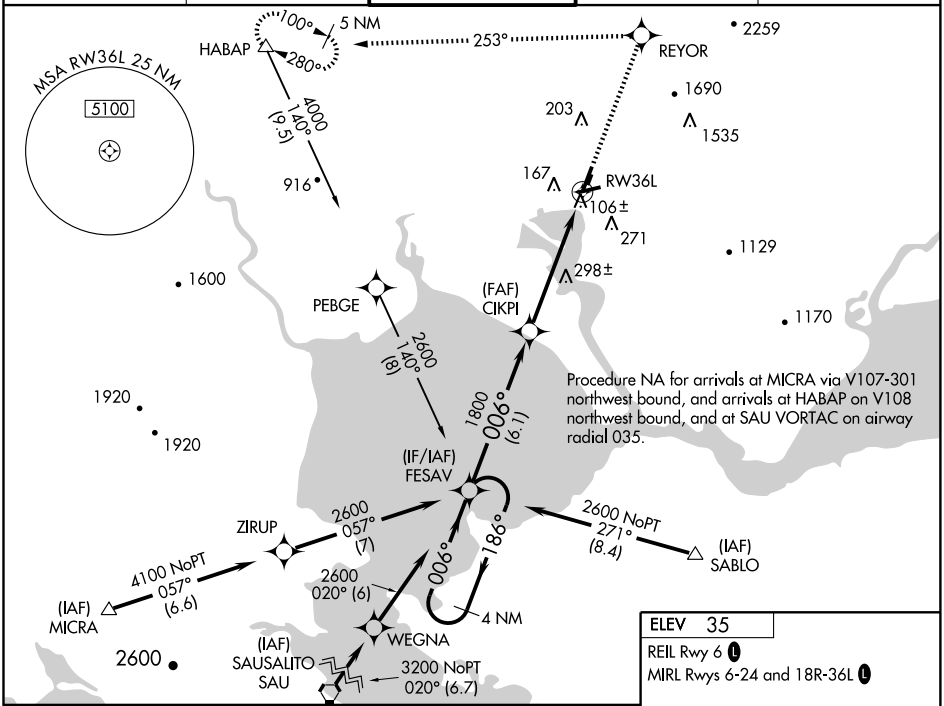
NAPA COUNTY (APC)

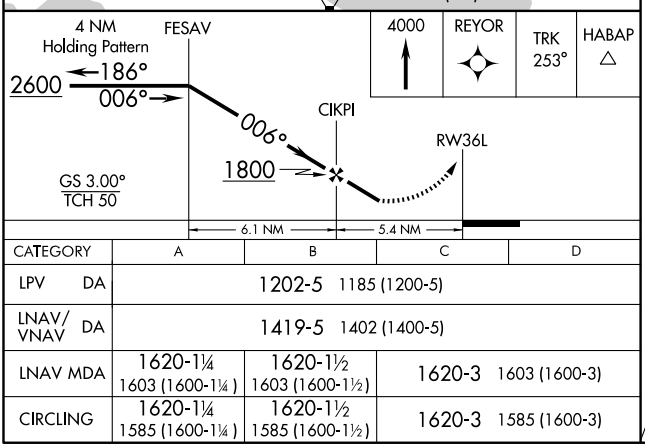
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buchanan Field altimeter setting and increase all DA 41 feet, all MDA 60 feet. Baro-VNAV NA when using Buchanan Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 49°C (120°F).

MALS

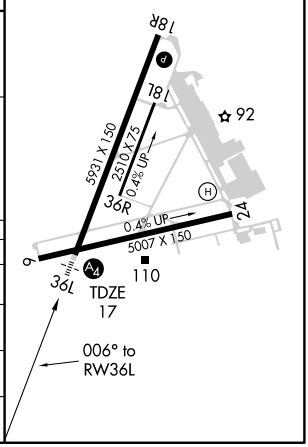
MISSED APPROACH: Climb to 4000 direct REYOR and via track 253° to HABAP and hold.

ATIS	OAKLAND CENTER	NAPA TOWER ★	GND CON	CLNC DEL
124.05	127.8 353.5	118.7 (CTAF) L 257.8	121.7	127.85





CATEGORY	A	B	C	D
LPV DA	1202-5 1185 (1200-5)			
LNAV/VNAV DA	1419-5 1402 (1400-5)			
LNAV MDA	1620-1¼ 1603 (1600-1¼)	1620-1½ 1603 (1600-1½)	1620-3 1603 (1600-3)	
CIRCLING	1620-1¼ 1585 (1600-1¼)	1620-1½ 1585 (1600-1½)	1620-3 1585 (1600-3)	



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40313 W36B	APP CRS 006°	Rwy Idg 5931 TDZE 17 Apt Elev 35

RNAV (GPS) Z RWY 36L

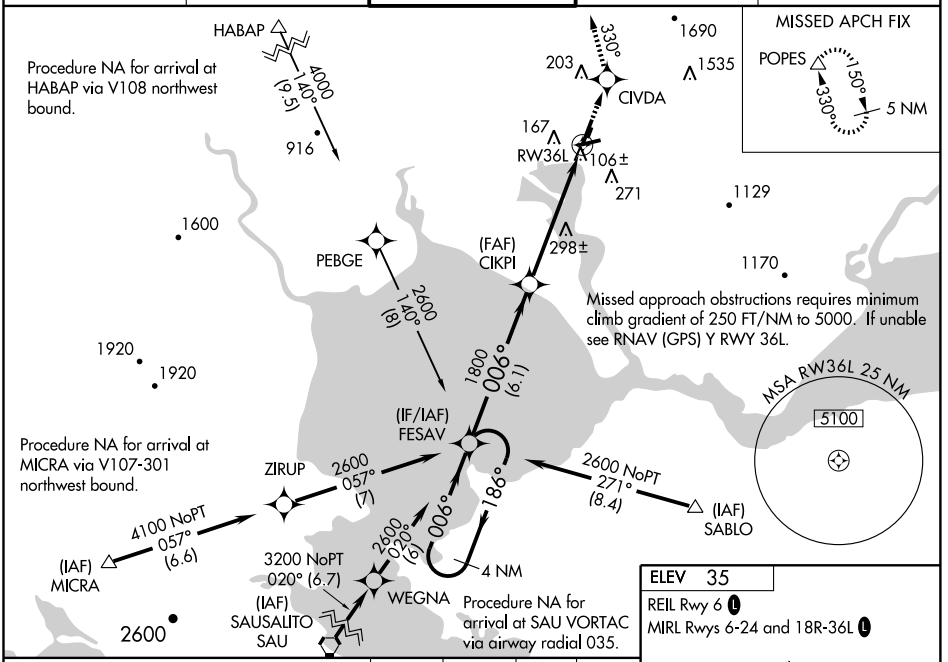
NAPA COUNTY (APC)

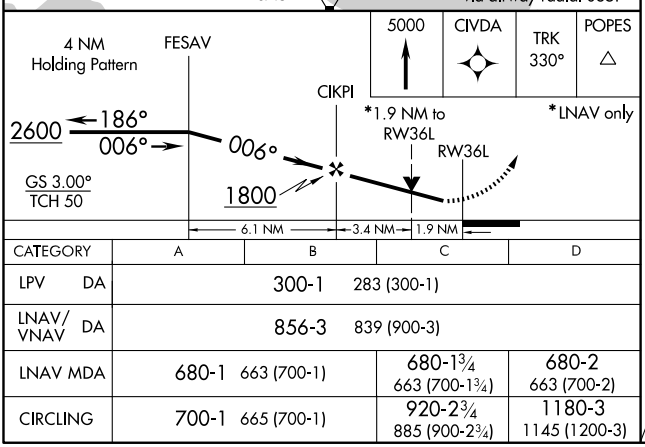
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buchanan Field altimeter setting and increase all DA 41 feet, all MDA 60 feet, and increase visibility LPV all Cats. ¼ mile, LNAV/VNAV all Cats. 1 mile, and LNAV Cats. C/D ¼ mile. VDP NA when using Buchanan Field altimeter setting. Baro-VNAV NA when using Buchanan Field altimeter setting.

MALS

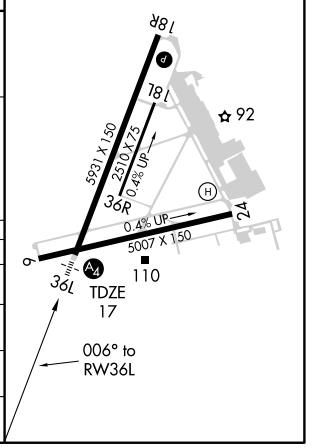
MISSED APPROACH: Climb to 5000 direct CIVDA and via track 330° to POPES and hold.

ATIS	OAKLAND CENTER	NAPA TOWER ★	GND CON	CLNC DEL
124.05	127.8 353.5	118.7 (CTAF) L 257.8	121.7	127.85





CATEGORY	A	B	C	D
LPV DA	300-1	283 (300-1)		
LNAV/VNAV DA	856-3	839 (900-3)		
LNAV MDA	680-1	663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)
CIRCLING	700-1	665 (700-1)	920-2¾ 885 (900-2¾)	1180-3 1145 (1200-3)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

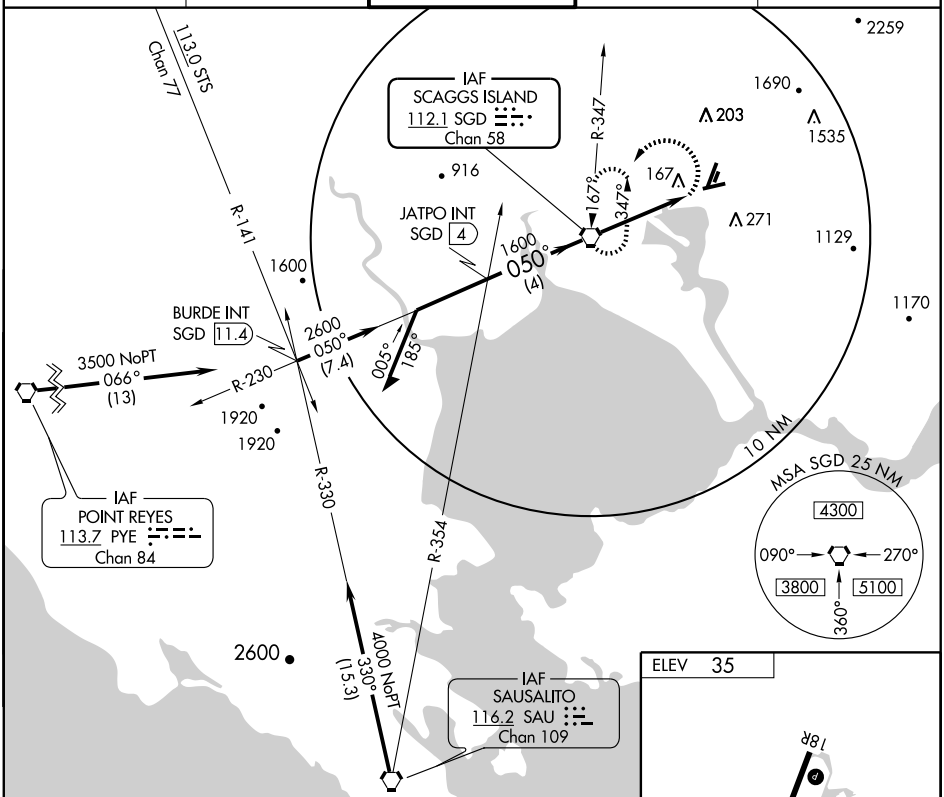
VORTAC SGD 112.1 Chan 58	APP CRS 050°	Rwy Idg 5007 TDZE 21 Apt Elev 35

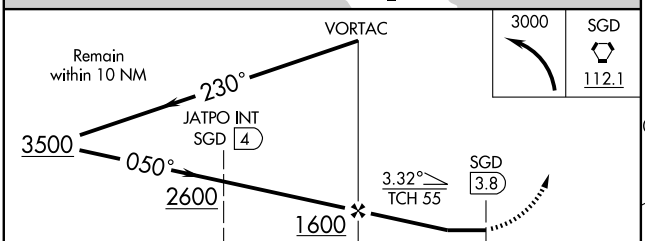
VOR RWY 6
NAPA COUNTY (APC)

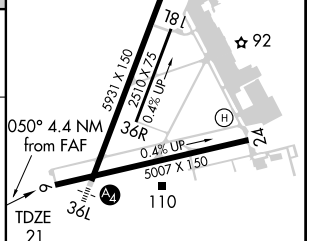
Circling NA northeast of Rwys 18R and 24.

MISSED APPROACH: Climbing left turn to 3000 direct SGD VORTAC and hold.

ATIS	OAKLAND CENTER	NAPA TOWER★	GND CON	CLNC DEL
124.05	127.8 353.5	118.7 (CTAF) L 257.8	121.7	127.85







CATEGORY	A	B	C	D
S-6	440-1 419 (500-1)		440-1¼ 419 (500-1¼)	
CIRCLING	600-1 565 (600-1)	620-1 585 (600-1)	720-2 685 (700-2)	1240-3 1205 (1300-3)

REIL Rwy 6 L
MIRL Rwys 6-24 and 18R-36L L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
270°	TDZE	956
	Apt Elev	983

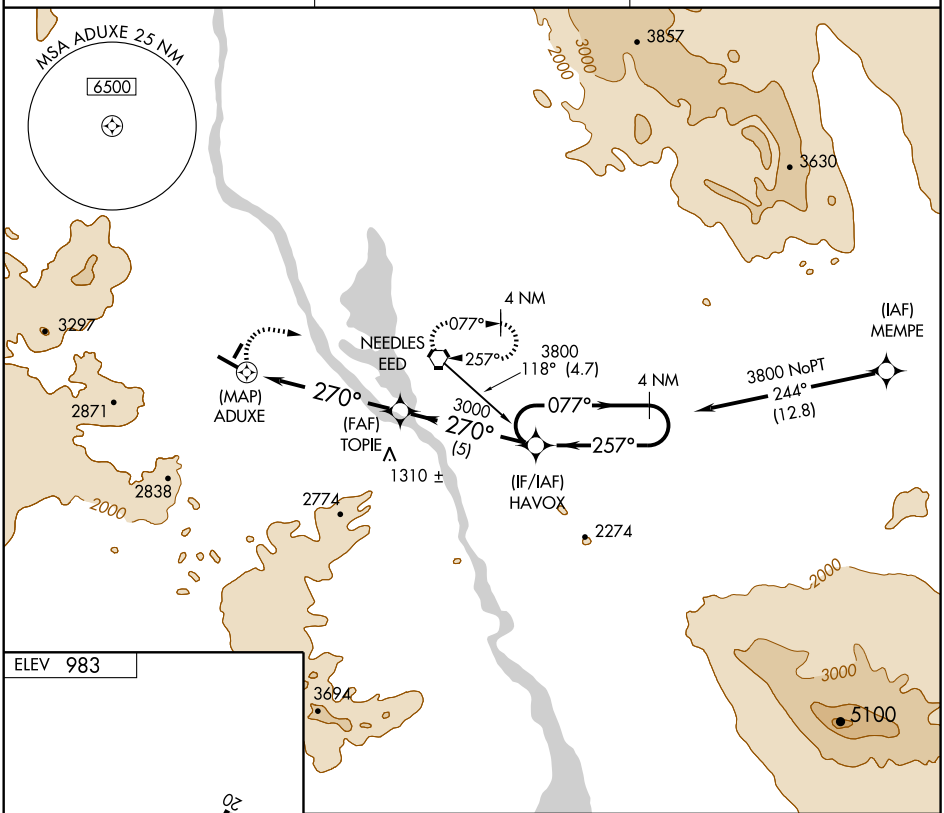
RNAV (GPS) RWY 29

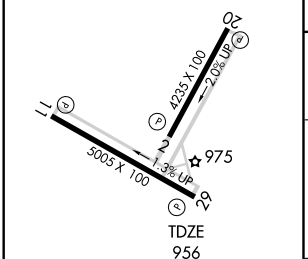
NEEDLES (EED)

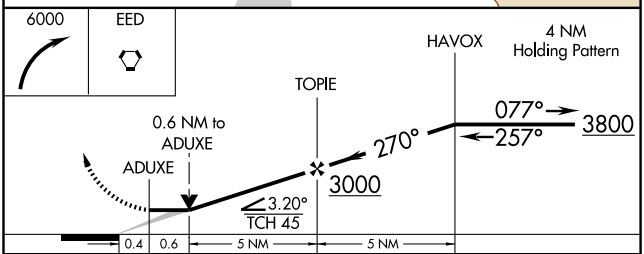
Straight-in minimums not authorized at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct to EED VORTAC and hold.

ASOS	LOS ANGELES CENTER	UNICOM
128.325	134.65 360.65	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1300-1 344 (400-1)			1300-1¼ 344 (400-1¼)
CIRCLING	1560-1 577 (600-1)	1600-1 617 (700-1)	1620-1¾ 637 (700-1¾)	1780-2½ 797 (800-2½)

MIRL Rwys 2-20 and 11-29 (L)
REIL Rwys 11and 29 (L)

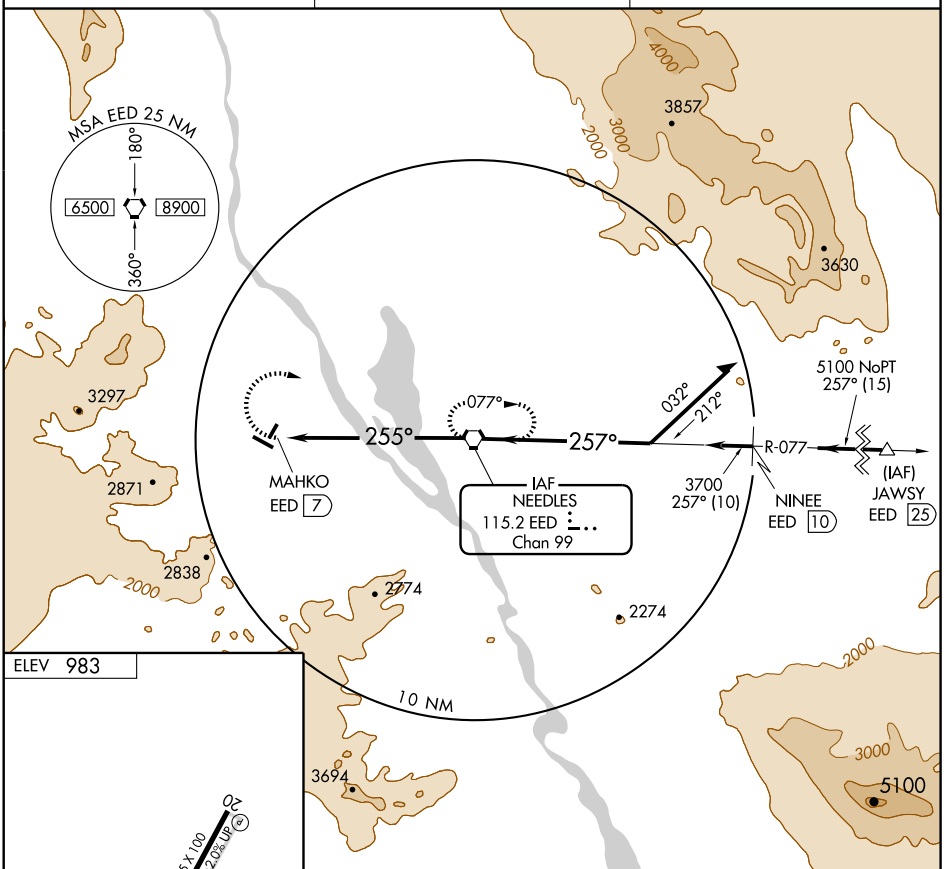
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EED 115.2 Chan 99	APP CRS 255°	Rwy Idg N/A TDZE N/A Apt Elev 983

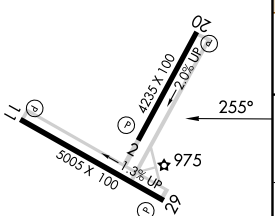
VOR-A
NEEDLES (EED)

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

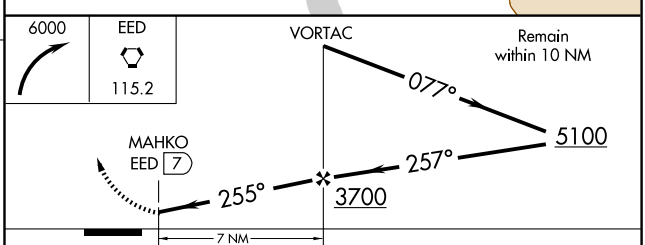
ASOS	LOS ANGELES CENTER	UNICOM
128.325	134.65 360.65	123.0 (CTAF) L



ELEV 983



MIRL Rwys 2-20 and 11-29 L
REIL Rwys 11and 29 L



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

CATEGORY	A	B	C	D
CIRCLING	1560-1 577 (600-1)	1600-1 617 (700-1)	1620-1¾ 637 (700-1¾)	1780-2½ 797 (800-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
147°	TDZE	2
	Apt Elev	2

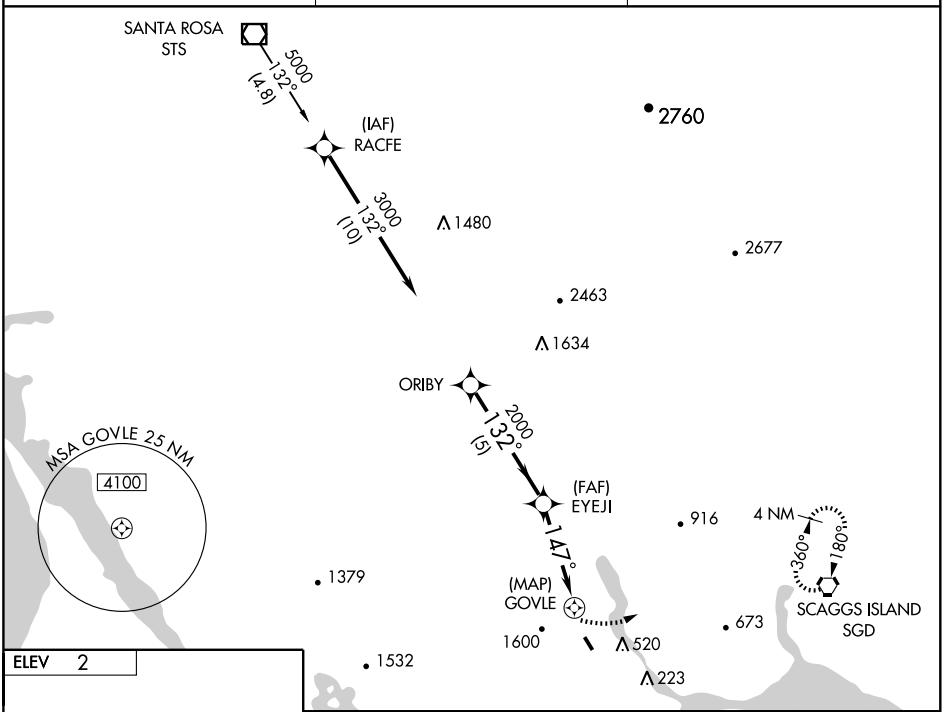
GPS RWY 13

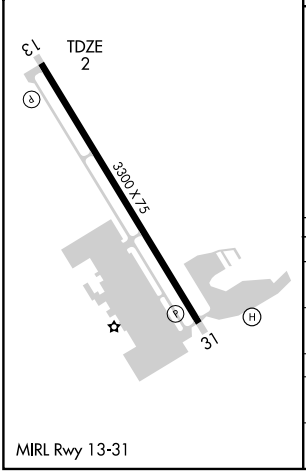
NOVATO/GNOSS FIELD (DVO)

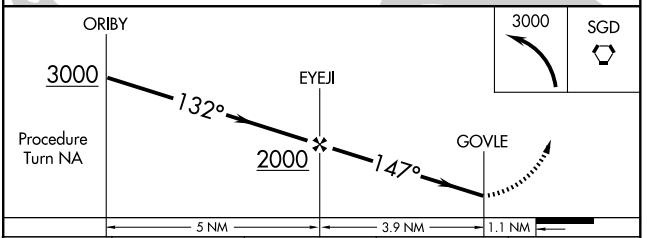
Circling NA west of Rwy 13-31. When local altimeter not received, use Napa altimeter setting and increase all MDAs 40 feet. If neither is received procedure is NA.

MISSED APPROACH: Climbing left turn to 3000 direct SGD VORTAC and hold.

AWOS	OAKLAND CENTER	UNICOM
120.675	127.8 353.5	123.075 (CTAF)







CATEGORY	A	B	C	D
S-13	1000-1¼ 998 (1000-1¼)	1000-1½ 998 (1000-1½)	NA	
CIRCLING	1000-1¼ 998 (1000-1¼)	1000-1½ 998 (1000-1½)	NA	
NAPA ALTIMETER SETTING MINIMUMS				
S-13	1040-1¼ 1038 (1100-1¼)	1040-1½ 1038 (1100-1½)	NA	
CIRCLING	1040-1¼ 1038 (1100-1¼)	1040-1½ 1038 (1100-1½)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3013
096°	TDZE	237
	Apt Elev	237

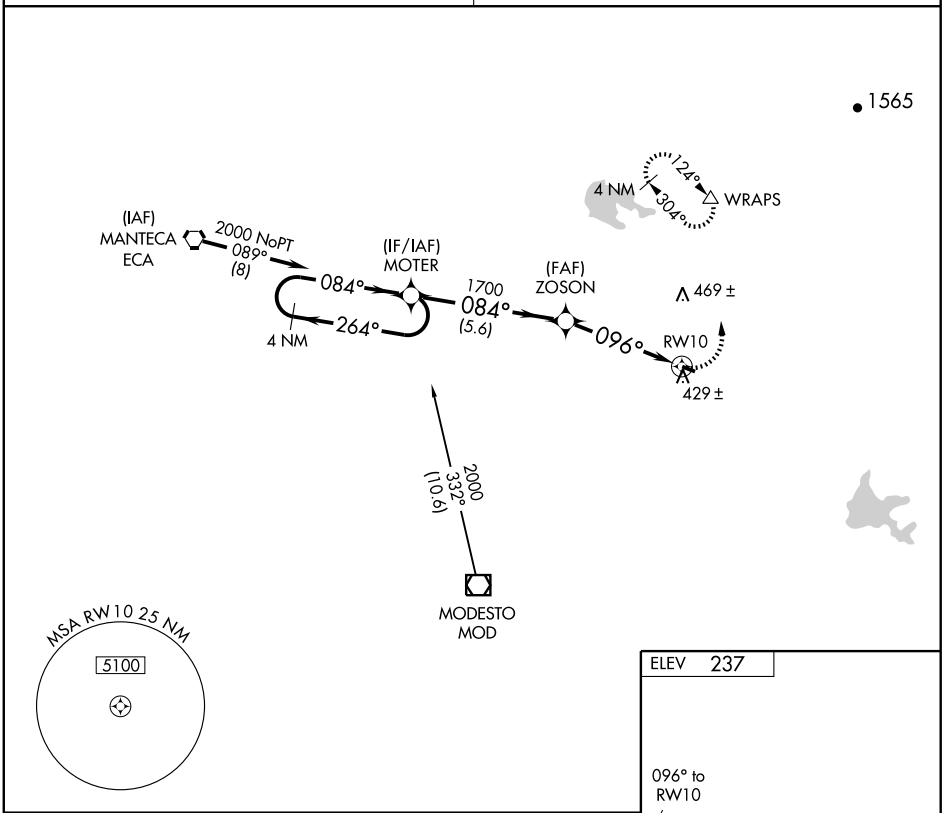
RNAV (GPS) RWY 10

OAKDALE (O27)

DME/DME RNP-0.3 NA.
Use Stockton altimeter setting, when not received, procedure NA.
Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct WRAPS and hold.

NORCAL APP CON	UNICOM
125.1 363.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 523 (600-1)		NA	
CIRCLING	860-1 623 (700-1)		NA	

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3013
276°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 28

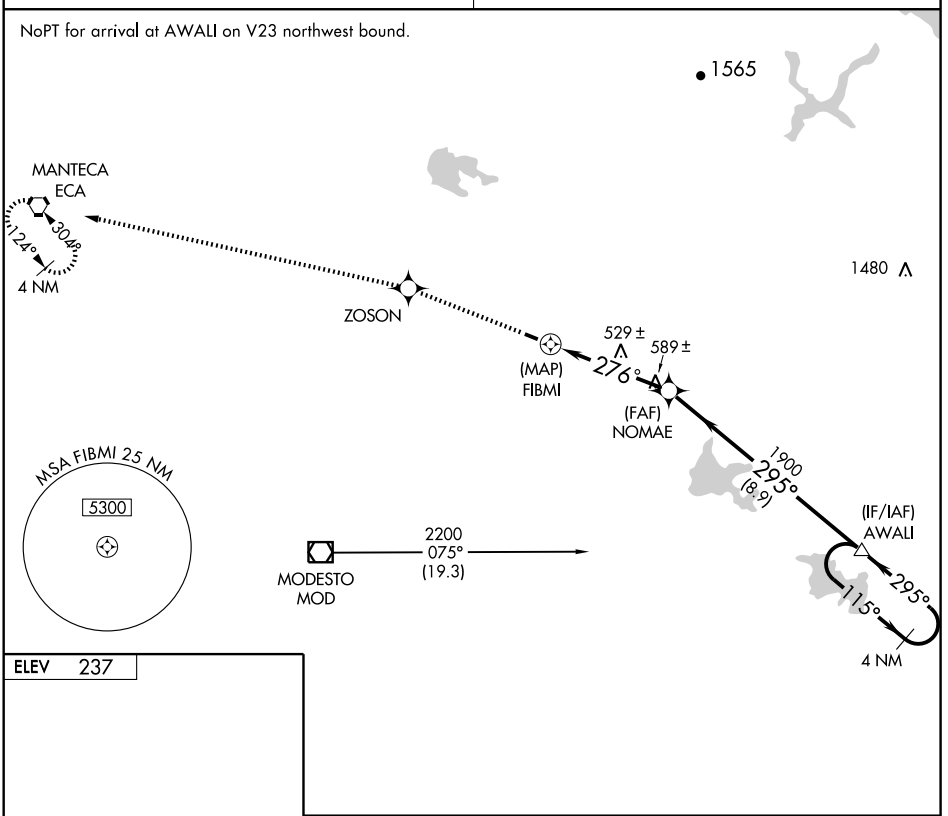
OAKDALE (O27)

DME/DME RNP-0.3 NA.
Use Stockton altimeter setting, when not received, procedure NA.
Straight-In/Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 3000 direct ZOSON and via 267° track to ECA VORTAC and hold.

NORCAL APP CON	UNICOM
125.1 363.2	122.8 (CTAF) L

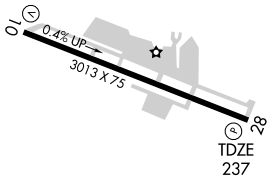
NoPT for arrival at AWALI on V23 northwest bound.

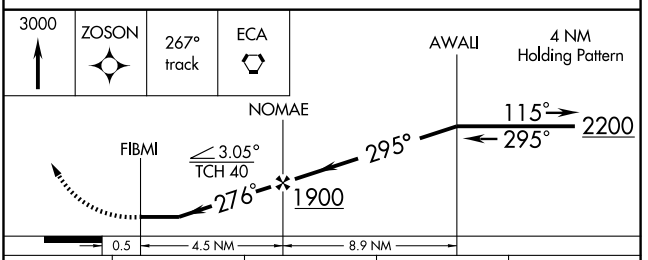


SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ELEV 237





CATEGORY	A	B	C	D
LNAV MDA	860-1 623 (700-1)		NA	
CIRCLING	860-1 623 (700-1)		NA	

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

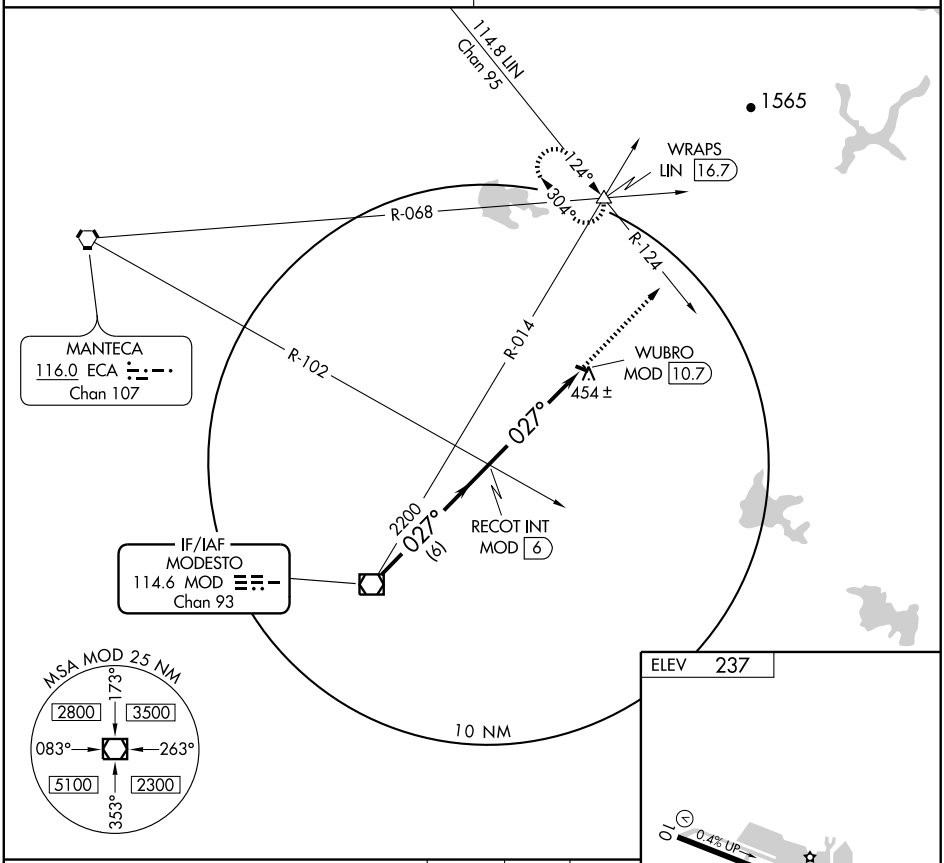
VOR/DME MOD	APP CRS	Rwy Idg	N/A
114.6	027°	TDZE	N/A
Chan 93		Apt Elev	237

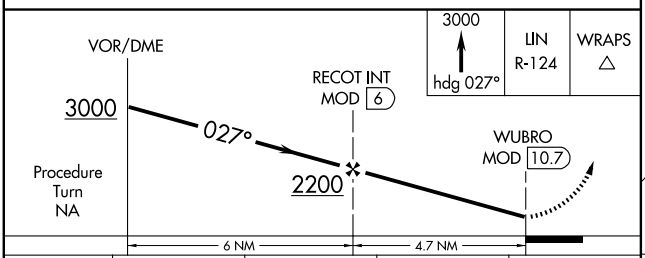
VOR-A
OAKDALE (027)

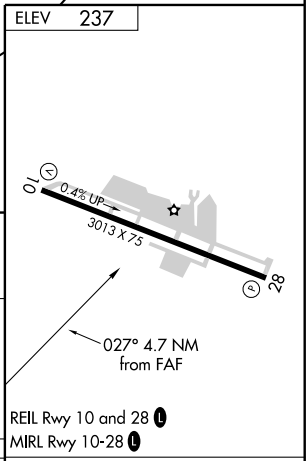
Use Stockton altimeter setting, when not received, procedure NA.
NA Circling to Rwy 28 NA at night.

MISSED APPROCAH: Climb to 3000 via heading 027° and LIN R-124 to WRAPS INT/LIN 16.7 DME and hold, continue climb-in-hold to 3000.

NORCAL APP CON	UNICOM
125.1 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 623 (700-1)		NA	

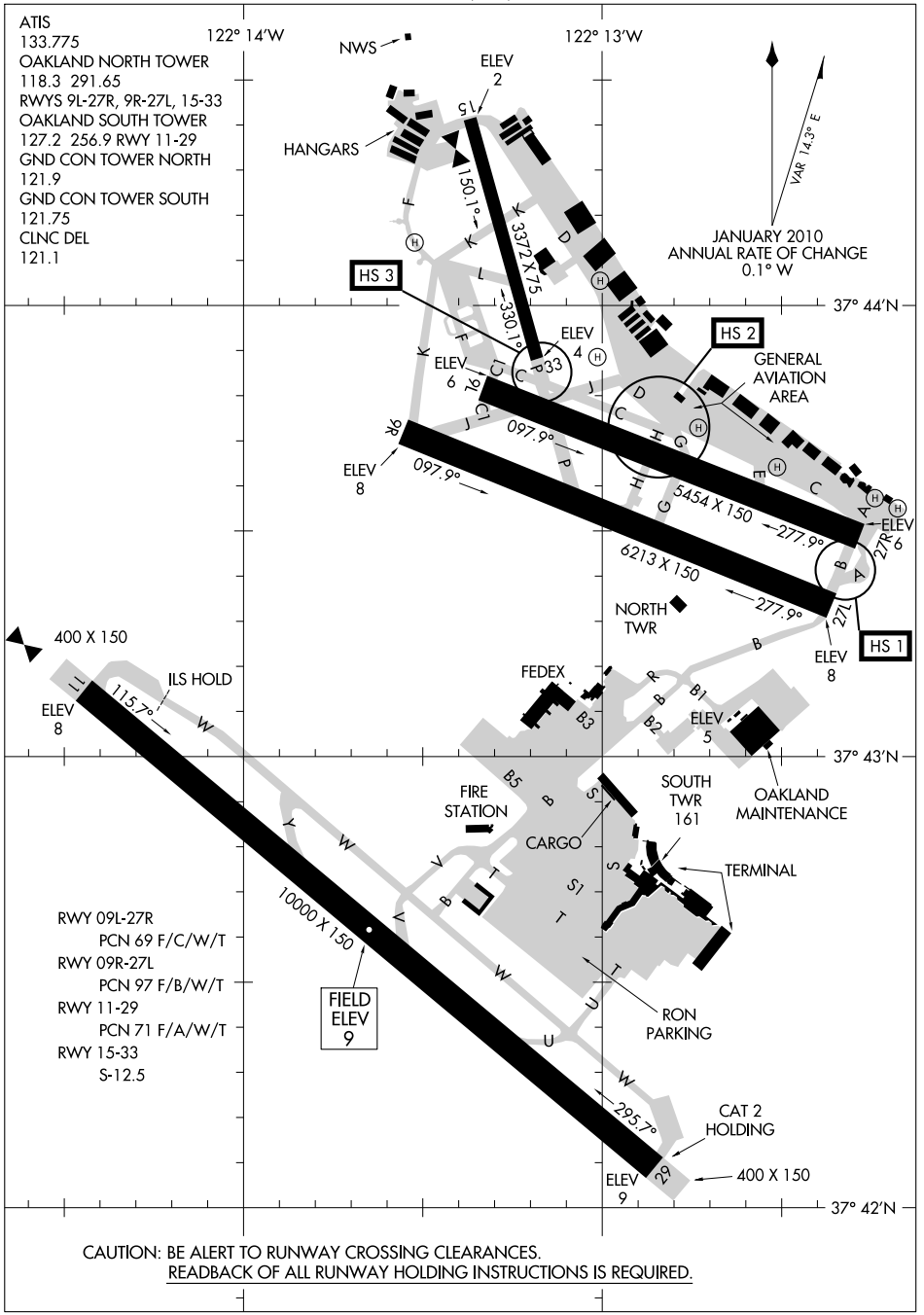
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

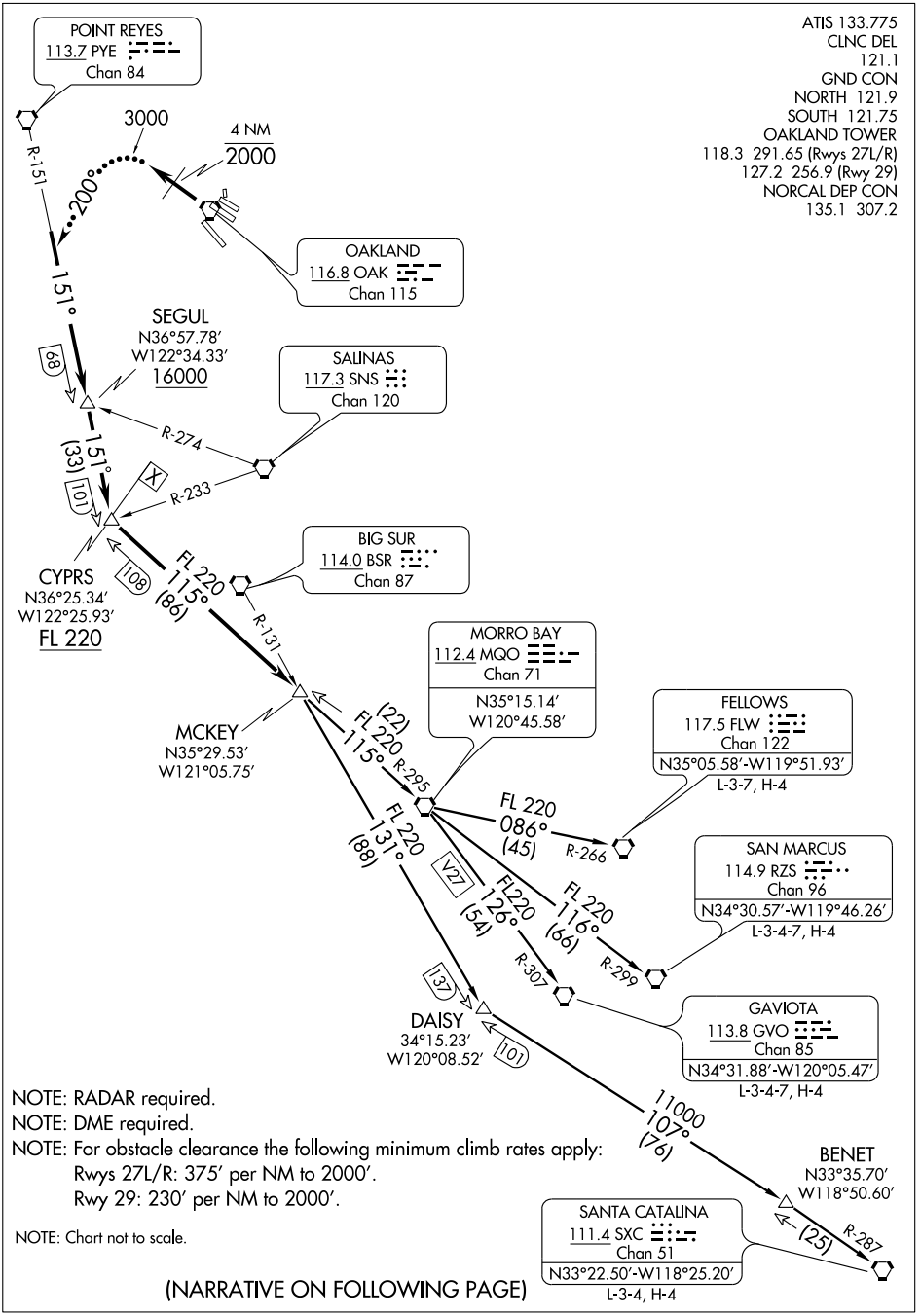
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)
AL-294 (FAA)
OAKLAND, CALIFORNIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
OAKLAND, CALIFORNIA
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required.
NOTE: DME required.
NOTE: For obstacle clearance the following minimum climb rates apply:
Rwys 27L/R: 375' per NM to 2000'.
Rwy 29: 230' per NM to 2000'.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

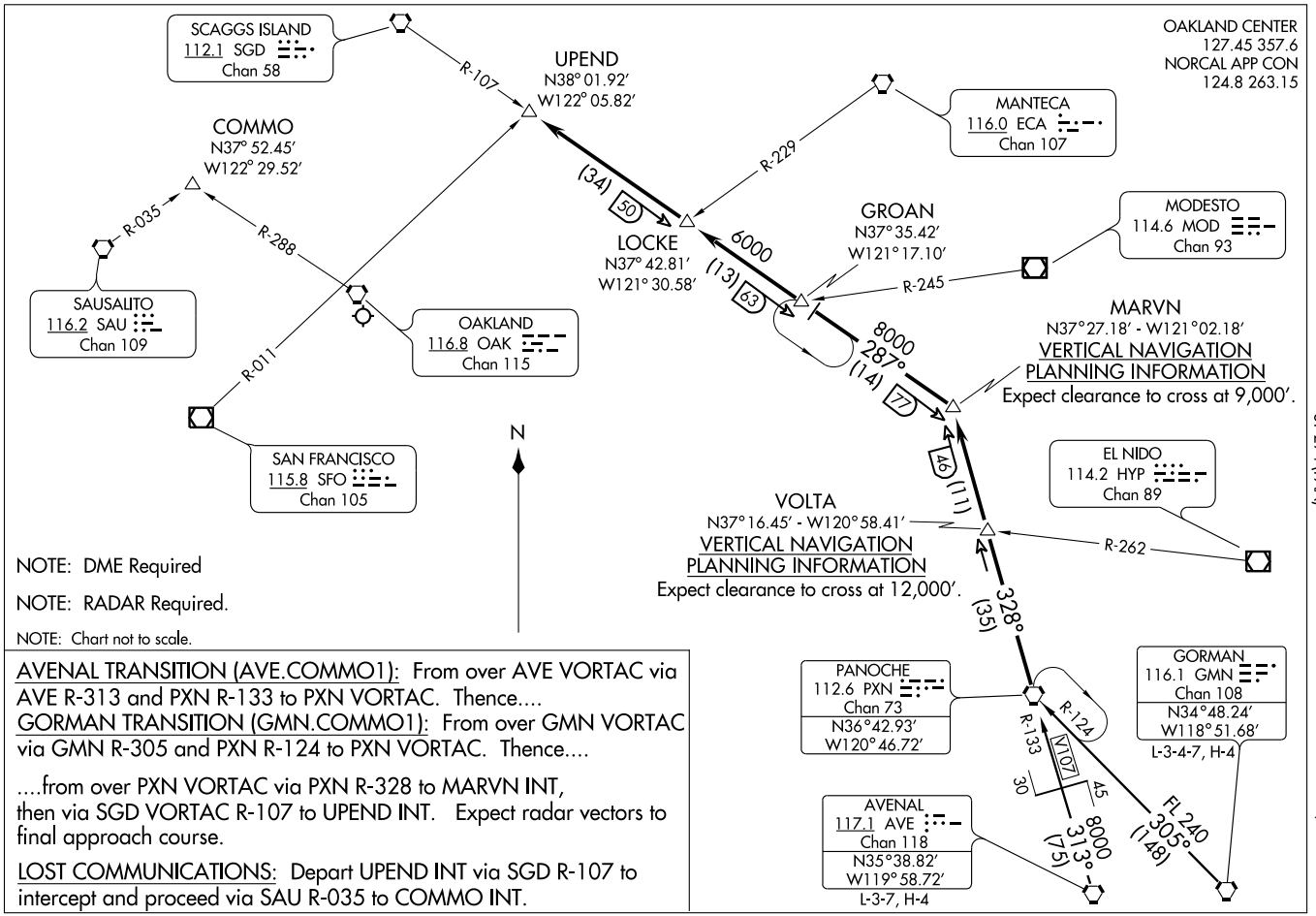
TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vectors to PYE R-151. Cross 4 miles northwest of OAK VORTAC at or below 2000'. Intercept and proceed via the PYE R-151 to SEGUL INT. Cross SEGUL INT at or above 16000'. Proceed via the PYE R-151 to CYPRS INT; cross CYPRS INT at or above FL 220. Then via the MQO R-295 to MCKEY INT, then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: TAKE-OFF RUNWAYS 27L/R AND 29: After reaching 3000', turn left heading 200° , intercept and proceed via PYE R-151, then resume own navigation.
FELLOWS TRANSITION (COAST5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-086 and FLW R-266 to FLW VORTAC.
GAVIOTA TRANSITION (COAST5.GVO): from over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-126 and GVO R-307 to GVO VORTAC.
SAN MARCUS TRANSITION (COAST5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-116 and RZS R-299 to RZS VORTAC.
SANTA CATALINA TRANSITION (COAST5.SXC): From over MCKEY INT via BSR R-131 and SXC R-287 to SXC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

COMMO ONE ARRIVAL

(PXN.COMMO1) 10266

OAKLAND, CALIFORNIA
METROPOLITAN OAKLAND INTL



NOTE: DME Required

NOTE: RADAR Required.

NOTE: Chart not to scale.

AVENAL TRANSITION (AVE.COMMO1): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

GORMAN TRANSITION (GMN.COMMO1): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

....from over PXN VORTAC via PXN R-328 to MARVN INT, then via SGD VORTAC R-107 to UPEND INT. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: Depart UPEND INT via SGD R-107 to intercept and proceed via SAU R-035 to COMMO INT.

(PXN.COMMO1) 10266

COMMO ONE ARRIVAL

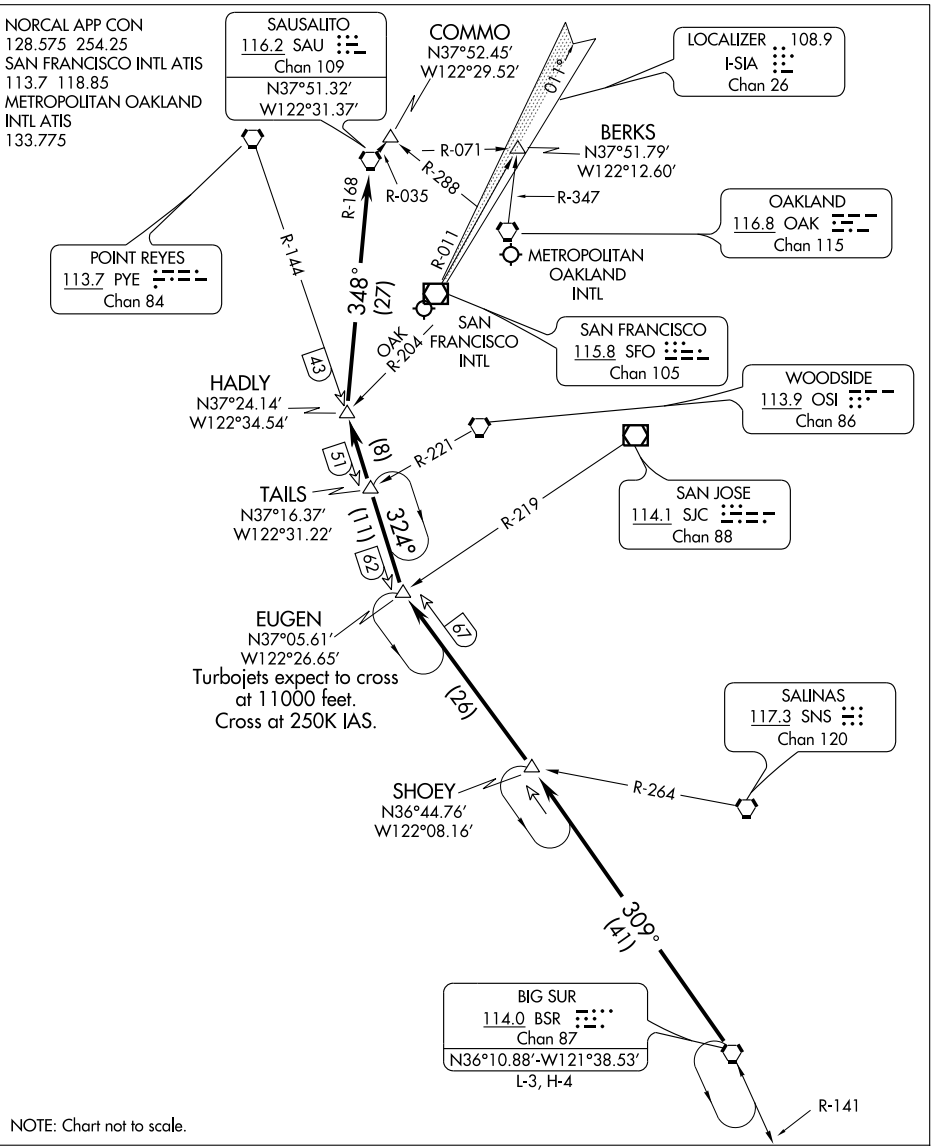
ST-294 (FAA)

METROPOLITAN OAKLAND INTL
OAKLAND, CALIFORNIA

HADLY TWO ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000′ and at 250K IAS.

LOST COMMUNICATIONS

San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT.

Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

HADLY TWO ARRIVAL

SAN FRANCISCO, CALIFORNIA

(BSR.HADLY2) 09351

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-OAK	APP CRS		27R	27L
109.9	276°	Rwy Idg	5454	6213
		TDZE	7	9
		Apt Elev	9	9

ILS or LOC/DME RWY 27R

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR Rwy 27R

MISSED APPROACH: Climb to 3000 via OAK R-285 to intercept SGD R-165 to REBAS INT/SGD 14.3 and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1

112.1 SGD Chan 58

REBAS SGD 14.3

R-035 345° 165°

116.2 SAU Chan 109

R-165

ALTERNATE MISSED APCH FIX

035° 215° R-035

SAUSALITO SAU 116.2 Chan 109

MSA OAK 25 NM

170° 3800 5100 350°

2050 1795 1974 3901

10 NM

1630 2222 2600

878 443

R-285

LOCALIZER 109.9 I-OAK

1811 950 810 1567± 1128 1275

OAKLAND 116.8 OAK Chan 115

208 226 940± 144± 539± 1854

UPACI INT OAK 9

GROVE INT OAK 11.7

CUVSA OAK 5.5

1500 276° (3.5) 2600 276° (2.7) 3400 276° (3.3)

703±

(IF) NAGVY INT OAK 15

1834

(IAF) SUNOL OAK 21

096°

2349

(CUSUK)

R-329 R-336 R-346

114.1 SJC Chan 88

4200 to NAGVY 229° (0.7) and LOC (5.5)

ELEV 9

276° 4.6 NM from FAF

15 100 70 69 143 101 161

3372 X 75

5454 X 150

6213 X 150

10000 X 150

27R 27L TDZE 7 TDZE 9

3000 OAK R-285

SGD R-165 112.1

REBAS

Procedure Turn NA

NAGVY INT OAK 15

GROVE INT OAK 11.7

UPACI INT OAK 9

CUVSA OAK 5.5

OAK 0.9

276° 4200 3400 2600 1500 1500

GS 2.90° TCH 57

4.6 NM 3.5 NM 2.7 NM 3.3 NM

CATEGORY	A	B	C	D
S-ILS 27R	*207/24 200 (200-½)			
S-LOC 27R	400/24 393 (400-½)			400/40 393 (400-¾)
SIDESTEP RWY 27L	420/50 411 (500-1)		420-1½ 411 (500-1½)	420-2 411 (500-2)
CIRCLING	520-1 511 (600-1)	540-1 531 (600-1)	540-1½ 531 (600-1½)	560-2 551 (600-2)

TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-AAZ	APP CRS	Rwy Idg	10000
111.9	114°	TDZE	9
		Apt Elev	9

ILS or LOC RWY 11

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

DME requried.

MALSR

MISSED APPROACH: Climb via heading 114° to cross HISIS/OAK 2.8 DME at or below 1600 then climb to 5000 via heading 090° and OAK VORTAC R-114 to DECOT INT/OAK 11 DME/RADAR and hold, continue climb-in-hold to 5000.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1

Procedure NA for arrivals at MICRA via V107-301 westbound.

4100 to COMMO
108° (8.8)
(IAF)
MICRA
2600
113.7 PYE
R-108
Chan 84
294°
R-035
2900 to ALCAT
090° (1.3)
and LOC (3)
COMMO
(AVBUW)
(IF)
ALCAT INT
OAK 11.3
OAK
R-288
1800
114°
SAUSALITO
116.2 SAU
Chan 109
878
(5)
443
PLAZA INT
OAK 6.3
R-334
1811
950
208±
208
226
940 ±
158
2016
810
R-354
LOCALIZER 111.9
I-AAZ
1569
1128
10 NM
R-048
HISIS
OAK 2.8
R-131
R-114
DECOT
OAK 11
RADAR
R-024
1275
SAN FRANCISCO
115.8 SFO
Chan 105
R-076
113.9 OSI
Chan 86
294°
114°
1425
1898
1993
2026
2050
1795
1974
1630
2222

MSA OAK 25 NM
170°
3800
5100
350°

VGSI and ILS glidepath not coincident.

hdg 114°	1600 HISIS INT	5000 hdg 090°	OAK R-114	DECOT

ALCAT INT
OAK 11.3
PLAZA INT
OAK 6.3
2900
114°
1800
Procedure
Turn NA
GS 2.75°
TCH 51
1800
5 NM
5.9 NM

ELEV 9
114° 5.9 NM
from FAF
TDZE
9
10000 X 150
6213 X 150
5455 X 150
3372 X 75
100
70
69
143
101
161
11
27L
27R
29

TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R and 9R-27L

CATEGORY	A	B	C	D
S-ILS 11	209/24 200 (200-½)			
S-LOC 11	460/24 451 (500-½)		460/40 451 (500-¾)	460/50 451 (500-1)
CIRCLING	520-1 511 (600-1)	540-1 531 (600-1)	540-1½ 531 (600-1½)	560-2 551 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-INB	APP CRS	Rwy Idg	10000
108.7	294°	TDZE	9
		Apt Elev	9

ILS or LOC RWY 29

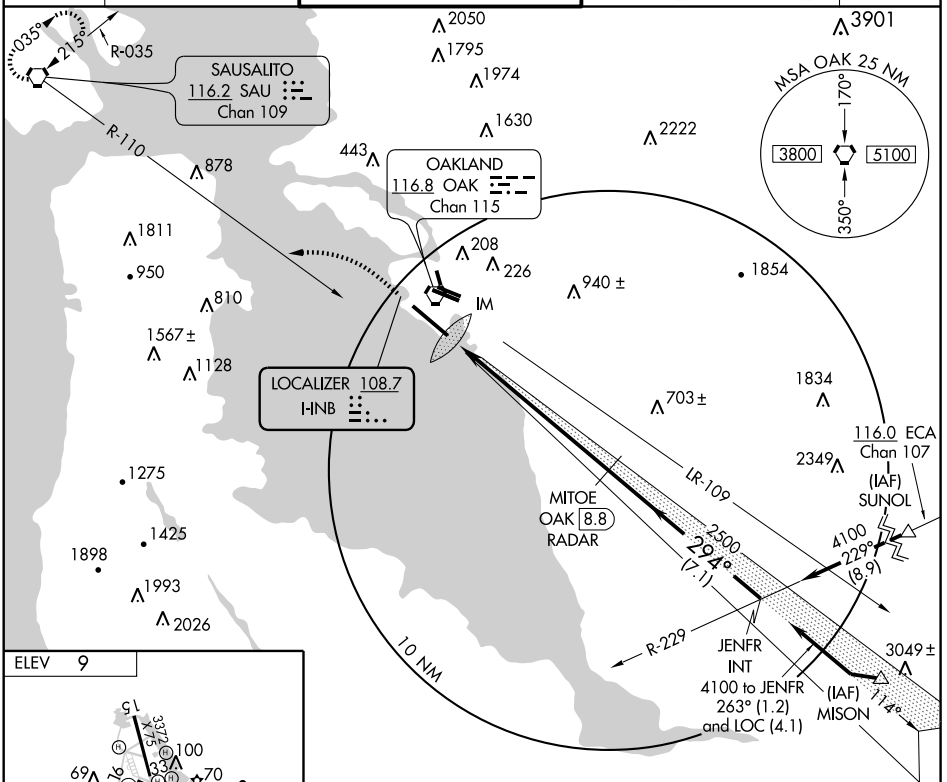
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

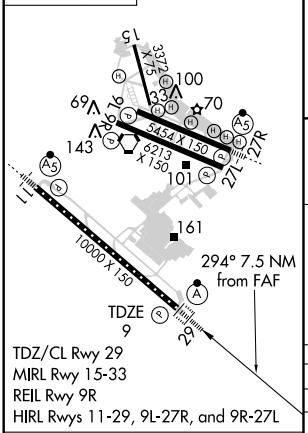
*DME or RADAR required for S-LOC 29.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 260° and SAU R-110 to SAU VORTAC and hold.

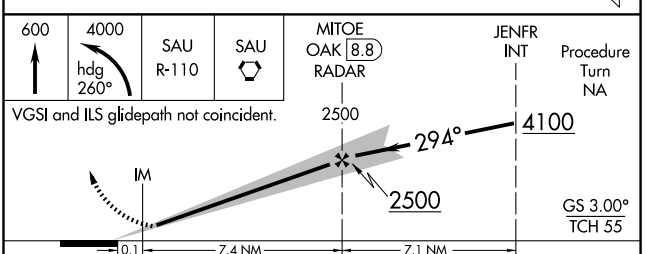
ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30



CATEGORY	A	B	C	D
S-ILS 29	209/18 200 (200-½)			
S-LOC 29 *	560/24 551 (600-½)		560/50 551 (600-1)	560/60 551 (600-1¼)
CIRCLING	560-1 551 (600-1)		560-1½ 551 (600-1½)	560-2 551 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-INB	APP CRS	Rwy Idg	10000
108.7	294°	TDZE	9
		Apt Elev	9

ILS RWY 29 (CAT II)

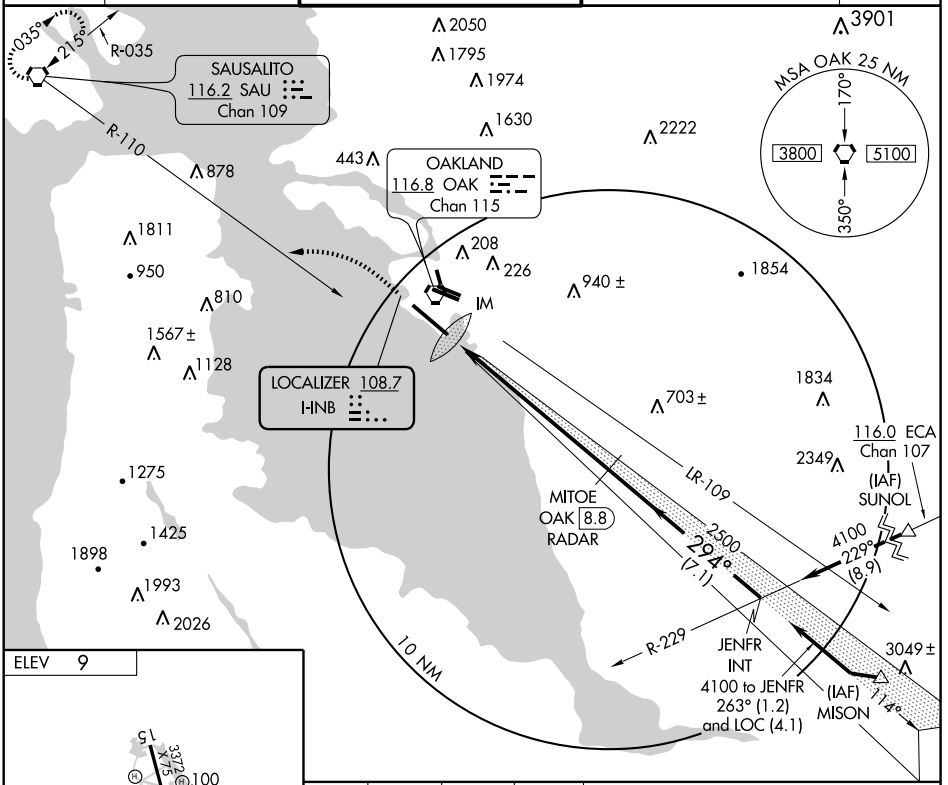
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

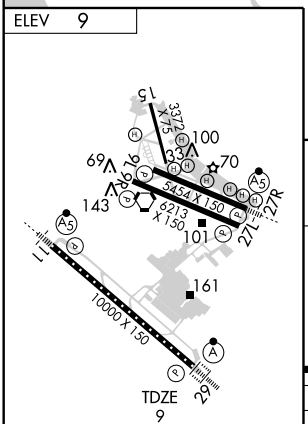
Obstructions in the missed approach area require a rate of climb of at least 300 FPM/100K, 450 FPM/ 150K, 600 FPM/200K to 600 feet, no wind conditions.

ALSF-2

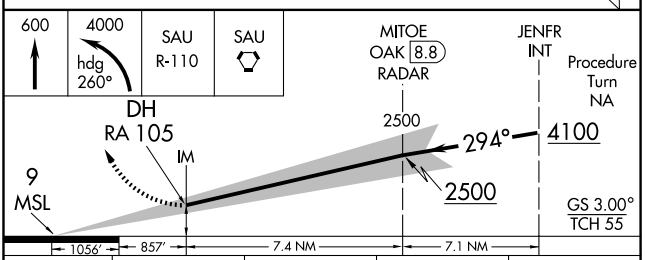
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 260° and SAU R-110 to SAU VORTAC and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L



CATEGORY	A	B	C	D
S-ILS 29	RA 105/12 100 DA 109			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-INB	APP CRS	Rwy Idg	10000
108.7	294°	TDZE	9
		Apt Elev	9

ILS RWY 29 (CAT III)

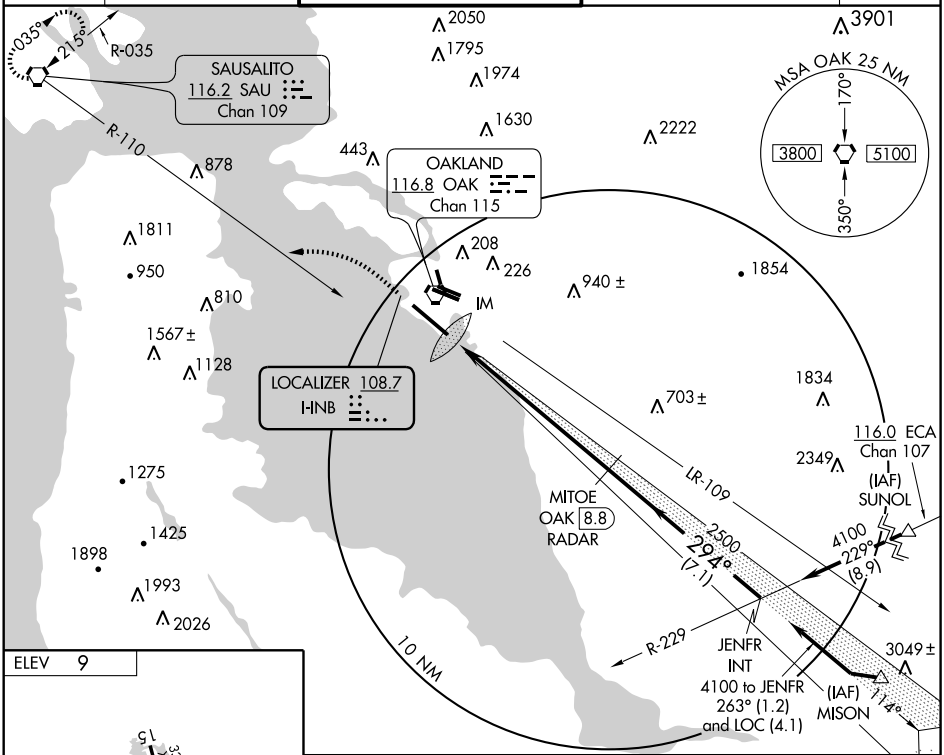
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

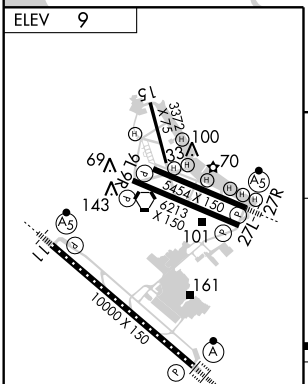
Obstructions in the missed approach area require a rate of climb of at least 300 FPM/100K, 450 FPM/ 150K, 600 FPM/200K to 600 feet, no wind conditions.

ALSF-2

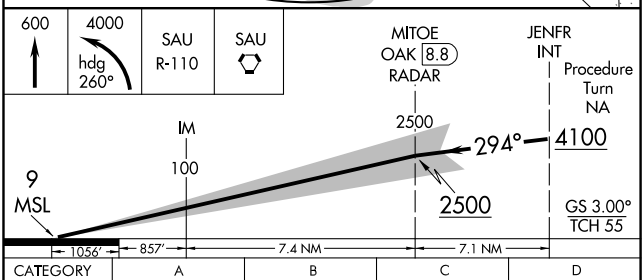
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 260° and SAU R-110 to SAU VORTAC and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L



CATEGORY	A	B	C	D
S-ILS 29	CAT IIIa RVR 07			
S-ILS 29	CAT IIIb RVR 06			
S-ILS 29	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOCKE ONE ARRIVAL (MOD.LOCKE1) 10266

SAN FRANCISCO, CALIFORNIA

CLOVIS TRANSITION (CZQ.LOCKE1): From over CZQ VORTAC via CZQ R-305 and MOD R-093 to MOD VOR/DME. Thence....

COALDALE TRANSITION (OAL.LOCKE1): From over OAL VORTAC via OAL R-246 and MOD R-064 to MOD VOR/DME. Thence...

MINA TRANSITION (MVA.LOCKE1): From over MVA VORTAC via MVA R-204, OAL R-246 and MOD R-064 to MOD VOR/DME. Thence....

MUSTANG TRANSITION (FMG.LOCKE1): From over FMG VORTAC via FMG R-182 and MOD R-064 to MOD VOR/DME. Thence....

....From over MOD VOR/DME via MOD R-245 to GROAN INT, then via SGD VORTAC R-107 to UPEND INT. Expect vectors to final approach course.

LOST COMMUNICATIONS METRO OAKLAND INTL ONLY: Depart UPEND INT via SGD R-107 to intercept and proceed via SAU R-035 to COMMO INT.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
128.325 254.3
SAN FRANCISCO INTL ATIS
113.7 118.85

MUSTANG
117.9 FMG
Chan 126
N39°31.88'-W119°39.36'
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92'-W118°01.97'
L-9, H-3

COALDALE
117.7 OAL
Chan 124
N38°00.20'-W117°46.23'
L-9, H-3

CLOVIS
112.9 CZQ
Chan 76
N36°53.06'-W119°48.91'
L-3-9, H-3

SCAGGS ISLAND
112.1 SGD
Chan 58

LOCALIZER 108.9
I-SIA
Chan 26

MANTECA
116.0 ECA
Chan 107

MODESTO
114.6 MOD
Chan 93
N37°37.64'-W120°57.47'

COMMO
N37°52.45'
W122°29.52'

UPEND
N38°01.92'
W122°05.82'

GROAN
N37°35.42'
W121°17.11'

(ITGIJ)
N37°49.56'
W119°22.09'

INYOE
N37°53.74'
W118°45.90'

TROSE
N37°41.95'
W120°24.25'

(IVIPY)
N37°28.56'
W120°26.39'

LOCKE
N37°42.81'
W121°30.58'

Expect clearance to cross at 10,000 feet. Turbojets cross at 250K IAS.

SAN FRANCISCO INTL

OAKLAND
116.8 OAK
Chan 115

SAN FRANCISCO
115.8 SFO
Chan 105

METRO OAKLAND INTL

116.2 SAU
R-035
Chan 109

R-107
R-229
R-288
R-01
R-064
R-093

FL220
182°
(115)

FL190
204°
(53)

FL190
246°
(48)

FL180
244°
(50)

FL180
244°
(27)

246°
(29)

287°
(34)

6000
287°
(13)

8000
245°
(16)

273°
(26)

8000
305°
(47)

77
77
50
63

NOTE: Chart not to scale.

ST-375 (FAA)

MADWIN FOUR ARRIVAL
(ECA.MADN4) 10266

OAKLAND, CALIFORNIA

COALDALE TRANSITION (OAL.MADN4): From over OAL VORTAC via OAL R-250 and ECA R-068 to ECA VORTAC. Thence...

MINA TRANSITION (MVA.MADN4): From over MVA VORTAC via MVA R-230 and ECA R-068 to ECA VORTAC. Thence....

MUSTANG TRANSITION (FMG.MADN4): From over FMG VORTAC via FMG R-182 and ECA R-068 to ECA VORTAC. Thence...

.... From over ECA VORTAC via ECA R-229 to SUNOL INT. Expect radar vectors to the final approach course.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
124.8 263.15

MUSTANG
117.9 FMG
Chan 126
N39°31.88' - W119°39.36'
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92' - W118°01.97'
L-9, H-3

FL220
182°
(65)

CUBIC
N38°29.95' - W120°04.95'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at FL240

HERBE
N38°02.82' - W119°32.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL240

OAKLAND
116.8 OAK
Chan 115

LINDEN
114.8 LIN
Chan 95

SCAGGS ISLAND
112.1 SGD
Chan 58

MANTECA
116.0 ECA
Chan 107
N37°50.02'
W121°10.28'

MAMIE
N37°50.42'
W121°03.99'

WRAPS
N37°51.48'
W120°47.03'

MATEE
N37°54.37'
W119°56.77'

FL180
230°
(78)

FL180
250°
(83)

LOCKE
N37°42.81'
W121°30.58'

8000
248°
(16)

FL180
248°
(18)

BIFFY
N37°53.09'
W120°19.81'

JOFAY
N37°55.72' - W119°30.76'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL240

METROPOLITAN
OAKLAND INTL

HAYWARD
EXECUTIVE

5000
229°
(13)

SHARR
N37°47.81' - W121°16.52'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at 12,000

DUGLE
N37°51.90'
W120°40.07'

CATTY
N37°38.95'
W121°41.34'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance
to cross at 8000

SUNOL
N37°36.33'
W121° 48.62'

MODESTO
114.6 MOD
Chan 93

COALDALE
117.7 OAL
Chan 124
N38°00.20'
W117°46.23'
L-9, H-3

SAN JOSE
114.1 SJC
Chan 88

PANOCHE
112.6 PXN
Chan 73

N

NOTE: Chart not to scale.

ST-294 (FAA)

MANTECA ONE ARRIVAL (ECA.ECA1) 10266

COALDALE TRANSITION (OAL.ECA1): From over OAL VORTAC via OAL R-250 and ECA R-068 to ECA VORTAC. Thence...

MINA TRANSITION (MVA.ECA1): From over MVA VORTAC via MVA R-230 and ECA R-068 to ECA VORTAC. Thence....

MUSTANG TRANSITION (FMG.ECA1): From over FMG VORTAC via FMG R-182 and ECA R-068 to ECA VORTAC. Thence...

.... From over ECA VORTAC via ECA R-229 to LOCKE INT, then via SGD R-107 to UPEND INT. Expect vectors to the final approach course.

LOST COMMUNICATIONS: Depart UPEND INT via SGD R-107 to intercept and proceed via SAU R-035 to COMMO INT.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
124.8 263.15

MUSTANG
117.9 FMG
Chan 126
N39°31.88′ - W119°39.36′
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92′ - W118°01.97′
L-9, H-3

CUBIC
N38°29.95′ - W120°04.95′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

HERBE
N38°02.82′ - W119°32.87′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

JOFAY
N37°55.72′ - W119°30.76′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 20,000′.

SCAGGS ISLAND
112.1 SGD
Chan 58

LINDEN
114.8 LIN
Chan 95

MANTECA
116.0 ECA
Chan 107
N37°50.02′
W121°10.28′

UPEND
N38°01.92′
W122°05.82′

MAMIE
N37°50.42′
W121°03.99′

WRAPS
N37°51.48′
W120°47.03′

MATEE
N37°54.37′
W119°56.77′

COMMO
N37°52.45′
W122°29.52′

LOCKE
N37°42.81′
W121°30.58′

SHARR
N37°47.81′ - W121°16.52′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 9000

DUGLE
N37°51.90′
W120°40.07′

BIFFY
N37°53.09′
W120°19.81′

COALDALE
117.7 OAL
Chan 124
N38°00.20′
W117°46.23′
L-9, H-3

SAN FRANCISCO
115.8 SFO
Chan 105

SAUSALITO
116.2 SAU
Chan 109

OAKLAND
116.8 OAK
Chan 115

MODESTO
114.6 MOD
Chan 93

R-107 R-035 R-011 R-288 R-175 R-124 R-111 R-068 R-287 R-321 R-014 R-027

FL200 182° (65)
8000 248° (16) 40
FL180 248° (18) 58
FL180 230° (78)
FL180 250° (83)
287° (34) 50
5000 229° (13) 18
(5) (5) 18
(13) (6) 24
(39) 104
(21) 79
66 96

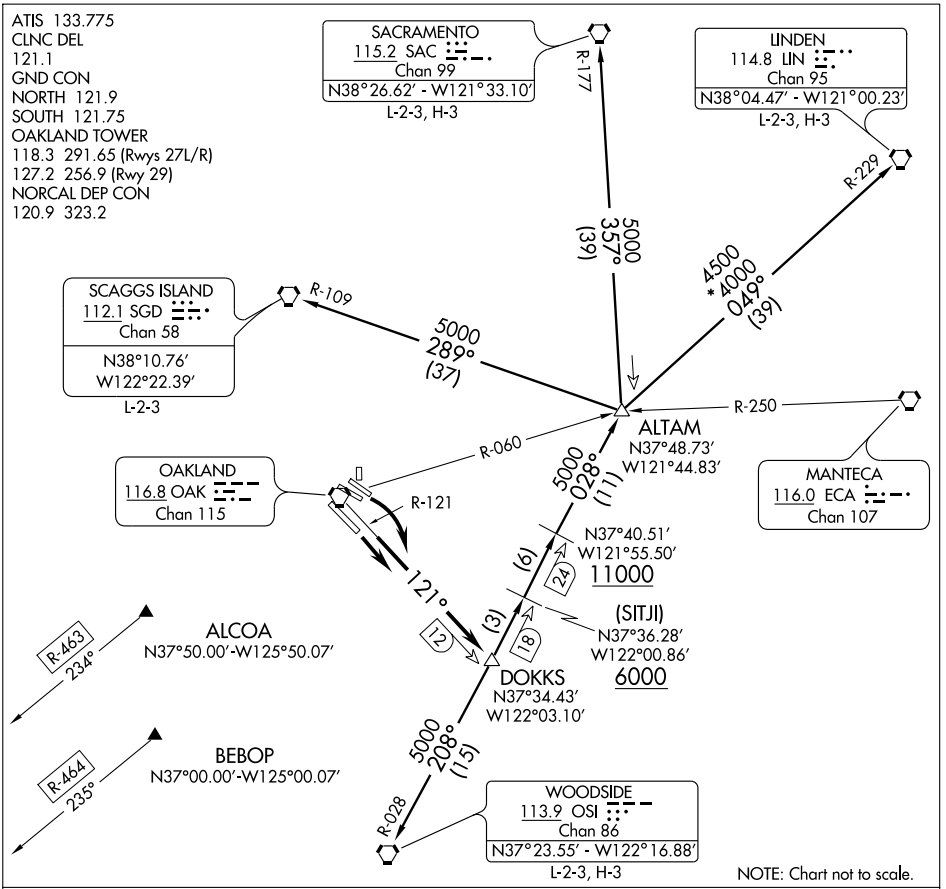
N

NOTE: Chart not to scale.

OAKLAND, CALIFORNIA
METROPOLITAN OAKLAND INTL

ST-294 (FAA)

MARINA FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R: Turn right and climb via OAK-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Except clearance to filed altitude ten minutes after departure.

LINDEN TRANSITION (MARI4.LIN): From over DOKKS INT via OSI R-028 and LIN R-229 to LIN VORTAC. Cross OSI R-028 18 DME at or above 6000′, OSI R-028 24 DME at or above 11000′.

SACRAMENTO TRANSITION (MARI4.SAC): From over DOKKS INT via OSI R-028 and SAC R-177 to SAC VORTAC. Cross OSI R-028 18 DME at or above 6000′ and OSI R-028 24 DME at or above 11000′.

SCAGGS ISLAND TRANSITION (MARI4.SGD): From over DOKKS INT via OSI R-028 and SGD R-109 to SGD VORTAC. Cross OSI R-028 18 DME at or above 6000′ and OSI R-028 24 DME at or above 11000′.

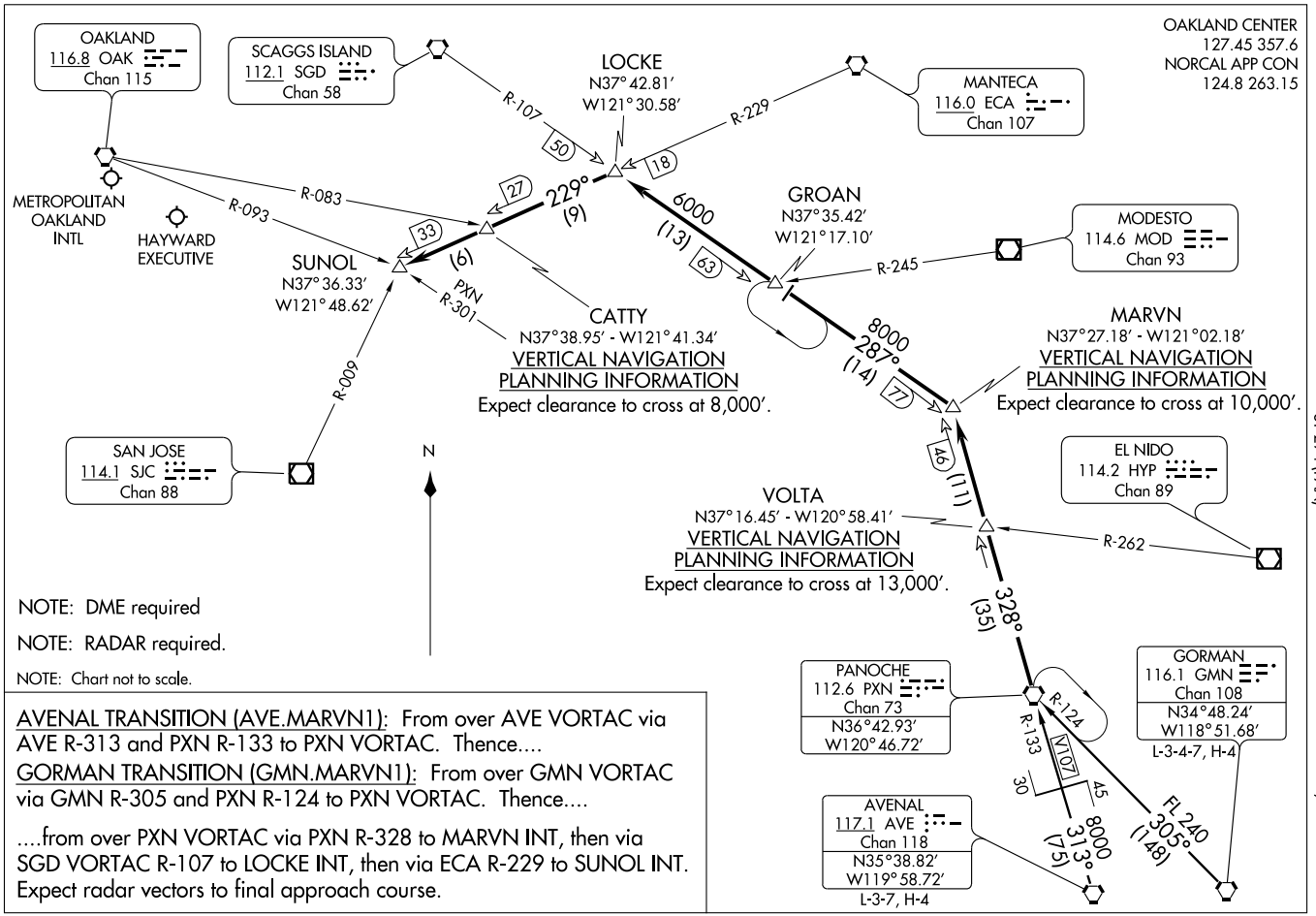
WOODSIDE TRANSITION (MARI4.OSI): From over DOKKS INT via OSI R-028 to OSI VORTAC.

MARINA FOUR DEPARTURE
(MARI4.DOKKS) 10266
OAKLAND, CALIFORNIA
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

MARVN ONE ARRIVAL (PXN.MARVN1) 10266

OAKLAND, CALIFORNIA



AVENAL TRANSITION (AVE.MARVN1): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

GORMAN TRANSITION (GMN.MARVN1): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

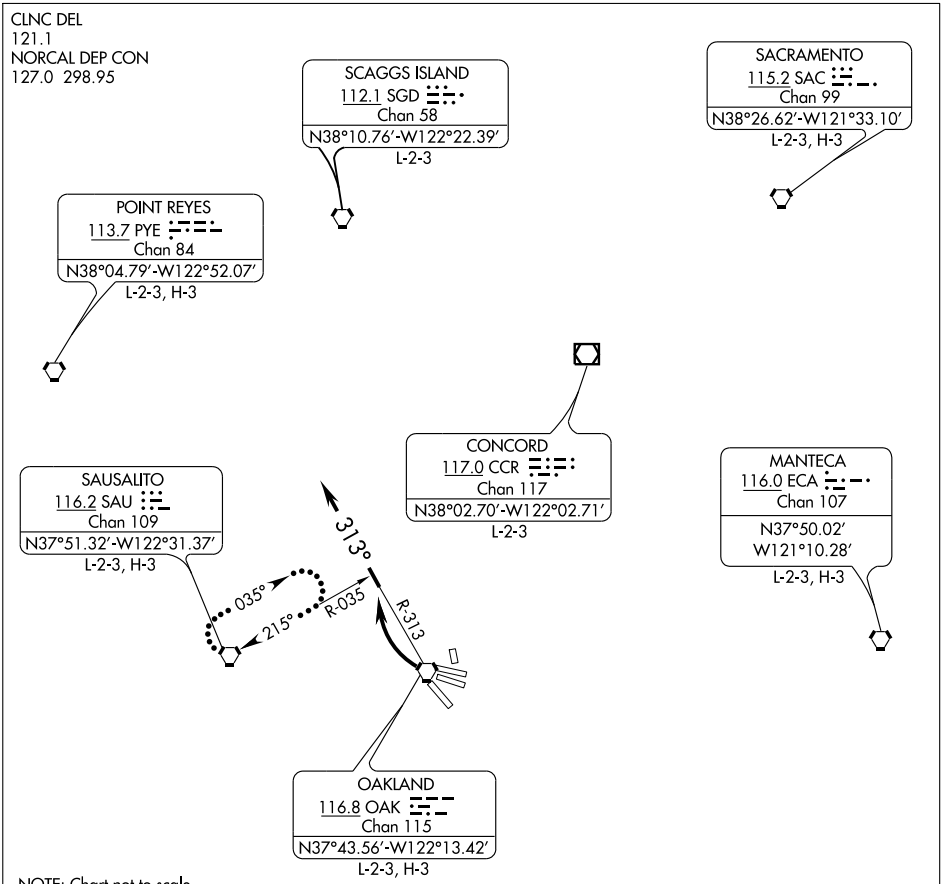
....from over PXN VORTAC via PXN R-328 to MARVN INT, then via SGD VORTAC R-107 to LOCKE INT, then via ECA R-229 to SUNOL INT. Expect radar vectors to final approach course.

ST-294 (FAA)

MARVN ONE ARRIVAL (PXN.MARVN1) 10266

OAKLAND, CALIFORNIA

NIMITZ TWO DEPARTURE



NOTE: Chart not to scale.

NOTE: RADAR required.

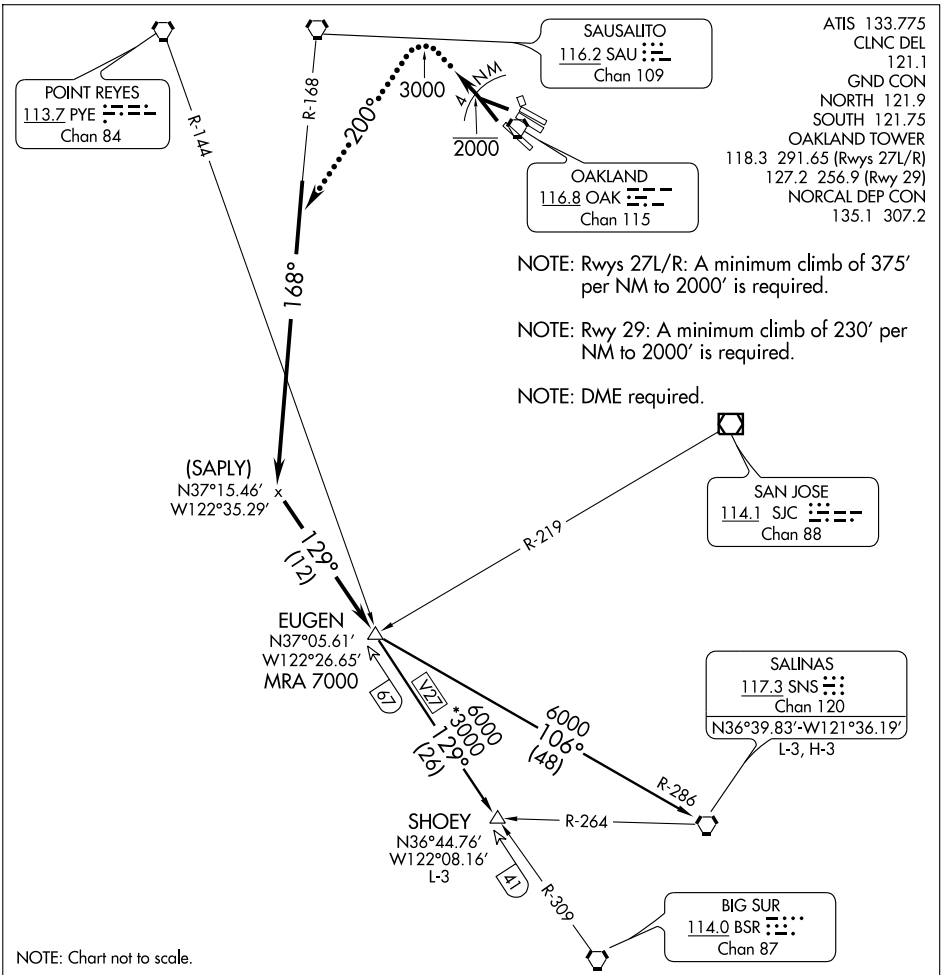
NOTE: Departure Rwys 27L/R: A minimum climb of 375' per NM to 2000' is required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Turn right, intercept and proceed via OAK R-313 for vectors to assigned fix/route. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure after reaching 3000', proceed direct to SAU VORTAC and hold on SAU R-035. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vector to the SAU R-168. Cross 4 miles northwest of OAK VORTAC at or below 2000′. Then via the SAU R-168 and the BSR R-309 to EUGEN INT. Then via (transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

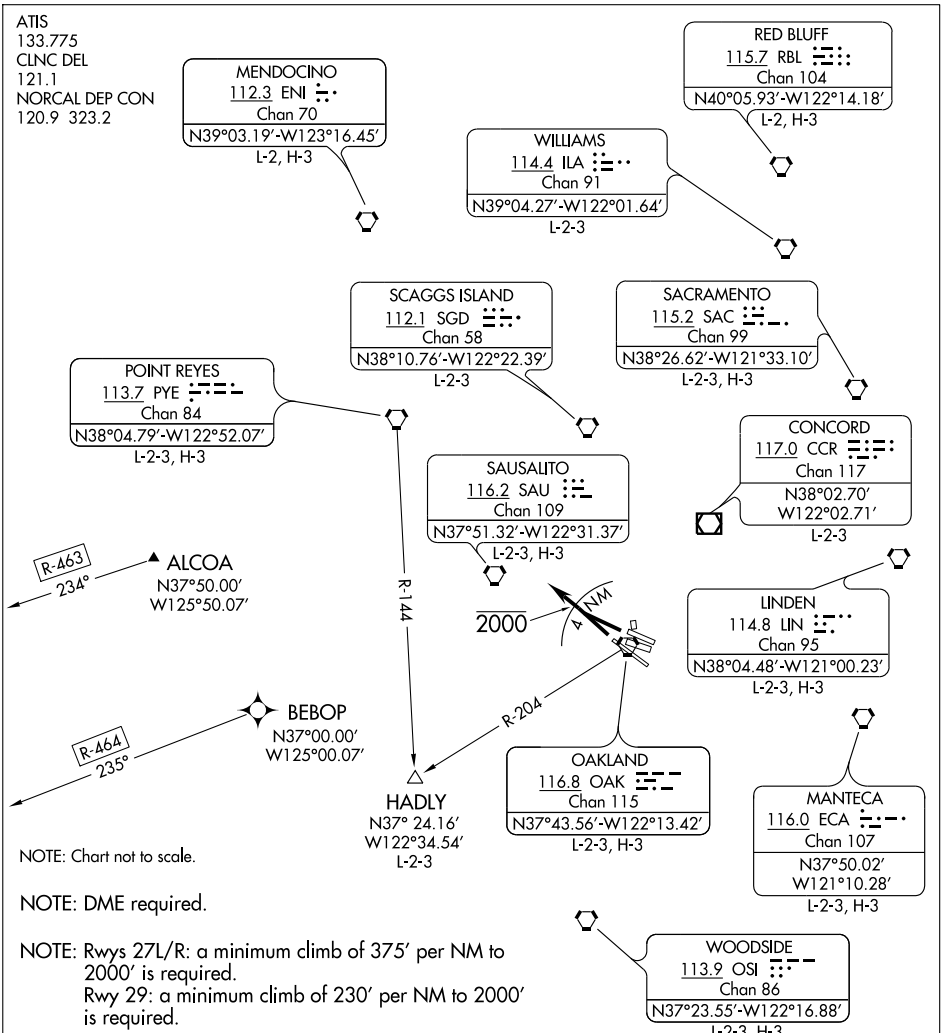
LOST COMMUNICATIONS: Take-off runways 27L/R and 29: After reaching 3000′, turn left heading 200°, intercept the SAU R-168, resume own navigation.

SALINAS TRANSITION (NUEVO5.SNS): From over EUGEN INT via the SNS R-286 to SNS VORTAC.

SHOEY TRANSITION (NUEVO5.SHOEY): From over EUGEN INT via the BSR R-309 to SHOEY INT.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

OAKLAND FIVE DEPARTURE



NOTE: Chart not to scale.

NOTE: DME required.

NOTE: Rwys 27L/R: a minimum climb of 375′ per NM to 2000′ is required.
Rwy 29: a minimum climb of 230′ per NM to 2000′ is required.

NOTE: Use the SILENT DEPARTURE during the time periods of 2200-0700 local in lieu of the OAKLAND DEPARTURE.

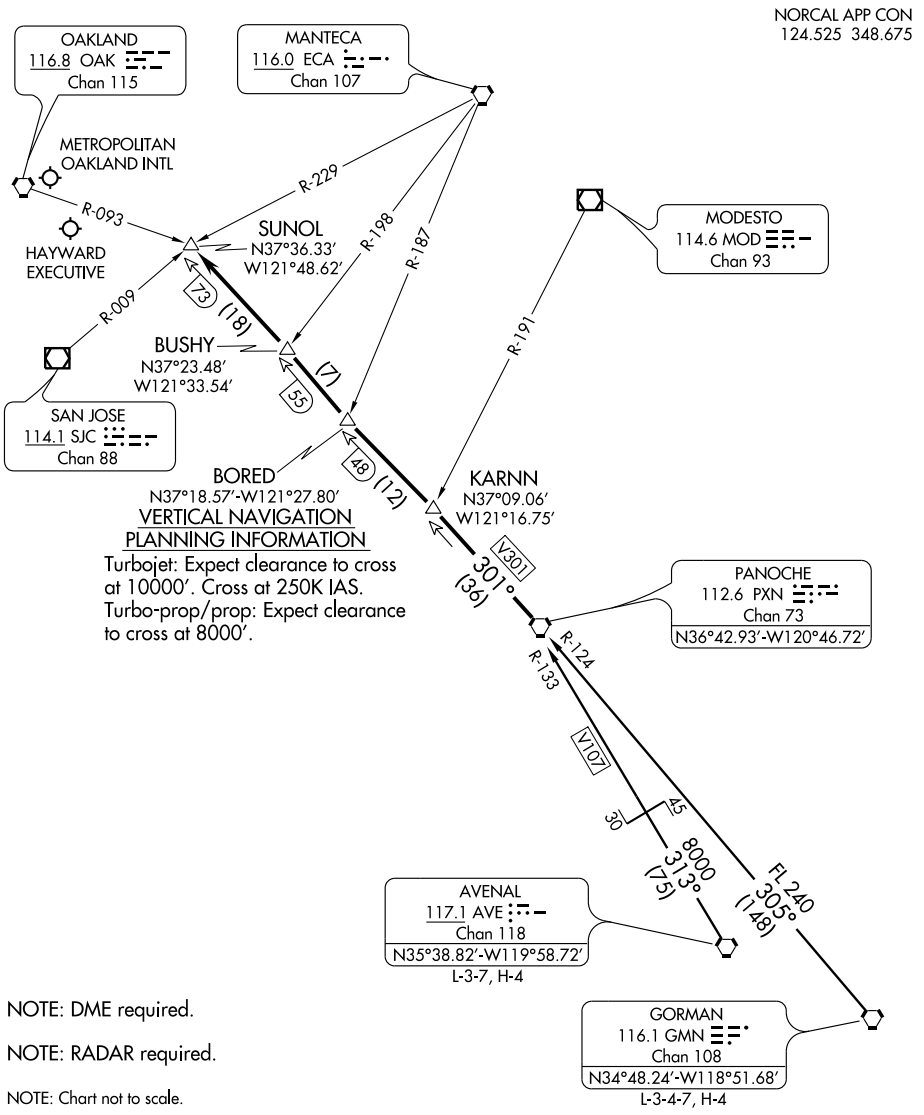
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Climb via runway heading or as assigned for vector to assigned route/fix. Cross 4 miles northwest of OAK VORTAC at or below 2000′, maintain assigned altitude. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control after reaching 3000′, continue climb to assigned altitude and proceed direct to assigned route/fix.

SW-2, 21 OCT 2010 to 18 NOV 2010

PANOCHE TWO ARRIVAL



AVENAL TRANSITION (AVE.PXN2): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

GORMAN TRANSITION (GMN. PXN2): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

....From over PXN VORTAC via PXN R-301 to SUNOL INT. Expect radar vectors to the final approach course.

PANOCHE TWO ARRIVAL

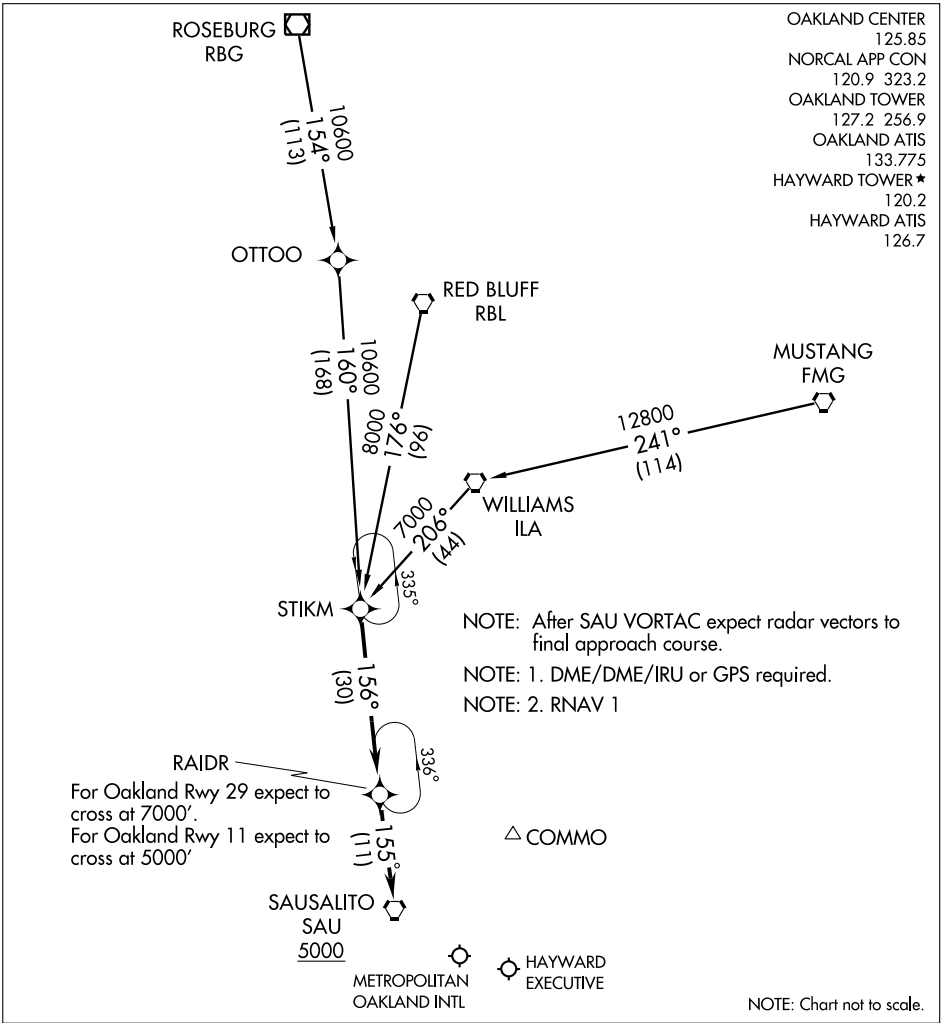
OAKLAND, CALIFORNIA

(PXN.PXN2) 10266

SW-2, 21 OCT 2010 to 18 NOV 2010

RAIDR TWO ARRIVAL (RNAV)

OAKLAND, CALIFORNIA



MUSTANG TRANSITION (FMG.RAIDR2)

RED BLUFF TRANSITION (RBL.RAIDR2)

ROSEBURG TRANSITION (RBG.RAIDR2)

From over STIKM WP via 156° track to RAIDR WP, thence as depicted to cross SAU VORTAC at or above 5000. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

Depart SAU VORTAC and proceed direct to COMMO INT.

SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9L

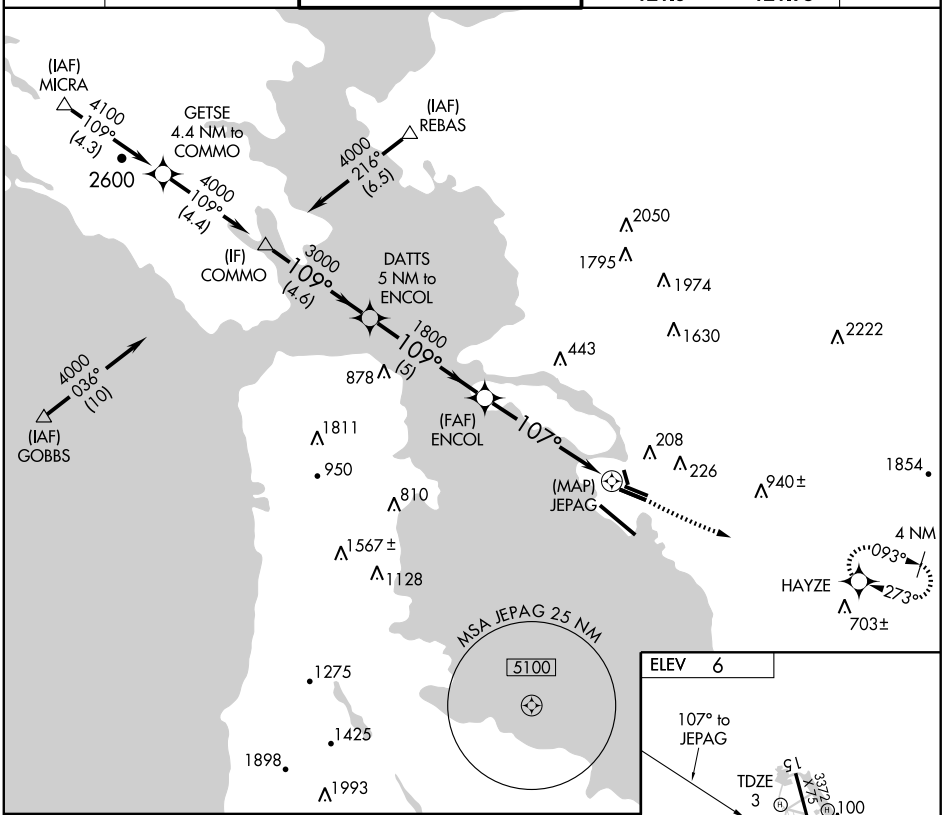
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

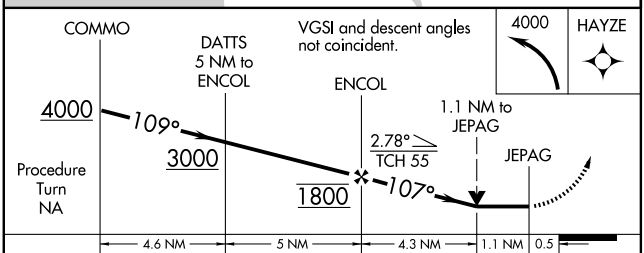
APP CRS	Rwy Idg	5454
107°	TDZE	3
	Apt Elev	6

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

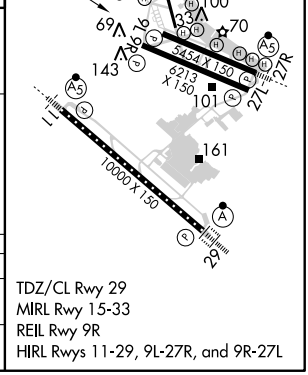
MISSED APPROACH: Climbing left turn to 4000 direct HAYZE WP and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





CATEGORY	A	B	C	D
LNAV MDA	540-1 537 (600-1)		540-1½ 537 (600-1½)	540-1¾ 537 (600-1¾)
CIRCLING	540-1 534 (600-1)		540-1½ 534 (600-1½)	560-2 554 (600-2)



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9R

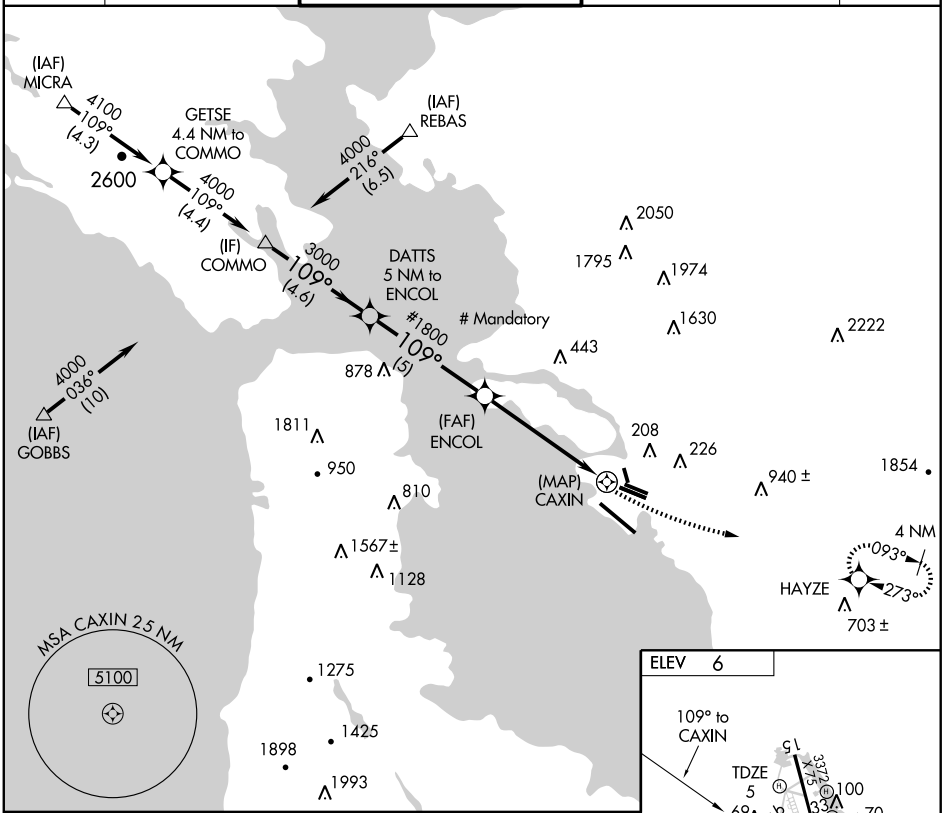
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

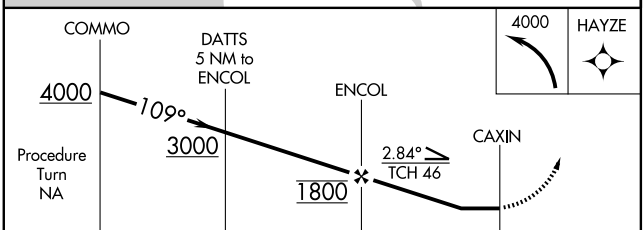
APP CRS	Rwy Idg	6213
109°	TDZE	5
	Apt Elev	6

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

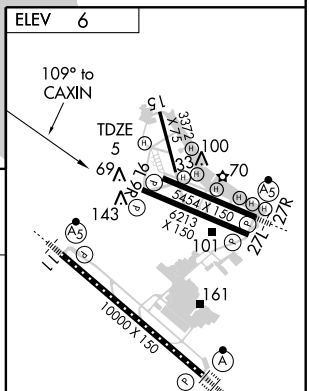
MISSED APPROACH: Climbing left turn to 4000 direct HAYZE WP and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





CATEGORY	A	B	C	D
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	520-1 514 (600-1)	540-1 534 (600-1)	540-1½ 534 (600-1½)	560-2 554 (600-2)



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86418	114°	TDZE	9
W11A		Apt Elev	9

RNAV (GPS) Y RWY 11

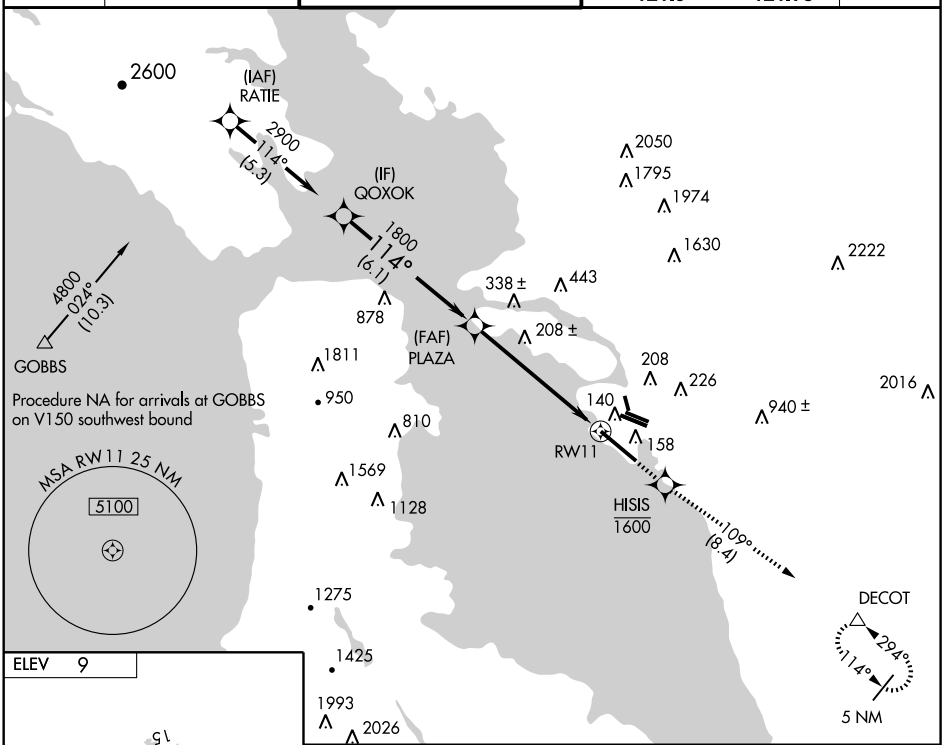
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

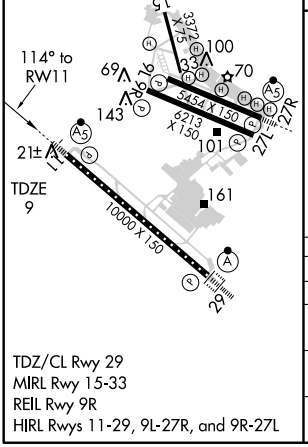
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MALSR

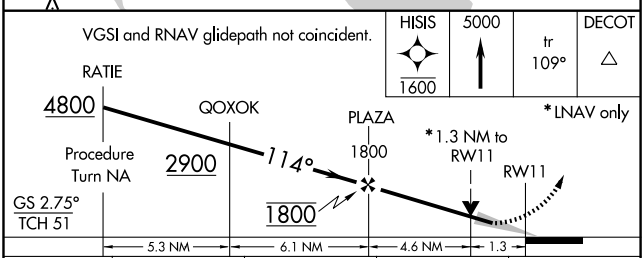
MISSED APPROACH: Climb direct HISIS to cross HISIS at or below 1600, then climb to 5000 on track 109° to DECOT and hold, continue climb-in-hold to 5000.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L



CATEGORY	A	B	C	D
LPV DA	259/24		250 (300-½)	
LNAV/ VNAV DA	367/40		358 (400-¾)	
LNAV MDA	460/24	451 (500-½)	460/40 451 (500-¾)	460/50 451 (500-1)
CIRCLING	520-1 511 (600-1)	540-1 531 (600-1)	540-1½ 531 (600-1½)	560-2 551 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72700 W27A	APP CRS 276°	Rwy Idg 6213 TDZE 9 Apt Elev 9

RNAV (GPS) Y RWY 27L

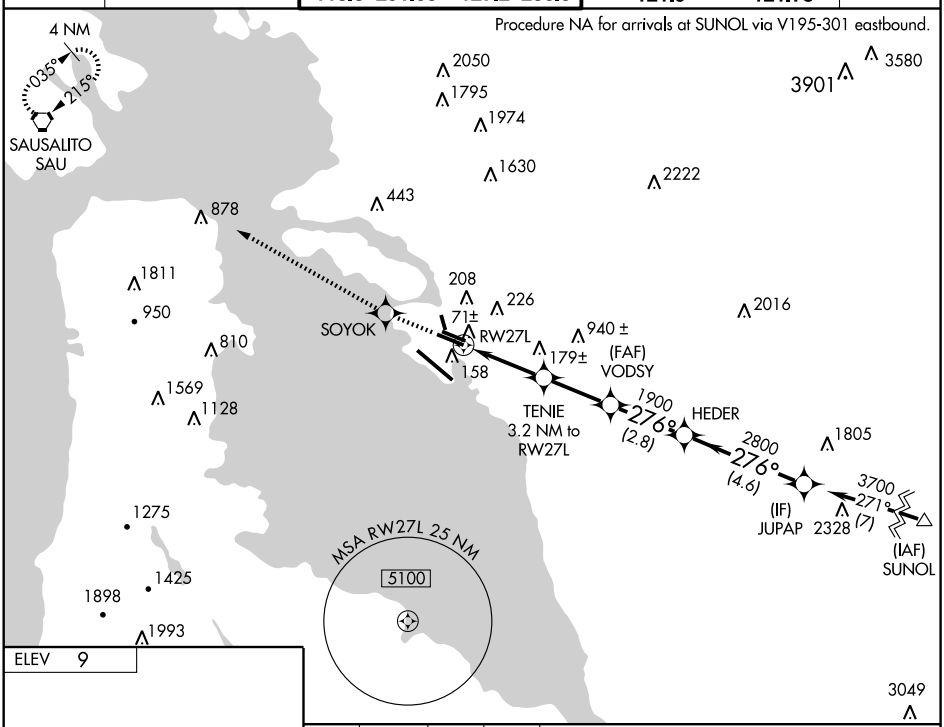
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

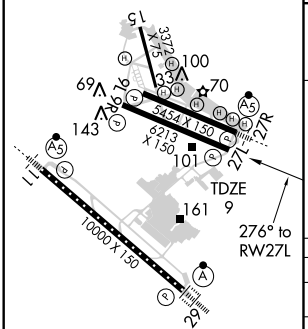
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP- 0.3 NA.

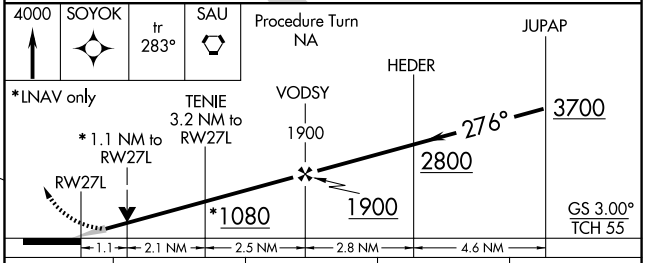
MISSED APPROACH: Climb to 4000 direct SOYOK and on track 283° to SAU VORTAC and hold, continue climb-in-hold to 4000.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3 291.65	127.2 256.9	121.9	121.75	121.1

Procedure NA for arrivals at SUNOL via V195-301 eastbound.







CATEGORY	A	B	C	D
LPV DA	259/40 250 (300-¾)			
LNAV/VNAV DA	359/60 350 (400-1¼)			
LNAV MDA	440/50 431 (500-1)		440/60 431 (500-1¼)	440-1½ 431 (500-1½)
CIRCLING	520-1 511 (600-1)	540-1 531 (600-1)	540-1½ 531 (600-1½)	560-2 551 (600-2)

TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5454
276°	TDZE	7
	Apt Elev	9

RNAV (GPS) Y RWY 27R

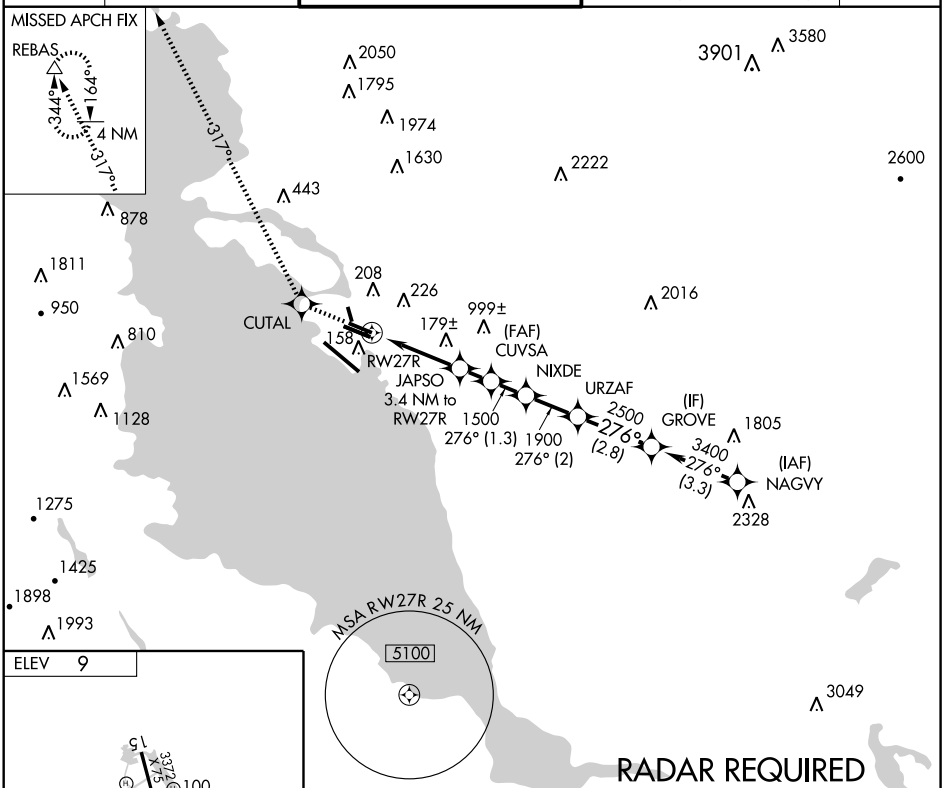
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

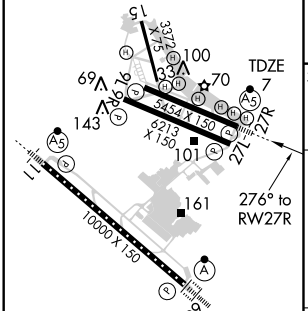
DME/DME RNP-0.3 NA.

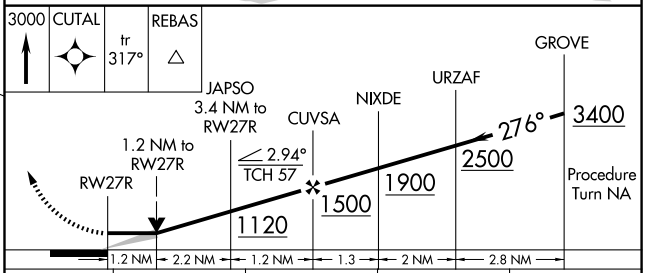
MALSR

MISSED APPROACH: Climb to 3000 direct CUTAL and on track 317° to REBAS and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1







CATEGORY	A	B	C	D
LNAV MDA	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)
CIRCLING	520-1 511 (600-1)	540-1 531 (600-1)	540-1½ 531 (600-1½)	560-2 551 (600-2)

TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 29

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

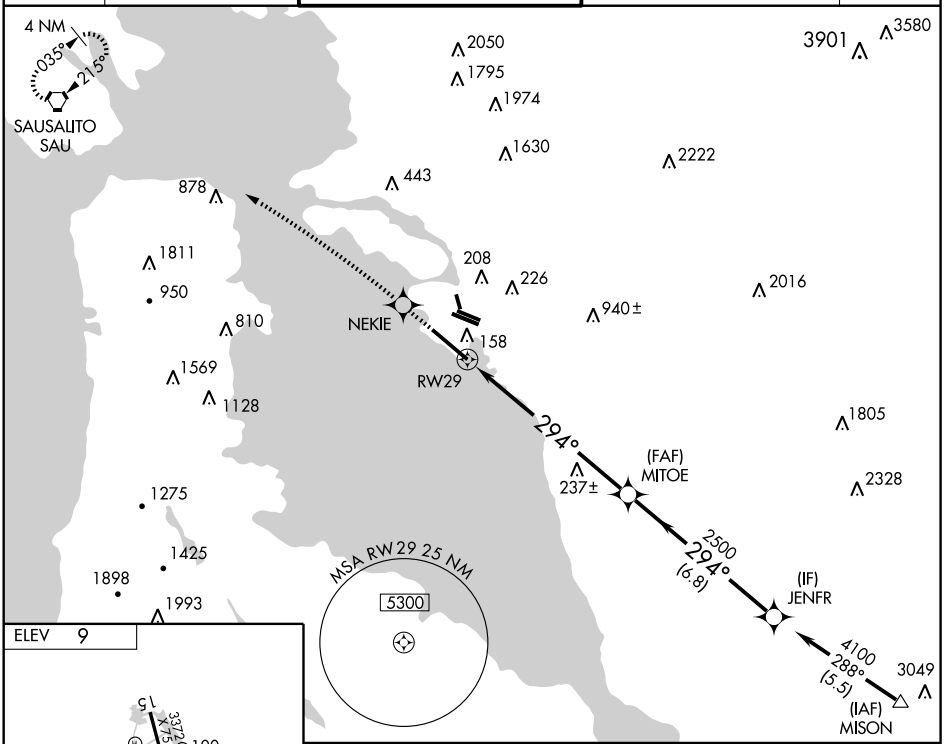
APP CRS	Rwy Idg	10000
294°	TDZE	9
	Apt Elev	9

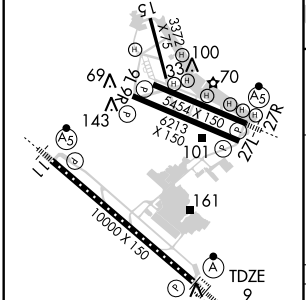
For inoperative ALSF, increase LNAV/VNAV Cat D visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct NEKIE and left turn direct SAU VORTAC and hold.

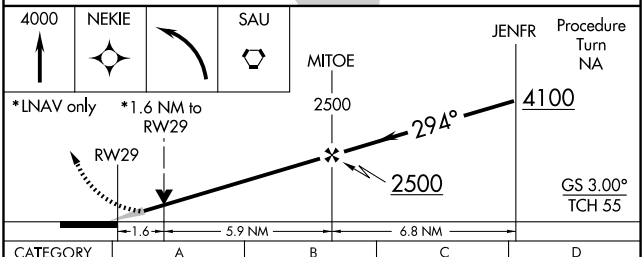
ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1





TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

294° to RW29



CATEGORY	A	B	C	D
LNAV/VNAV DA	308/24 299 (300-½)			308/40 299 (300-¾)
LNAV MDA	580/24 571 (600-½)		580/50 571 (600-1)	580/60 571 (600-1¼)
CIRCLING	580-1 571 (600-1)		580-1½ 571 (600-1½)	580-2 571 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
114°	TDZE	9
	Apt Elev	9

RNAV (RNP) Z RWY 11

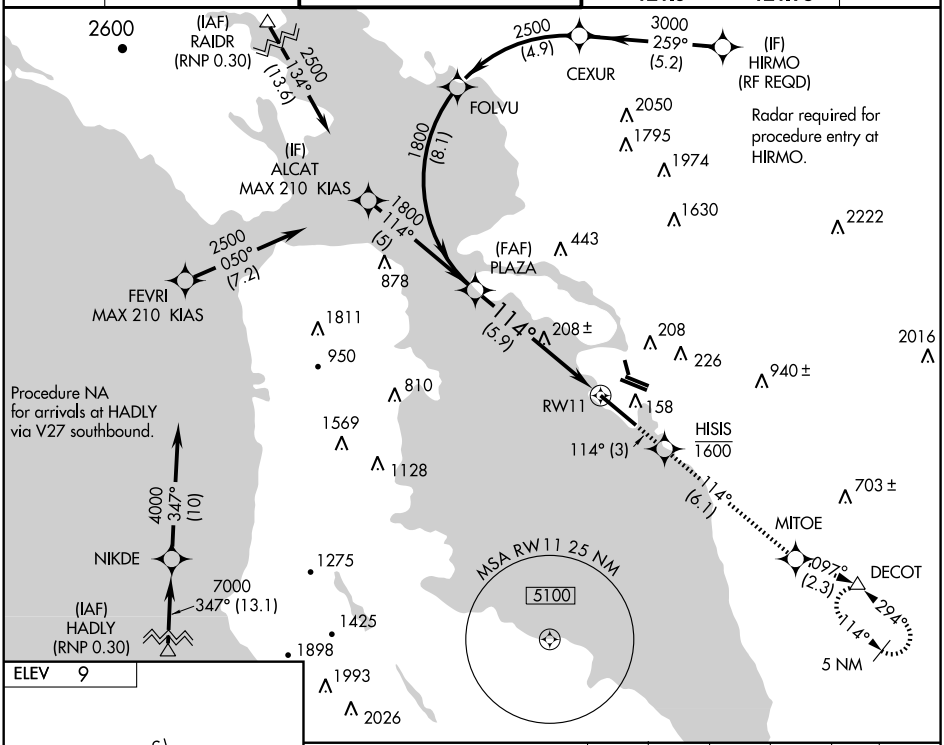
OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 54°C (130°F). For inoperative MALSR increase RNP 0.20 visibility all Cats to 5000, RNP 0.30 visibility all Cats to 6000.

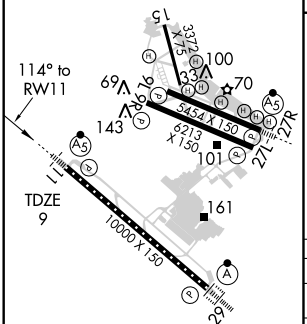
MALSR

MISSED APPROACH: Climb via track 114° to HISIS at or below 1600 then climb to 5000 via track 114° to MITOE then via track 097° to DECOT and hold, continue climb-in-hold to 5000.

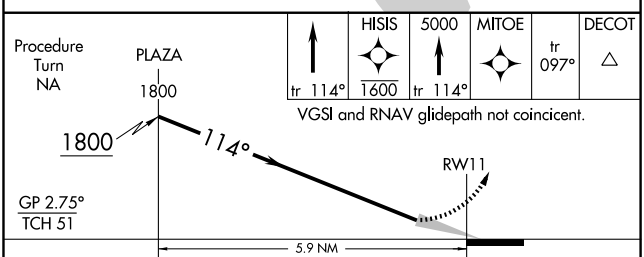
ATIS	NORCAL APP CON	OAKLAND TOWER		GND CON		CLNC DEL
		(Rwys 9-27, 15-33)	(Rwy 11-29)	(Rwys 9-27, 15-33)	(Rwy 11-29)	
133.775	125.35 310.8 354.1	118.3 291.65	127.2 256.9	121.9	121.75	121.1



ELEV 9



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L



VGSI and RNAV glidepath not coincicent.

CATEGORY	A	B	C	D
RNP 0.20 DA	259/24 250 (300-½)			
RNP 0.30 DA	316/40 307 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6213
276°	TDZE	9
	Apt Elev	9

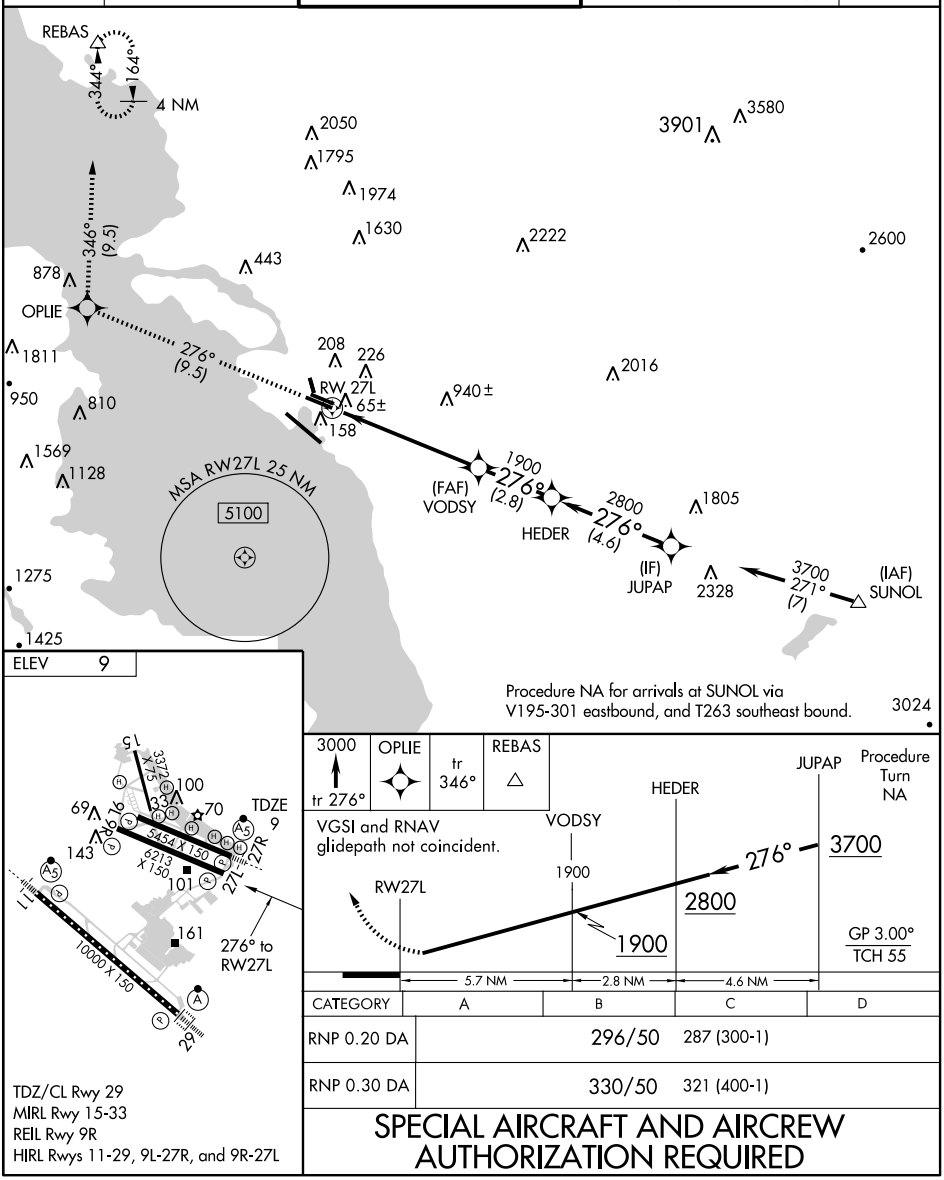
RNAV (RNP) Z RWY 27L

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

Procedure NA below 0°C (32°F) or above 49°C (120°F).
GPS Required.
Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 3000 via track 276° to OPLIE and via track 346° to REBAS and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3 291.65	127.2 256.9	121.9	121.75	121.1



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

CATEGORY	A	B	C	D
RNP 0.20 DA	296/50	287 (300-1)		
RNP 0.30 DA	330/50	321 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5454
276°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 27R

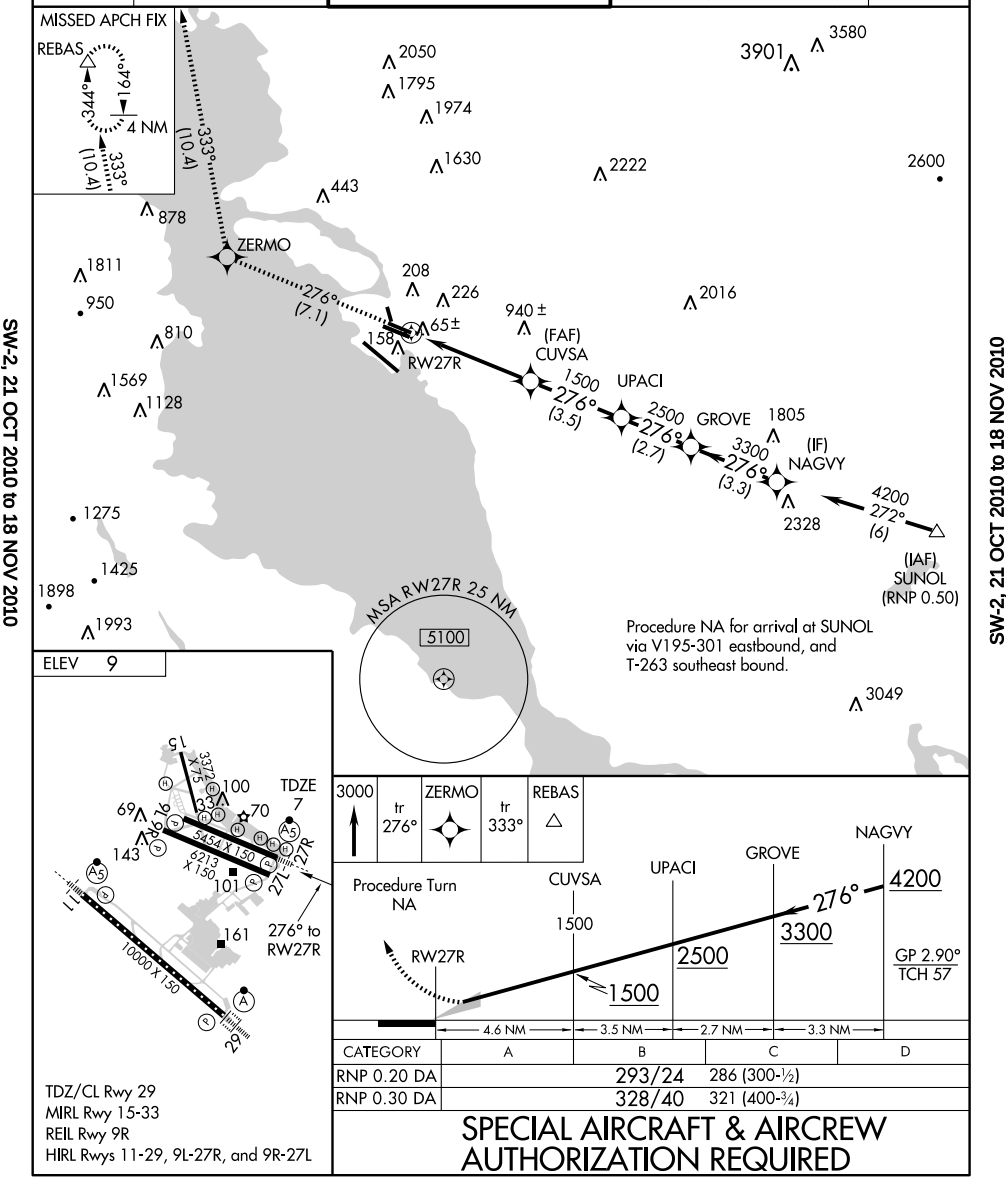
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 54°C (130°F). GPS Required. For inoperative MALSR increase RNP 0.20 and RNP 0.30 visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via track 276° to ZERMO and via track 333° to REBAS and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2 256.9	121.9	121.75	121.1



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

CATEGORY	A	B	C	D
RNP 0.20 DA		293/24	286 (300-½)	
RNP 0.30 DA		328/40	321 (400-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS 294° | Rwy Idg 10000 | TDZE 9 | Apt Elev 9

RNAV (RNP) Z RWY 29

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 54°C (130°F). For inoperative MALSR increase RNP 0.30 visibility all Cats to 5000.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 294° to PLAZA and via track 280° to SAU VORTAC and hold.

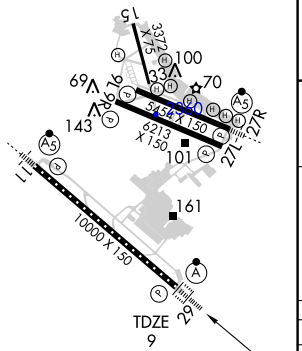
ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3 291.65	127.2 256.9	121.9	121.75	121.1

(IAF) RAIDR (RF RQRD) (RNP 0.50) 1795 1974 6000 112° (24.2) 1630 2222 2600 443 HOPTA PLAZA 280° 878 (9.9) 294° (7.5) 208 226 940 ± 4000 112° (8.4) 2016 (IF) CRSEN MAX 180 KIAS Procedure NA for arrivals at SUNOL via V195-301 eastbound, and V344 northeast bound. 810 158 RW29 1128 294° (7.5) 3000 (7.5) 1805 2500 (2.1) HEPMO MAX 180 KIAS 3000 255° (5.5) 2328 4100 255° (6.1) (IAF) SUNOL (RF RQRD) (RNP 0.50) (FAF) MITOE (IF) RIDVE 2500 294° (6.8) 4100 271° (4.5) (IF) JENFR 3024 3817 5500 271° (12.5) ILNOW 3049 2962 8000 301° (6) JEMSU (IAF) BUSHY Procedure NA for arrivals at BUSHY via V301 southeast bound.

MISSED APCH FIX 4 NM 035° 215° SAUSALITO SAU

MSA RW 29 25 NM 5300

ELEV 9



TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L
294° to RW29

4000	tr 294°	PLAZA	tr 280°	SAU

See Planview for multiple IF locations.

MITOE 2500 Procedure Turn NA

VGSI and RNAV glidepath not coincident.

RW29 294° 2500 GP 3.00° TCH 55

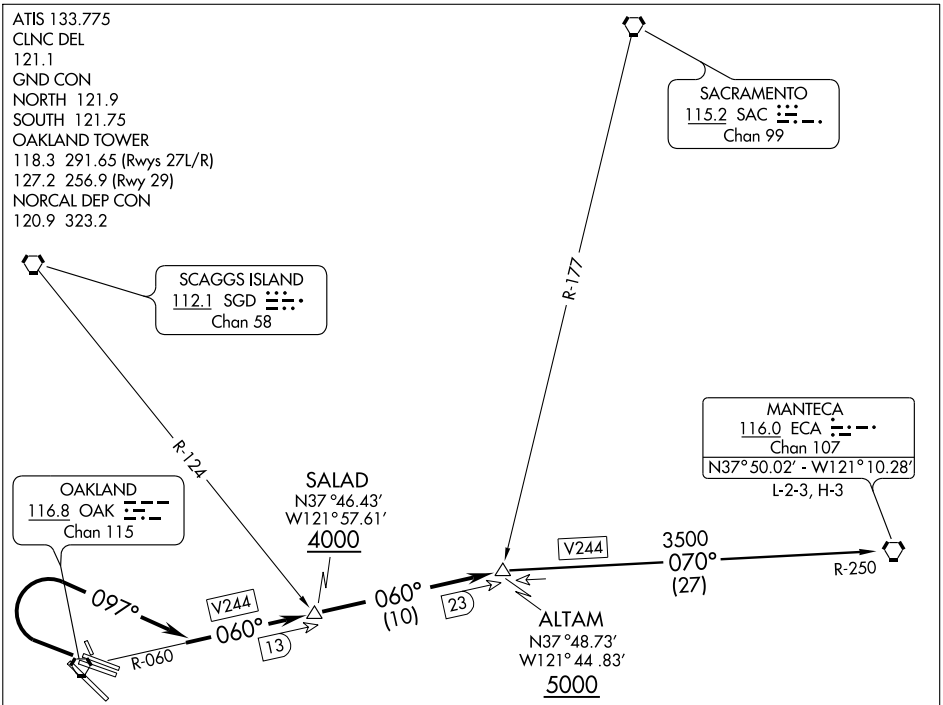
7.5 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		259/40	250 (300-¾)	
RNP 0.30 DA		300/40	291 (300-¾)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS

Rwys 9L/R, 11, 15, 29, 33: not authorized.

Rwy 27L/R: 2100-3 or standard with a minimum climb of 270′ per NM to 2000.

NOTE: For use 2200-0600L.

NOTE: For Cat A/B prop aircraft only.

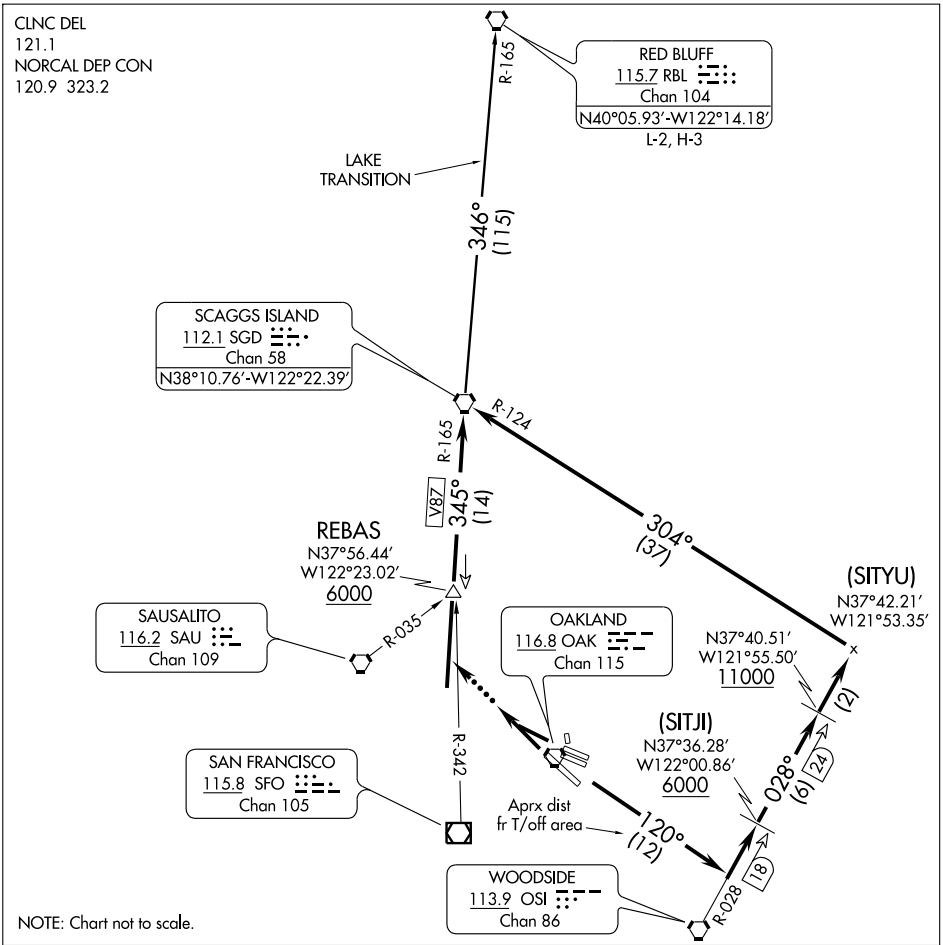
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27 L/R: Climbing right turn heading 097° to intercept and proceed via OAK VORTAC R-060 (V28-109-244-392) to ALTAM INT. Cross SALAD INT/OAK 13 DME at or above 4000, cross ALTAM INT/OAK 23 DME at or above 5000. Then via transition or assigned route. Expect clearance to filed altitude 10 minutes after departure.

MANTECA TRANSITION (SALAD1.ECA): From over ALTAM INT via ECA R-250 to ECA VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

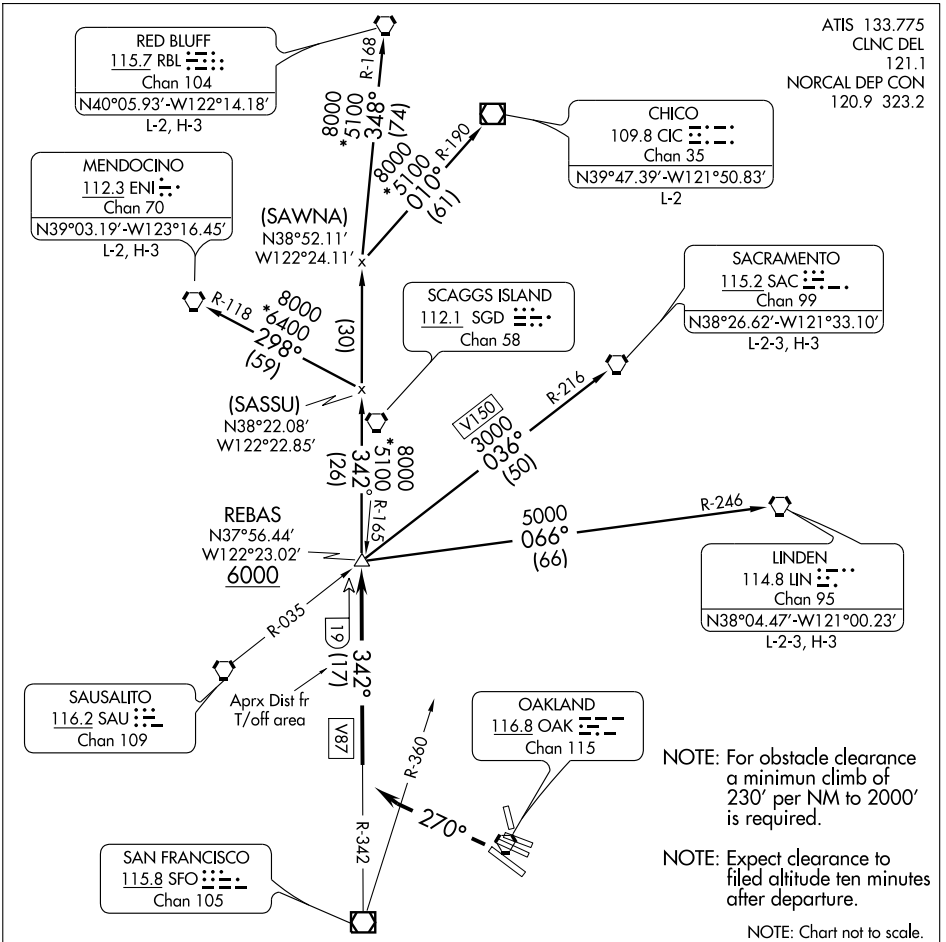
TAKE-OFF RUNWAYS 9L/R AND 11: Turn right heading 120° to intercept and proceed via the OSI R-028 to intercept and proceed via the SGD R-124 to SGD VORTAC. Thence via (transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAYS 27L/R AND 29: Maintain runway heading for vector to the SGD R-165, then via the SGD R-165 to the SGD VORTAC. Cross the SGD R-165 14 DME at or above 6000'. Thence via (transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Take-off runways 27L/R and 29: Intercept the SGD R-165, resume normal navigation.

LAKE TRANSITION (SGD1.RBL): From over SGD VORTAC via SGD R-346 and RBL R-165 to RBL VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Turn left heading 270° to intercept and proceed via SFO R-342 (commence right turn at SFO R-360) to REBAS INT. Cross REBAS INT at or above 6000'. Thence via (transition) or (assigned route).

CHICO TRANSITION (SLNT7.CIC): From over REBAS INT via SFO R-342 and CIC R-190 to CIC VOR/DME.

LINDEN TRANSITION (SLNT7.LIN): From over REBAS INT via LIN R-246 to LIN VORTAC.

MENDOCINO TRANSITION (SLNT7.ENI): From over REBAS INT via SFO R-342 and ENI R-118 to ENI VORTAC.

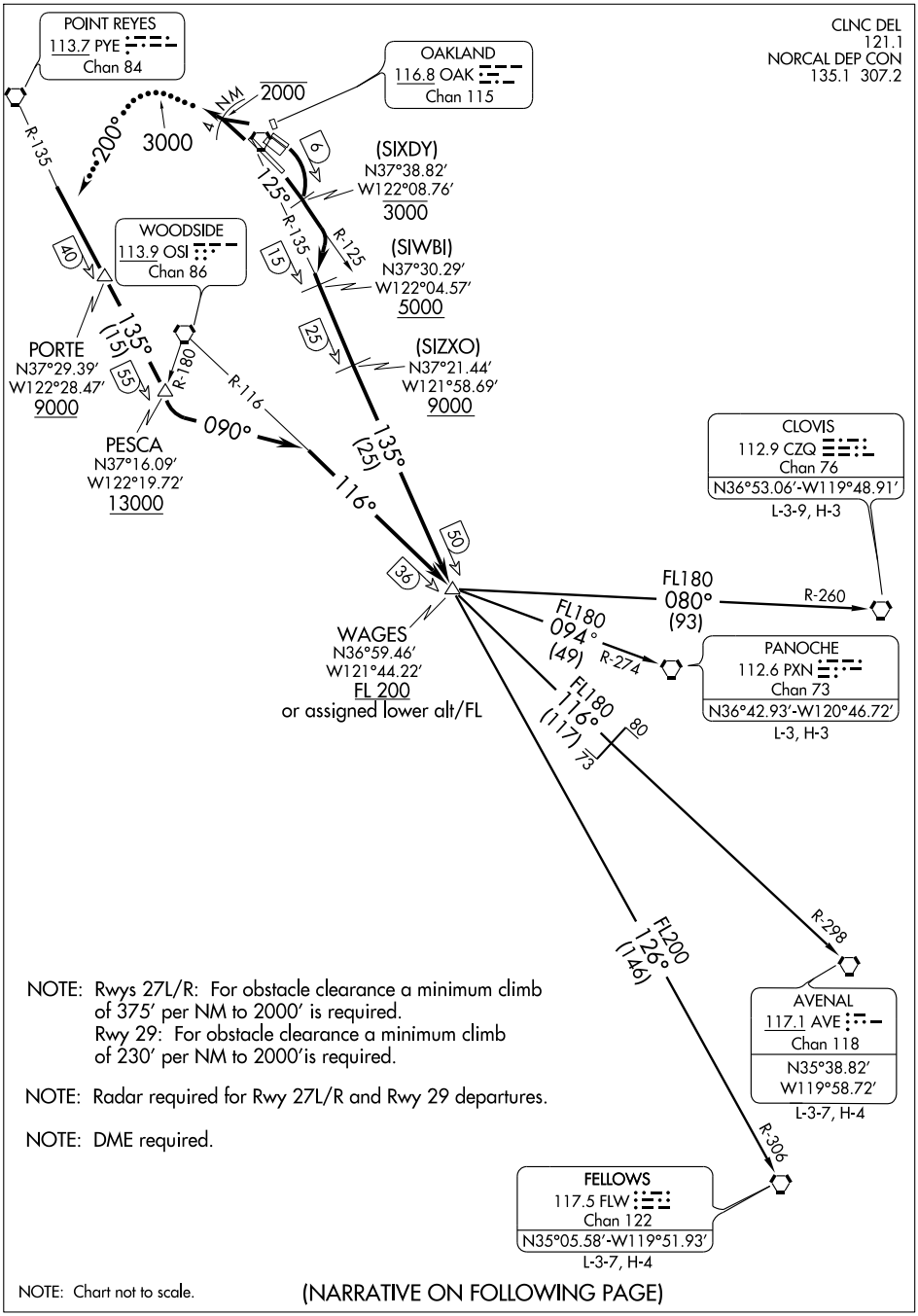
RED BLUFF TRANSITION (SLNT7.RBL): From over REBAS INT via SFO R-342 and RBL R-168 to RBL VORTAC

SACRAMENTO TRANSITION (SLNT7.SAC): From over REBAS INT via SAC R-216 to SAC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

SKYLINE THREE DEPARTURE

OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)
SL-294 (FAA)
OAKLAND, CALIFORNIA



NOTE: Rwys 27L/R: For obstacle clearance a minimum climb of 375′ per NM to 2000′ is required.
Rwy 29: For obstacle clearance a minimum climb of 230′ per NM to 2000′is required.

NOTE: Radar required for Rwy 27L/R and Rwy 29 departures.

NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SKYLINE THREE DEPARTURE
(SKYL3.WAGES) 07298

OAKLAND, CALIFORNIA
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R: Turn right to intercept and proceed via the OAK R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vector to the PYE R-135, then via the PYE R-135 to PESCA INT. Cross a point 4 miles northwest of OAK VORTAC at or below 2000'. Cross PORTE DME FIX at or above 9000' and PESCA INT at or above 13000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Thence....

....via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. Cross WAGES INT at or above FL200 or assigned lower altitude or flight level.

LOST COMMUNICATIONS:
Take-off runways 27L/R and 29: After reaching 3000', turn left heading 200°, intercept and proceed via the PYE R-135. Resume your own navigation.

AVENAL TRANSITION (SKYL3.AVE): From over WAGES INT via OSI R-116 and AVE R-298 to AVE VORTAC.

CLOVIS TRANSITION (SKYL3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

FELLOWS TRANSITION (SKYL3.FLW): From over WAGES INT via FLW R-306 to FLW VORTAC.

PANOCHE TRANSITON (SKYL3.PXN): From over WAGES INT via PXN R-274 to PXN VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

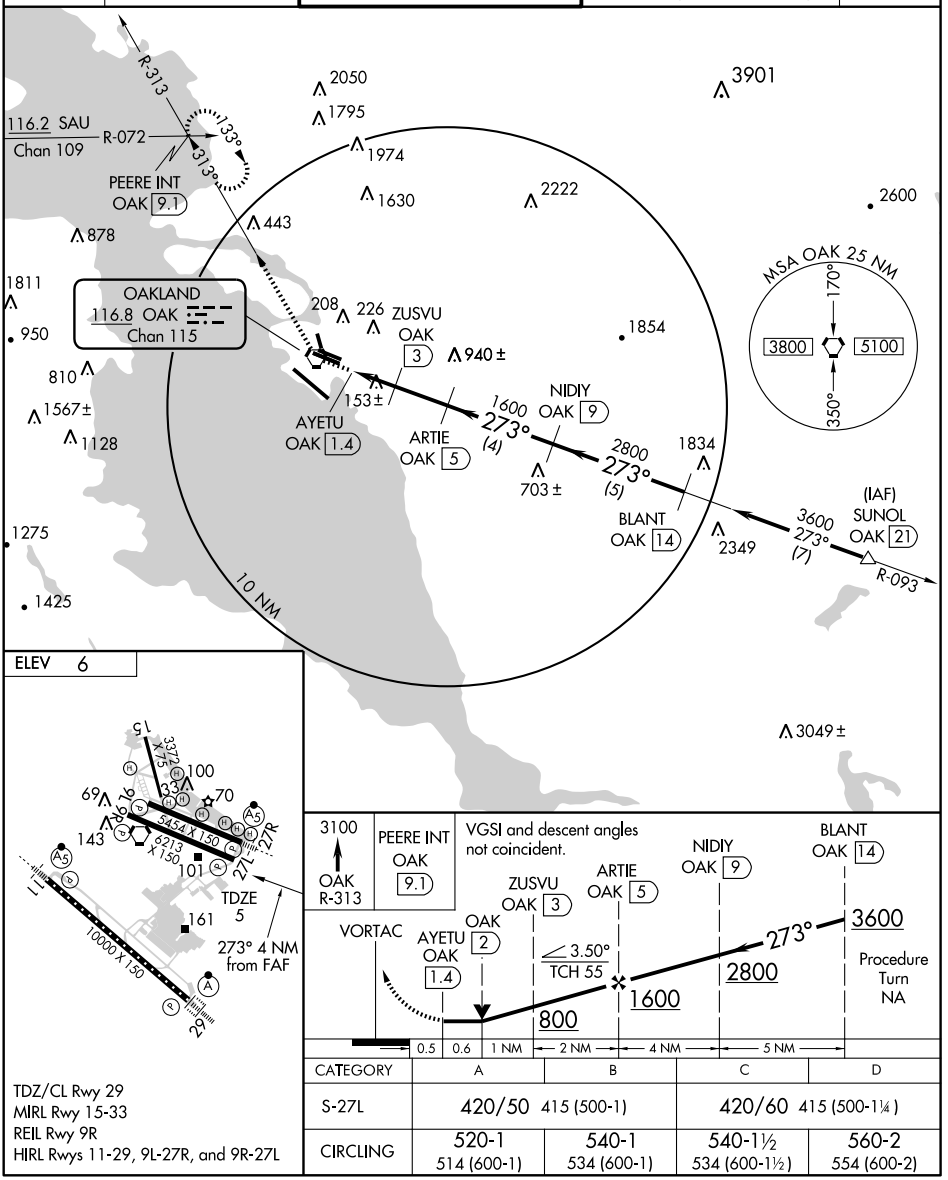
VORTAC OAK 116.8 Chan 115	APP CRS 273°	Rwy Idg 6213 TDZE 5 Apt Elev 6

VOR/DME RWY 27L

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

MISSED APPROACH: Climb to 3100 via OAK R-313 to PEERE Int/OAK 9.1 DME and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3	291.65 127.2	121.9	121.75	121.1



CATEGORY	A	B	C	D
S-27L	420/50 415 (500-1)		420/60 415 (500-1¼)	
CIRCLING	520-1 514 (600-1)	540-1 534 (600-1)	540-1½ 534 (600-1½)	560-2 554 (600-2)

TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OAK	APP CRS	Rwy Idg	6213
116.8	108°	TDZE	5
Chan 115		Apt Elev	6

VOR RWY 9R

OAKLAND/ METROPOLITAN OAKLAND INTL (OAK)

MISSED APPROACH: Climb to 4800 via OAK R-093 to HAYZE Int/OAK 9 DME and hold.

ATIS	NORCAL APP CON	OAKLAND TOWER (Rwys 9-27, 15-33)	OAKLAND TOWER (Rwy 11-29)	GND CON (Rwys 9-27, 15-33)	GND CON (Rwy 11-29)	CLNC DEL
133.775	125.35 310.8 354.1	118.3 291.65	127.2 256.9	121.9	121.75	121.1

Procedure NA for arrivals at MICRA via V107-301 westbound.

4100 to Commo 108° (8.8)
(IAF) MICRA 2600
COMMO OAK 15.6
R-288
R-035
3000 108° (4.6)
DATTS INT OAK 11
ENCOL INT OAK 6
1800 108° (5)
FIBNI INT OAK 2.7
SAUSALITO 116.2 SAU Chan 109
OAKLAND 116.8 OAK Chan 115
R-335
R-356
R-015
R-329
R-093
093°
273°
10 NM
HAYZE INT OAK 9
1141 SJC Chan 88
SAN FRANCISCO 115.8 SFO Chan 105
MSA OAK 25 NM
170°
350°
3800
5100
2050
1795
1974
1630
2222
443
878
1811
950
810
1567±
1128
208±
208
226
940 ±
1854
703 ±
1275
1425
1898
1993
2026

ELEV 6
108° 5.8 NM from FAF
TDZE 5
69
143
161
101
100
70
33
16
34
27L
27R
9L
9R
3372 X 75
5453 X 150
6213 X 150
10000 X 150
TDZ/CL Rwy 29
MIRL Rwy 15-33
REIL Rwy 9R
HIRL Rwys 11-29, 9L-27R, and 9R-27L

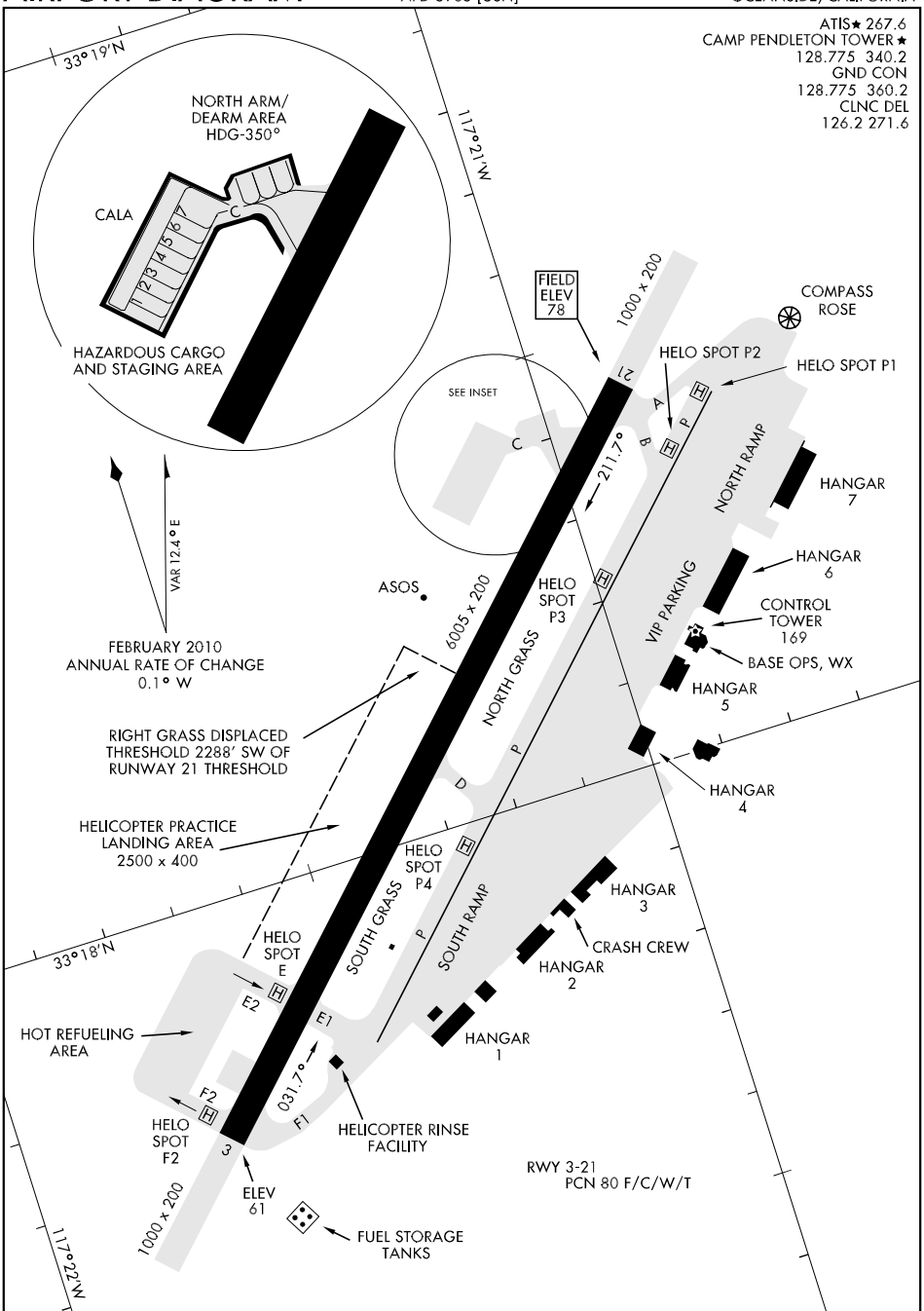
COMMO OAK 15.6
DATTS INT OAK 11
ENCOL INT OAK 6
FIBNI INT OAK 2.7
OAK 0.8
4100
108°
3000
1800
800
2.84°
TCH 46
Procedure Turn NA
4800 OAK R-093
HAYZE INT OAK 9
4.6 NM
5 NM
3.3 NM
1.9 NM
0.6

CATEGORY	A	B	C	D
S-9R	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	520-1 514 (600-1)	540-1 534 (600-1)	540-1½ 534 (600-1½)	560-2 554 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

BEACH-FIVE DEPARTURE (BECH 5 • OCN)(PILOT NAV)

OCEANSIDE, CALIFORNIA

SL-5985 [USN]

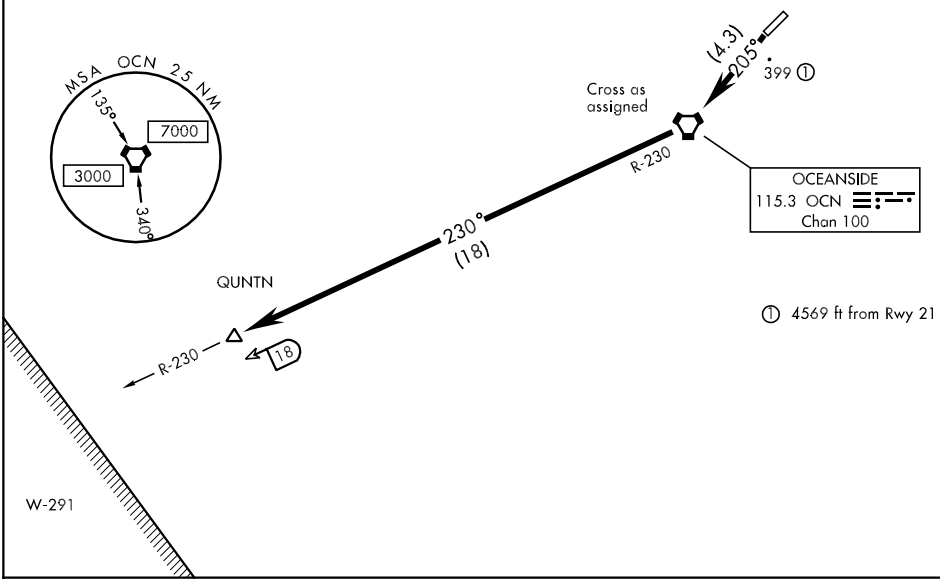
ATIS ★267.6
CLNC DEL
126.2 271.6
GND CON
128.775 360.2
CAMP PENDLETON TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

Rwy	Knots	60	120	180	240
21 *	V/V(fpm)	430	860	1290	1720

* Minimum Climb Rate to 800

(800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)

MILITARY USE ONLY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 21: Climb direct to OCN. Cross OCN at assigned altitude.

QUINTON TRANSITION (BECH 5 • QUNTN): Fly OCN R-230 to 18 DME (QUNTN).

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★267.6
CLNC DEL
126.2 271.6
GND CON
128.775 360.2
CAMP PENDLETON TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

SL-5985 [USN]

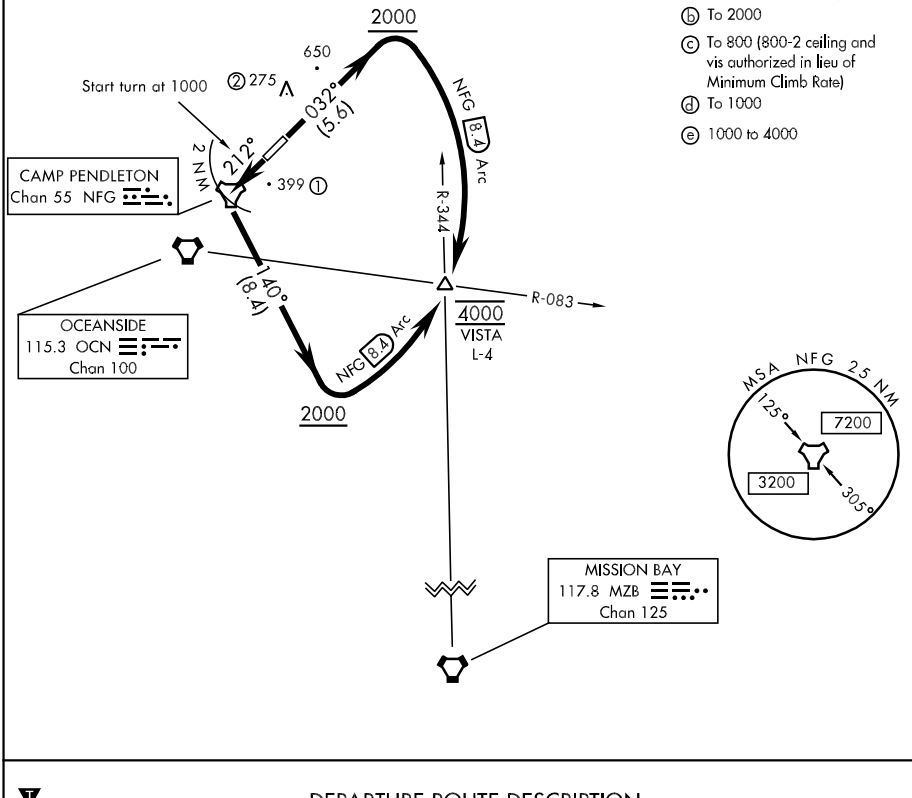
MILITARY USE ONLY

Rwy	Knots	60	120	180	240
*3 (a)	V/V(fpm)	320	640	960	1280
†3 (b)	V/V(fpm)	350	700	1050	1400
*21 (c)	V/V(fpm)	430	860	1290	1720
†21 (d)	V/V(fpm)	470	940	1410	1880
†21 (e)	V/V(fpm)	220	440	660	880

* Minimum † ATC Climb Rate

① 5470 ft from Rwy 21
② 4680 ft from Rwy 3

(a) To 900 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
(b) To 2000
(c) To 800 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
(d) To 1000
(e) 1000 to 4000



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb to 2000 via track 032°. Join the NFG TACAN 8.4 DME ARC at or above 2000 and arc E to VISTA int. Cross VISTA INT at 4000 or assigned altitude.

TAKE-OFF RWY 21: Climb to 1000 within 2 NM via track 212° then turn left heading 140 . Join the NFG TACAN 8.4 DME arc at or above 2000 and arc E to VISTA int. Cross VISTA INT at 4000 or assigned altitude.

COPTER TACAN RWY 21

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFG Chan 55	212°	6005	78	78

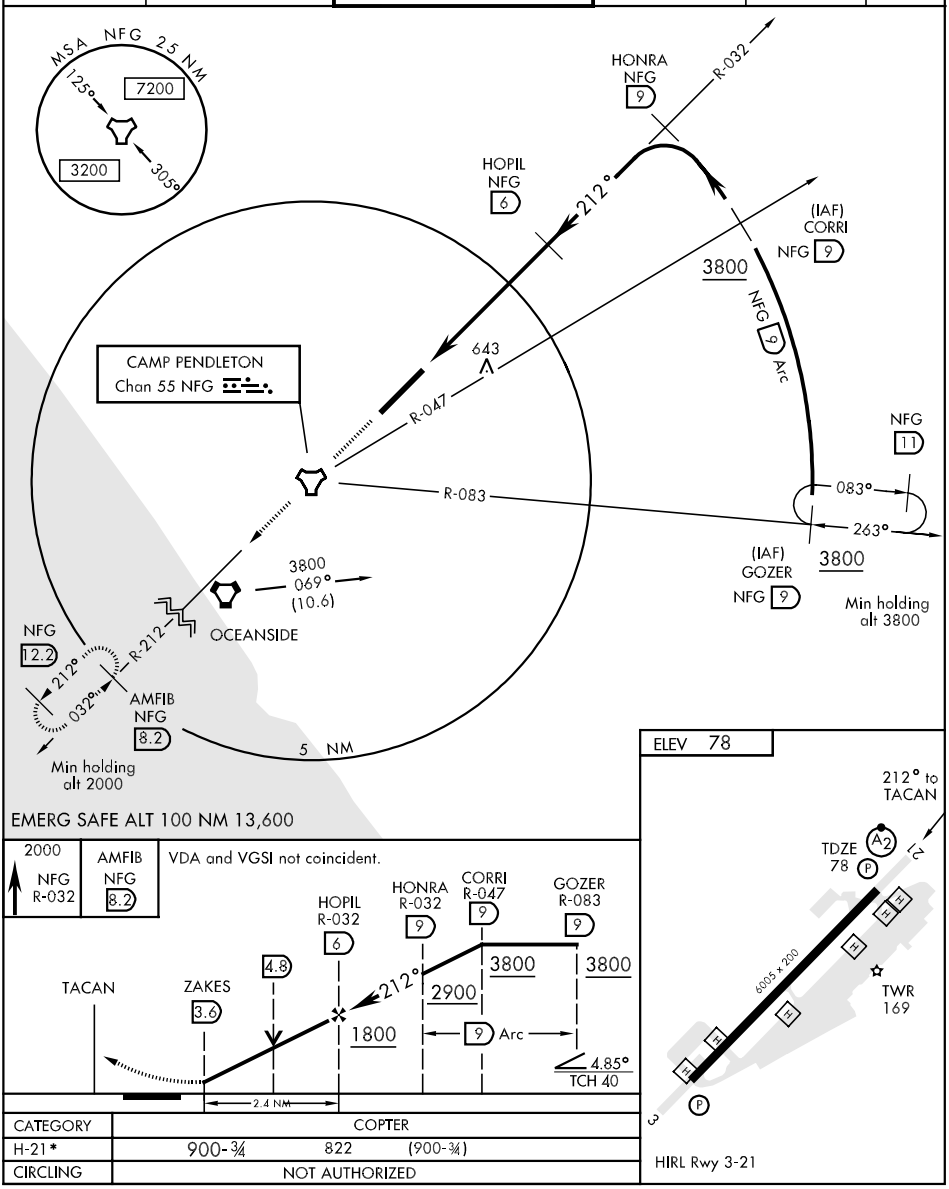
AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

* When ALS inop, increase vis to 1 mile.

SALSF A2

MISSED APPROACH: Climb to 2000 via NFG TACAN R-032 and R-212 to AMFIB (NFG R-212/8.2 DME) and hold.

ATIS ★	SOCAL APP CON	CAMP PENDLETON TOWER ★	GND CON	CLNC DEL	ASR/PAR
267.6	127.3 323.0	128.775 340.2	128.775 360.2	126.2 271.6	



CATEGORY	COPTER
H-21 *	900-¾ 822 (900-¾)
CIRCLING	NOT AUTHORIZED

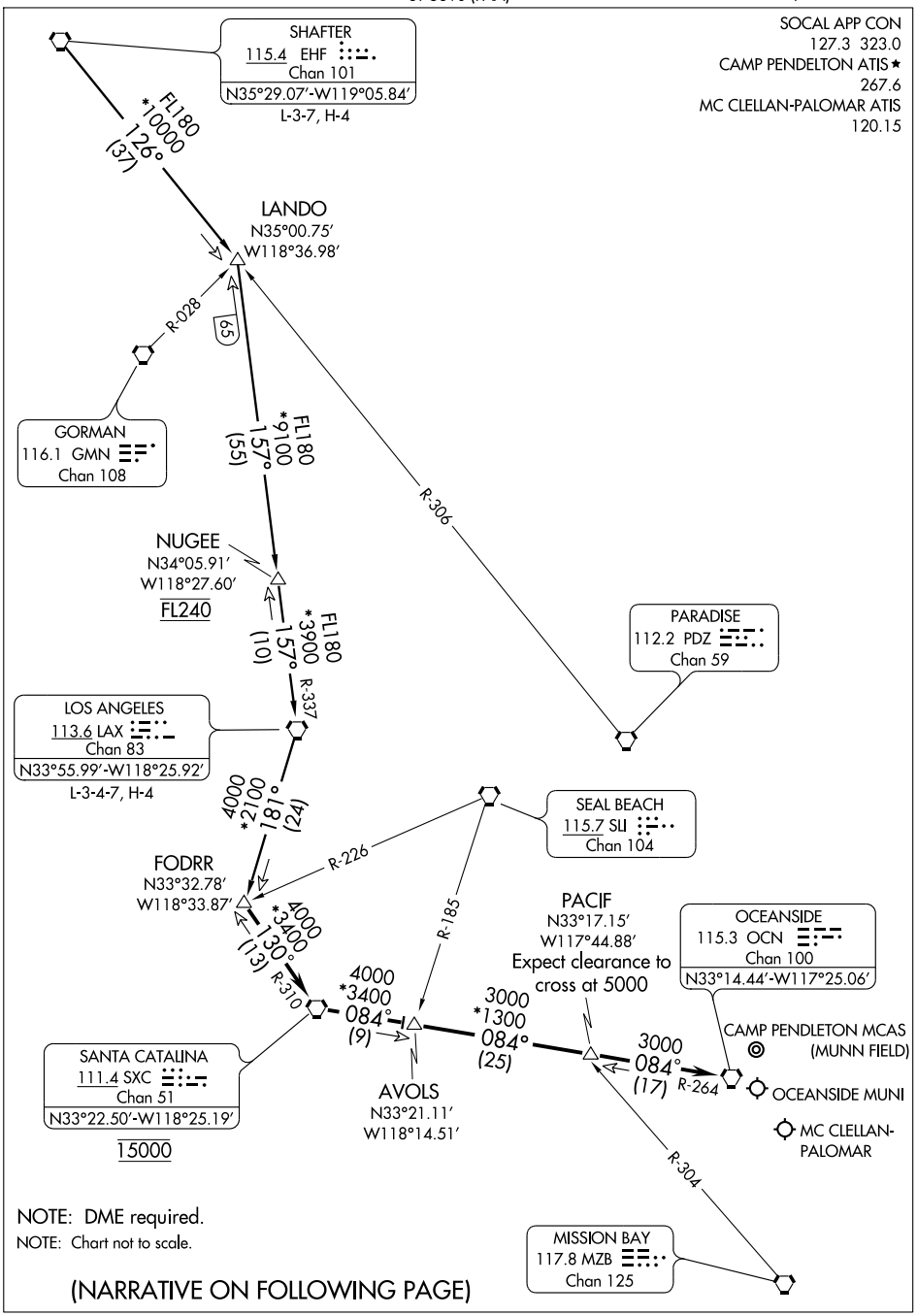
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

FODRR ONE ARRIVAL

ST-5310 (FAA)

CARLSBAD, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010



FODRR ONE ARRIVAL

CARLSBAD, CALIFORNIA

(FODRR.FODRR1) 07298

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....
SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach.
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach.
....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★267.6
CLNC DEL
126.2 271.6
GND CON
128.775 360.2
CAMP PENDLETON TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

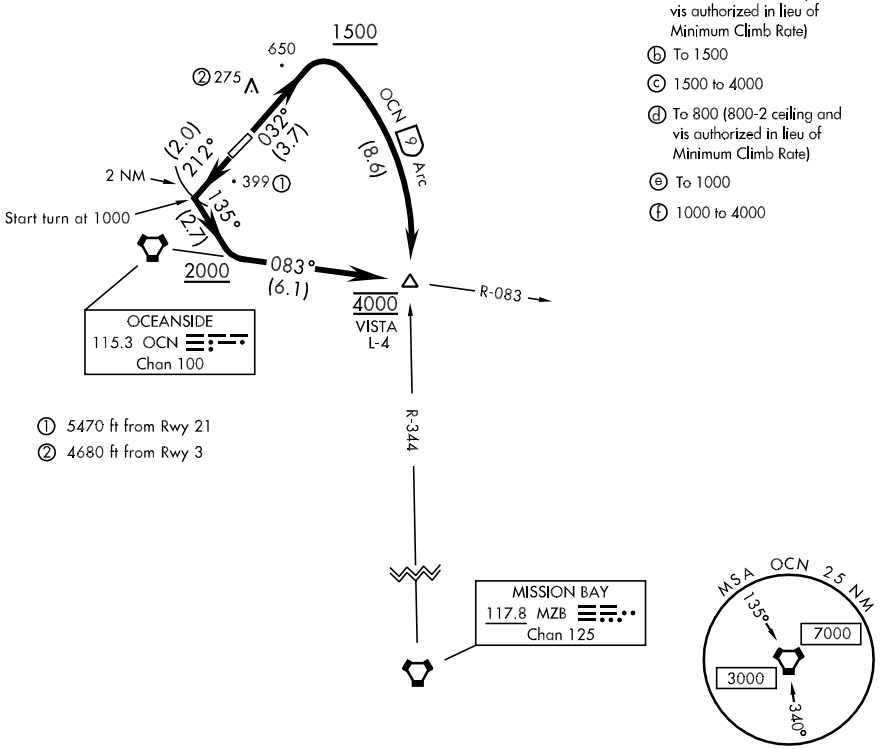
SL-5985 [USN]

MILITARY USE ONLY

Rwy	Knots	60	120	180	240
✱3 ⓐ	V/V(fpm)	320	640	960	1280
†3 ⓑ	V/V(fpm)	390	780	1170	1560
†3 ⓒ	V/V(fpm)	290	580	870	1160
✱21 ⓓ	V/V(fpm)	430	860	1290	1720
†21 ⓔ	V/V(fpm)	470	940	1410	1880
†21 ⓕ	V/V(fpm)	370	740	1110	1480

✱ Minimum climb rate † ATC Climb Rate

ⓐ To 900 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
ⓑ To 1500
ⓒ 1500 to 4000
ⓓ To 800 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
ⓔ To 1000
ⓕ 1000 to 4000



① 5470 ft from Rwy 21
② 4680 ft from Rwy 3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb to 1500 via track 032°. Join the OCN VORTAC 9 DME arc at or above 1500 and arc E to VISTA int. Cross VISTA at 4000 or assigned altitude.

TAKE-OFF RWY 21: Climb to 1000 within 2 NM via track 212° turn left heading 135°, to join the OCN VORTAC R-083 at or above 2000 to VISTA int. Cross VISTA at 4000 or assigned altitude.

SW-3, 21 OCT 2010 to 18 NOV 2010

LIMA SIX DEPARTURE (LIMA • 6)(VECTOR)

ATIS ★267.6
CLNC DEL
126.2 271.6
GND CON
128.775 360.2
CAMP PENDLETON TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

SL-5985 [USN]

MILITARY USE ONLY
RADAR REQUIRED

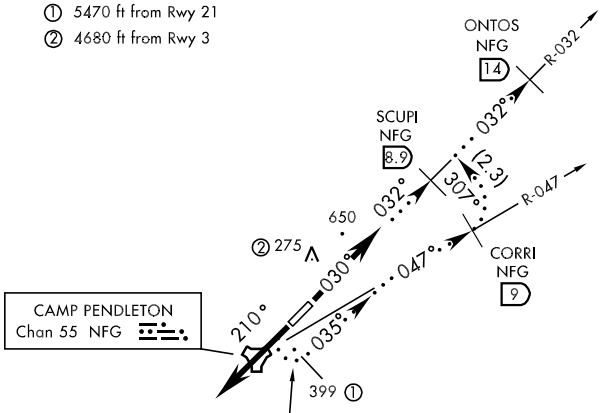
Rwy	Knots	60	120	180	240
* 3 ⓐ	V/V(fpm)	320	640	960	1280
*21 ⓑ	V/V(fpm)	430	860	1290	1720
† 21 ⓒ	V/V(fpm)	630	1260	1890	2520
** 3 ⓓ	V/V(fpm)	580	1160	1740	2320
** 21 ⓔ	V/V(fpm)	630	1260	1890	2520

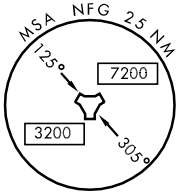
* Minimum † ATC Climb Rate
** Lost Communications

ⓐ To 900 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
ⓑ To 800 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate)
ⓒ To 1000
ⓓ To 3600
ⓔ To 1000

Procedure restricted to 150 KIAS max.

① 5470 ft from Rwy 21
② 4680 ft from Rwy 3





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 (LIMA 6•ONTOS): Climb heading 030° for radar vectors.

TAKE-OFF RWY 21 (LIMA 6•CORRI): Climb heading 210° for radar vectors.

NOTE: Vectors not auth NW of Rwy 3-21. No turns auth prior to reaching 1000 ft.

Lost Communications:

Runway 3: Climb to 3600 via heading 030°. Intercept NFG R-032 to SCUPI (NFG R-032/8.9 DME).

Runway 21: Climb to 1000 via heading 210°. Then climbing left turn to 3500 via heading 035° prior to NFG 0.2 DME to intercept NFG R-047 to CORRI (NFG R-047/9 DME).†

† F/W: At CORRI, climbing left turn to 5000 heading 307° to intercept NFG R-032 to ONTOS (NFG R-032/14 DME). Proceed with TACAN Z RWY 21.
† Copter: At CORRI, proceed with COPTER TACAN RWY 21.

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

APCH CRS	Rwy ldg	6005
211°	TDZE	78
	Arpt Elev	78

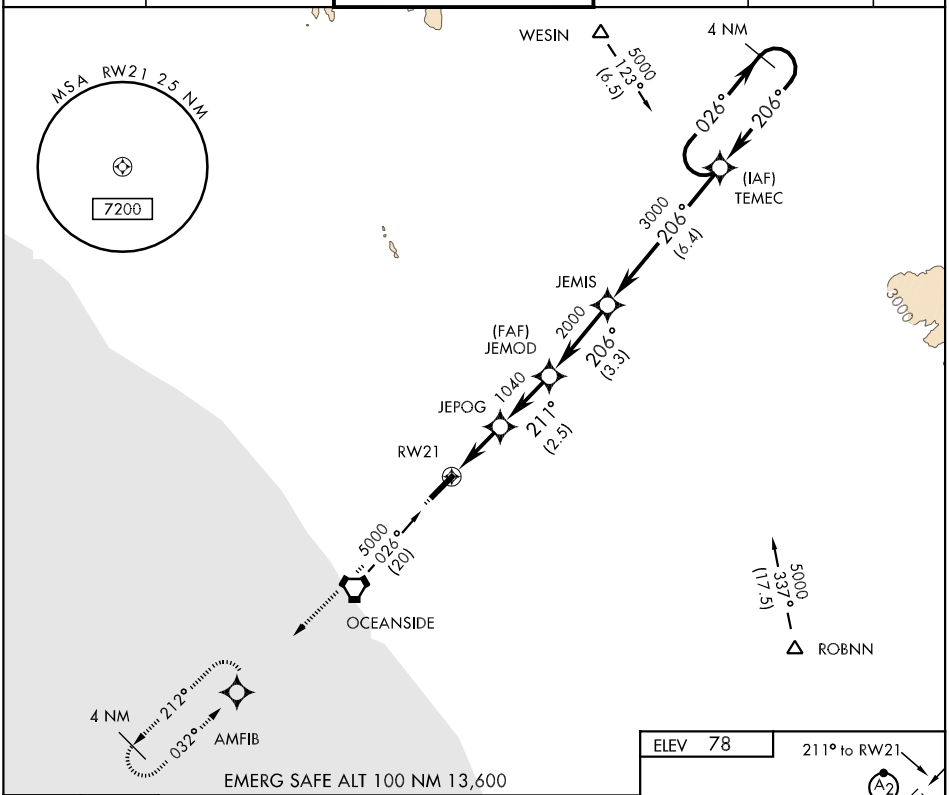
AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

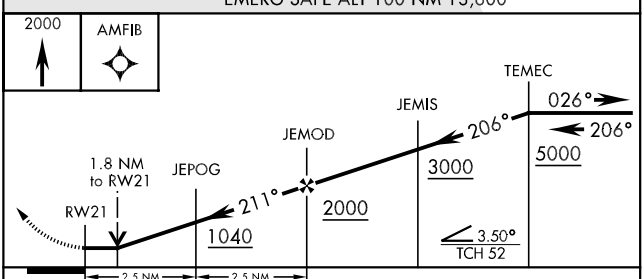
* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 2 miles, CAT D to 2¼ miles.
** Circling RWY 3 NA at night.

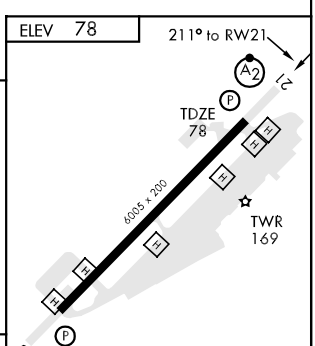
SALSF

MISSED APPROACH: Climb to 2000 direct AMFIB and hold.

ATIS ★	SOCAL APP CON	CAMP PENDLETON TOWER ★	GND CON	CLNC DEL	ASR/PAR
267.6	127.3 323.0	128.775 340.2	128.775 360.2	126.2 271.6	







CATEGORY	A	B	C	D
LNAV MDA *	800-¾ 722 (800-¾)		800-1¾ 722 (800-1¾)	800-2 722 (800-2)
CIRCLING **	960-1¼ 882 (900-1¼)	1080-1½ 1002 (1100-1½)	1180-3 1102 (1200-3)	1200-3 1122 (1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 3

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFG Chan 55	032°	6005	67	78

AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

Procedure not authorized at night when VGSI inop

* MISSED APPROACH: Climb to 3700 via NFG TACAN R-032 to SCUPI (NFG R-032/8.9 DME) and hold.

ATIS *	SOCAL APP CON	CAMP PENDLETON TOWER *	GND CON	CLNC DEL	ASR/PAR
267.6	127.3 323.0	128.775 340.2	128.775 360.2	126.2 271.6	

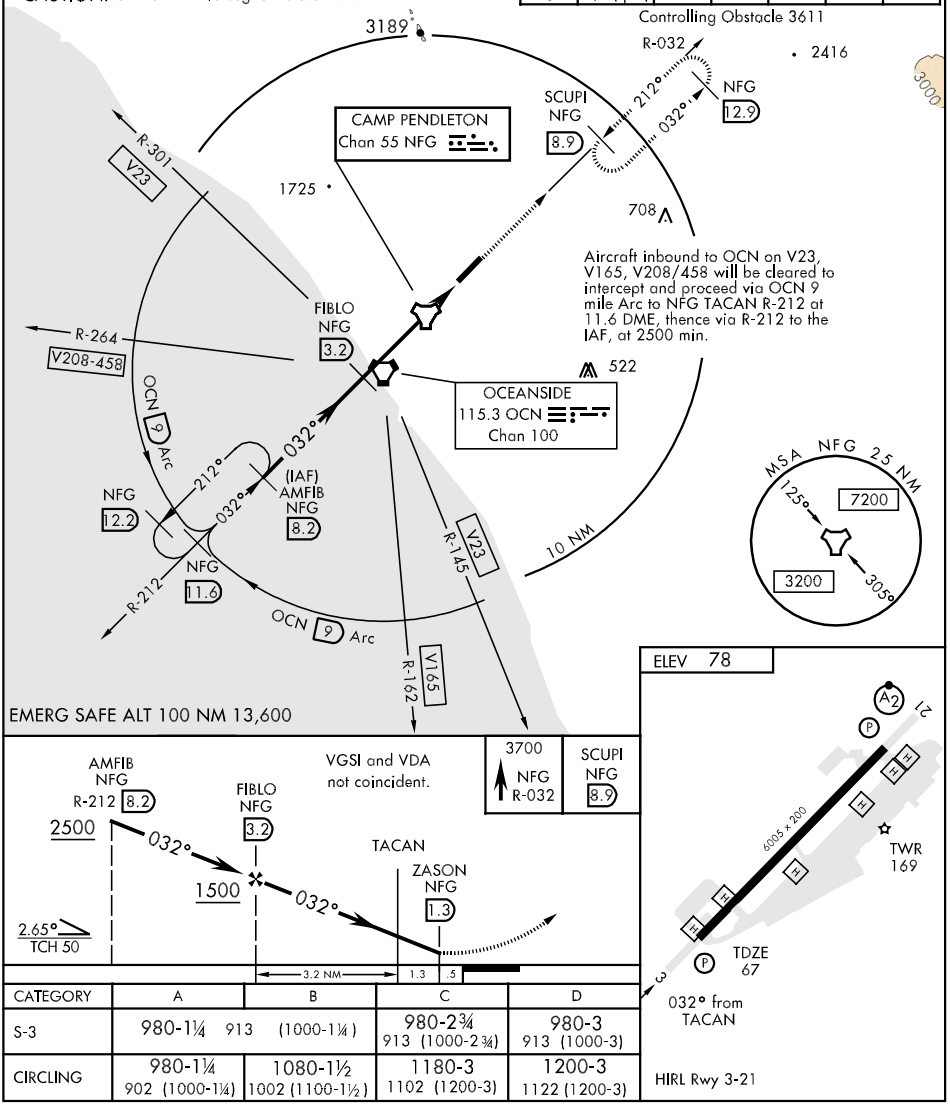
CAUTION: High terrain on final approach. Do not descend below MDA prior to MAP.

CAUTION: CAT CD intmed seg len is 5.0 NM.

* CAUTION: Missed Approach Minimum Climb Rate to 3700

Rwy	Knots	60	120	180	240	300
3	V/V(fpm)	360	720	1080	1440	1800

Controlling Obstacle 3611



CATEGORY	A	B	C	D
S-3	980-1¼ 913 (1000-1¼)		980-2¾ 913 (1000-2¾)	980-3 913 (1000-3)
CIRCLING	980-1¼ 902 (1000-1¼)	1080-1½ 1002 (1100-1½)	1180-3 1102 (1200-3)	1200-3 1122 (1200-3)

TACAN RWY 3

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN Z RWY 21

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NFG Chan 55	212°	6005	78	78

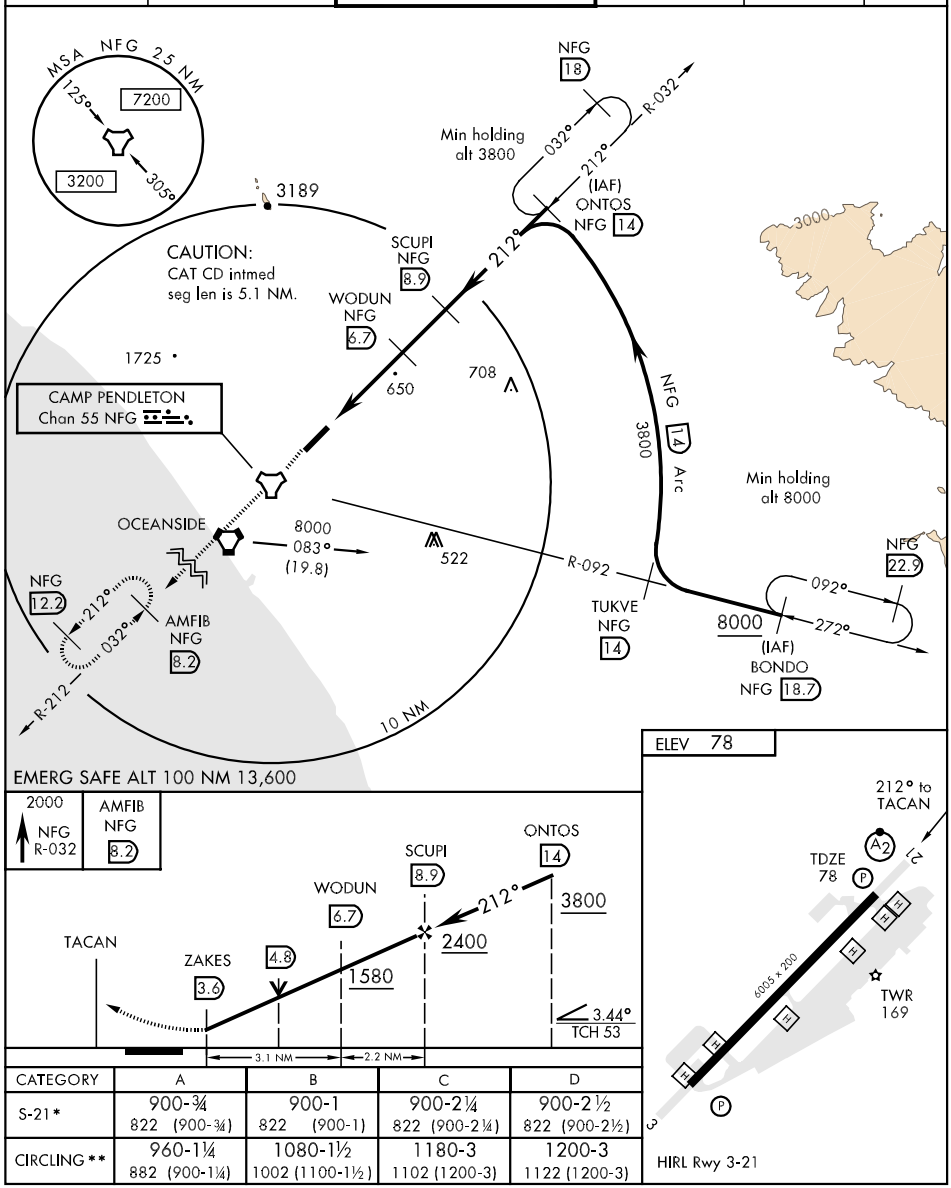
AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

* When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2½ miles, CAT D to 2¾ miles.
** Circling Rwy 3 not authorized at night.

SALSF

MISSED APPROACH: Climb to 2000 via NFG TACAN R-032 and R-212 to AMFIB (NFG R-212/8.2 DME) and hold.

ATIS ★	SOCAL APP CON	CAMP PENDLETON TOWER ★	GND CON	CLNC DEL	ASR/PAR
267.6	127.3 323.0	128.775 340.2	128.775 360.2	126.2 271.6	



CATEGORY	A	B	C	D
S-21*	900-¾ 822 (900-¾)	900-1 822 (900-1)	900-2¼ 822 (900-2¼)	900-2½ 822 (900-2½)
CIRCLING**	960-1¼ 882 (900-1¼)	1080-1½ 1002 (1100-1½)	1180-3 1102 (1200-3)	1200-3 1122 (1200-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OCN	APCH CRS	Rwy Idg	6005
115.3	206°	TDZE	78
Chan 100		Arpt Elev	78

VOR/DME or TACAN Y RWY 21

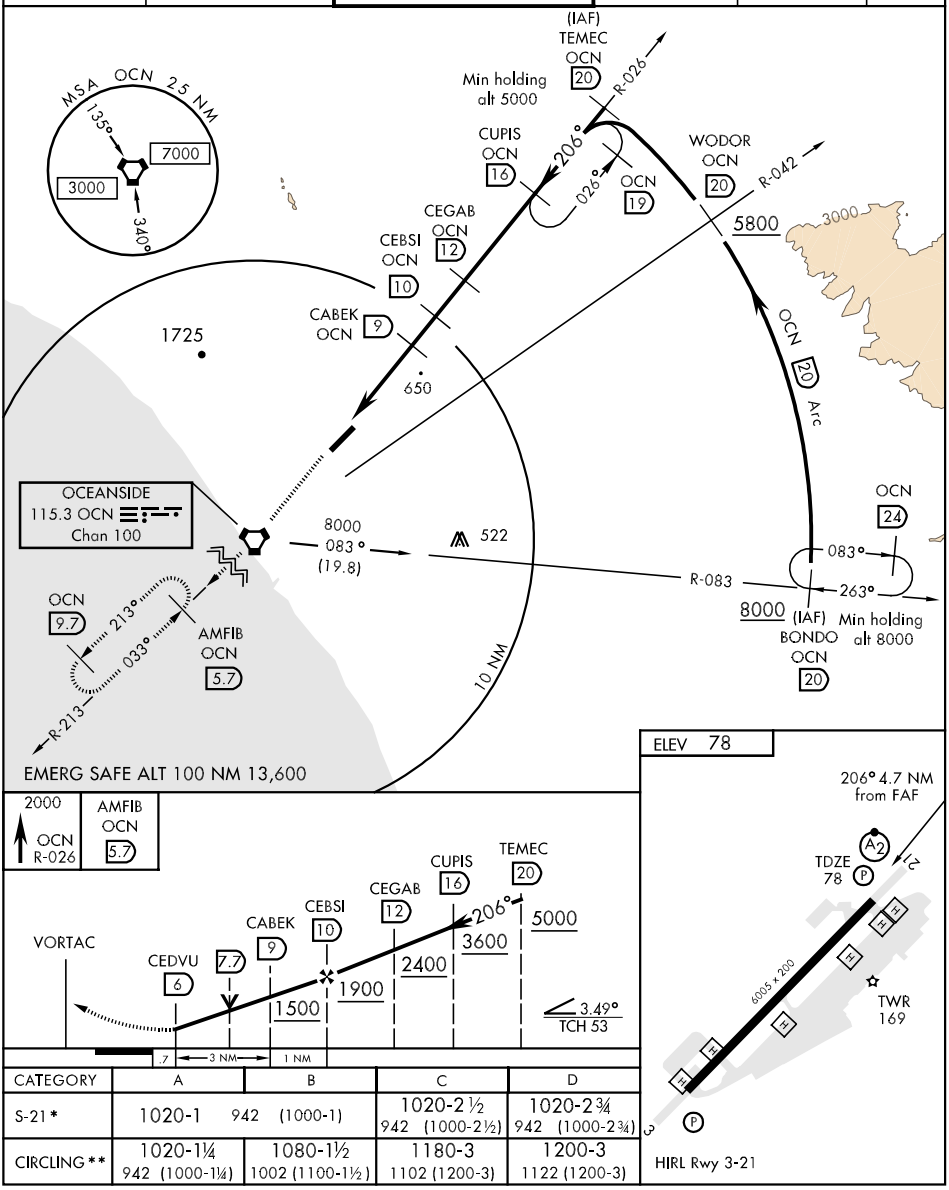
AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

* When ALS inop, increase vis CAT AB to 1¼ mile, CAT C to 2¾ miles, CAT D to 3 miles.
** Circling Rwy 3 not authorized at night.

SALSF

MISSED APPROACH: Climb to 2000 via OCN VORTAC R-026 and R-213 to AMFIB (OCN R-213/5.7 DME) and hold.

ATIS ★	SOCAL APP CON	CAMP PENDLETON TOWER ★	GND CON	CLNC DEL	ASR/PAR
267.6	127.3 323.0	128.775 340.2	128.775 360.2	126.2 271.6	



CATEGORY	A	B	C	D
S-21 *	1020-1 942 (1000-1)		1020-2½ 942 (1000-2½)	1020-2¾ 942 (1000-2¾)
CIRCLING **	1020-1¼ 942 (1000-1¼)	1080-1½ 1002 (1100-1½)	1180-3 1102 (1200-3)	1200-3 1122 (1200-3)

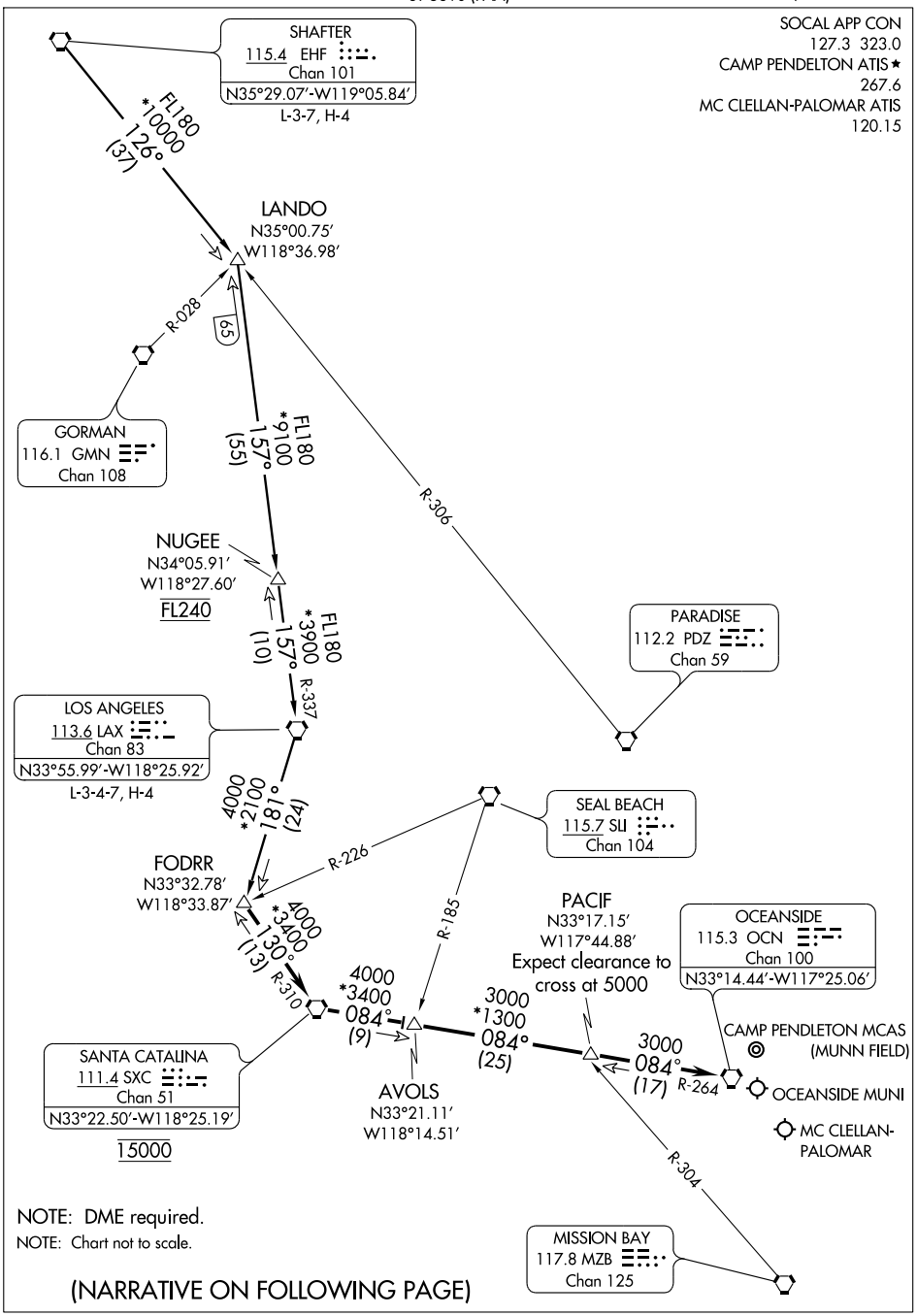
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

FODRR ONE ARRIVAL

ST-5310 (FAA)

CARLSBAD, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010



FODRR ONE ARRIVAL

CARLSBAD, CALIFORNIA

(FODRR.FODRR1) 07298

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....
SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach.
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach.
....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

SW-3, 21 OCT 2010 to 18 NOV 2010

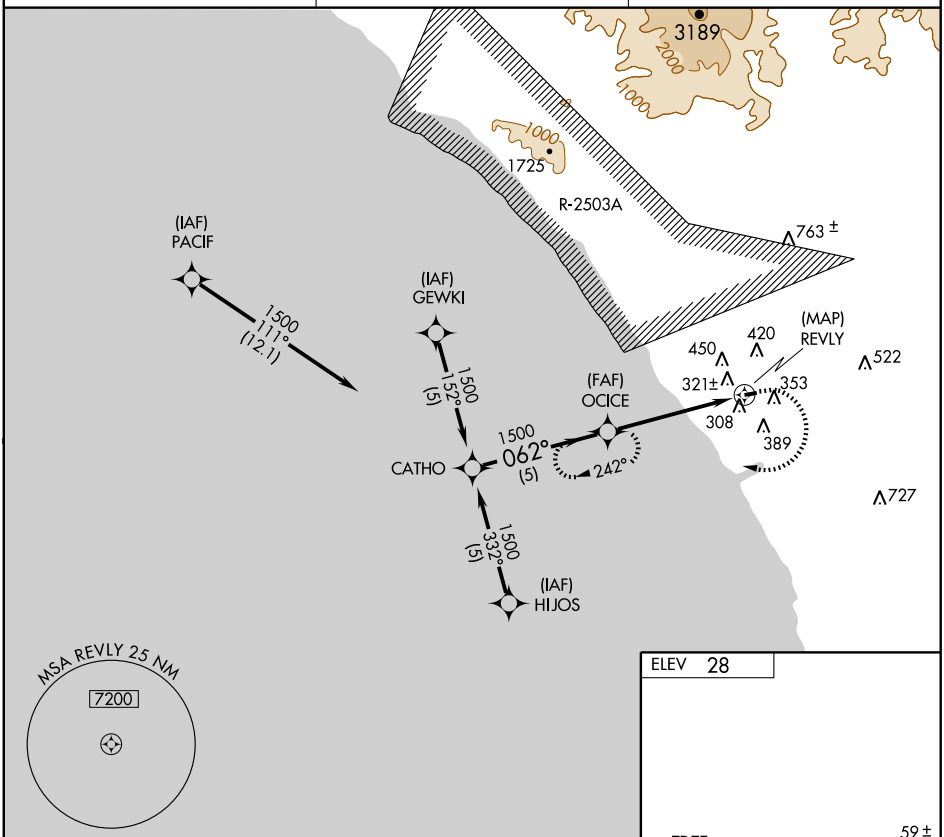
APP CRS	Rwy Idg	2712
062°	TDZE	28
	Apt Elev	28

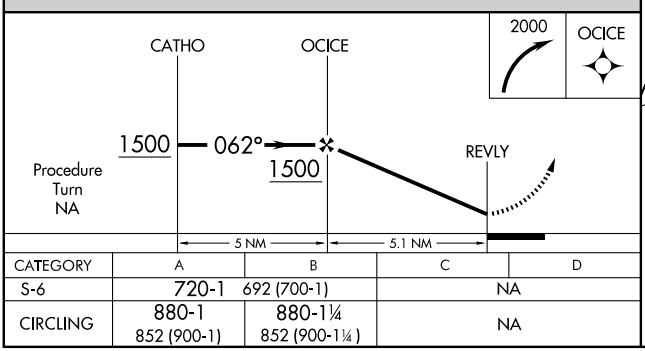
GPS RWY 6
OCEANSIDE MUNI (OKB)

T
A NA

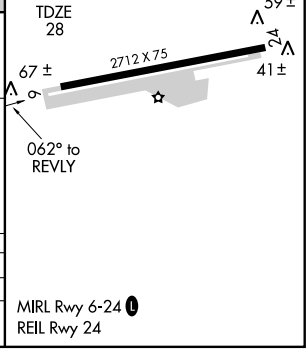
MISSED APPROACH: Climbing right turn to 2000 direct OCICE WP and hold.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-6	720-1	692 (700-1)	NA	
CIRCLING	880-1 852 (900-1)	880-1¼ 852 (900-1¼)	NA	



MIRL Rwy 6-24 L
REIL Rwy 24

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

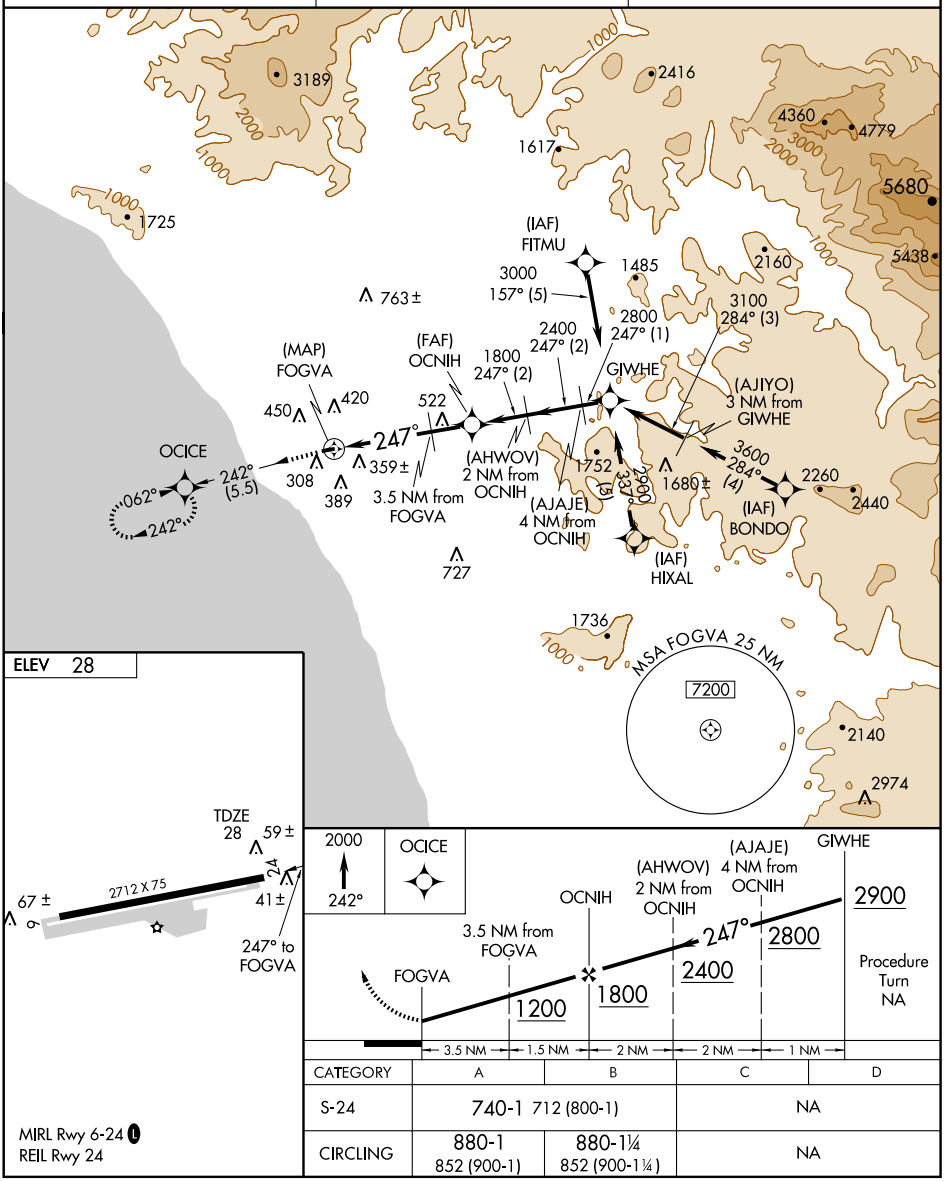
APP CRS	Rwy Idg	2712
247°	TDZE	28
	Apt Elev	28

GPS RWY 24
OCEANSIDE MUNI (OKB)

T
A NA

MISSED APPROACH: Climb to 2000 via 242° course to OCICE WP and hold.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-24	740-1 712 (800-1)		NA	
CIRCLING	880-1 852 (900-1)	880-1¼ 852 (900-1¼)	NA	

MIRL Rwy 6-24 L
REIL Rwy 24

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

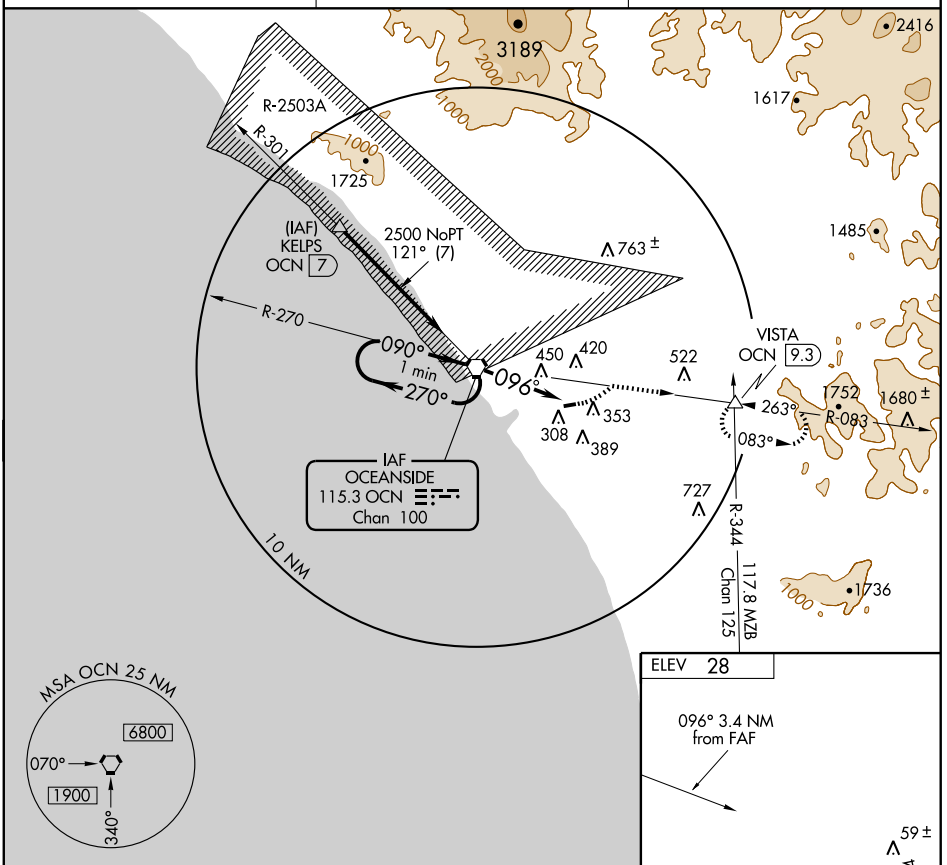
VORTAC OCN 115.3 Chan 100	APP CRS 096°	Rwy Idg N/A TDZE N/A Apt Elev 28

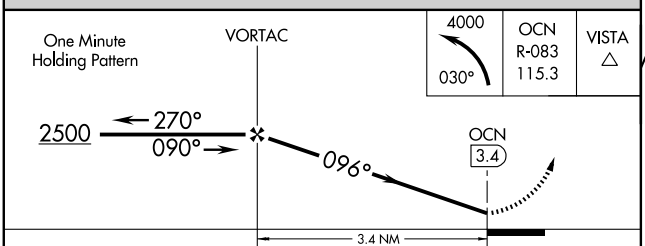
VOR-A

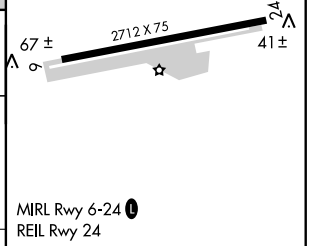
OCEANSIDE MUNI (OKB)

MISSED APPROACH: Climbing left turn to 4000 via heading 030° and OCN R-083 to VISTA Int/OCN 9.3 DME and hold.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	123.0 (CTAF) L







MIRL Rwy 6-24 L
REIL Rwy 24

CATEGORY	A	B	C	D
CIRCLING	1140-1¼ 1112 (1200-1¼)	1140-1½ 1112 (1200-1½)	NA	

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

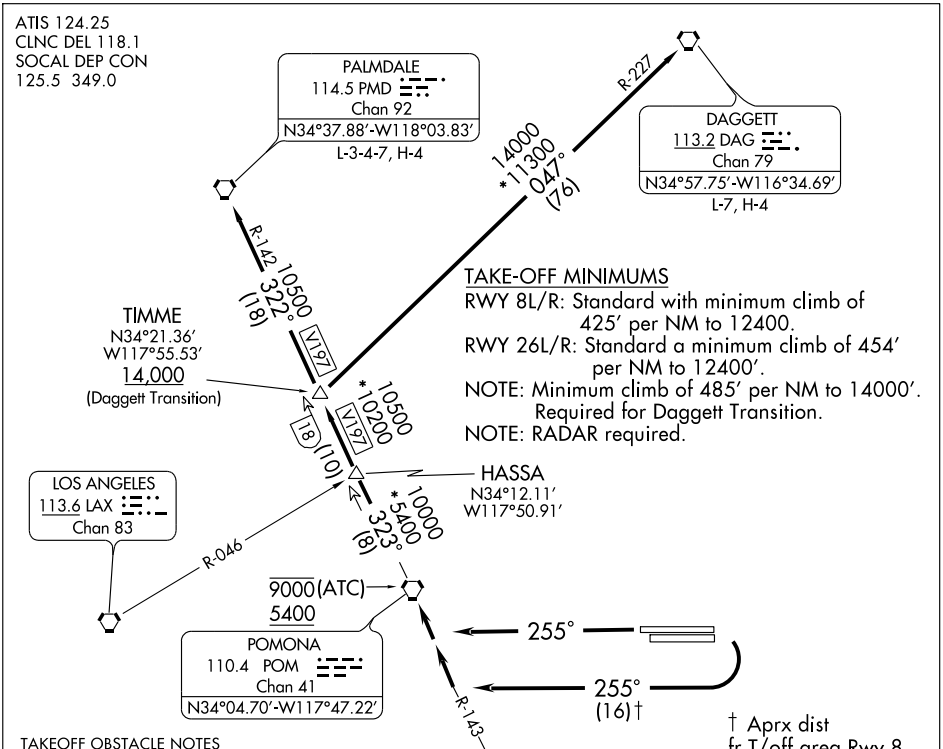
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS 124.25
ONTARIO TOWER 120.6 360.775
GND CON 121.9 257.8
CLNC DEL 118.1
1100
ELEV 932
ELEV 926
26R
26L
UPS RAMP
TERMINAL 4
TERMINAL 2
INTERNATIONAL ARRIVALS TERMINAL
TERMINAL 1
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
VAR 12.6° E
257.4°
12197 X 150
10200 X 150
FIRE STATION
TRACON
TWR
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT SERVICES INTL GROUP
GENERAL AVIATION PARKING
FEDERAL EXPRESS RAMP
WEST CARGO RAMP
ELEV 955
ELEV 936
ELEV 943
FIELD ELEV 944
077.4°
18
8R
RWYS 08L-26R, 08R-26L
S-30, D-200, 2S-175, 2D-560, 2D/2D2-850
34° 04' N
34° 03' N
117° 37' W
117° 36' W
117° 35' W

HASSA FIVE DEPARTURE

SL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



TAKE-OFF MINIMUMS

RWY 8L/R: Standard with minimum climb of 425' per NM to 12400.

RWY 26L/R: Standard a minimum climb of 454' per NM to 12400'.

NOTE: Minimum climb of 485' per NM to 14000'. Required for Daggett Transition.

NOTE: RADAR required.

† Aprx dist fr T/off area Rwy 8 to POM VORTAC

TAKEOFF OBSTACLE NOTES

RWY 8L: Terrain 81' from DER, 443' left of centerline, 936' MSL. Multiple light poles beginning 2042' from DER, 684' left of centerline up to 50' AGL/990' MSL. Bldg 1605' from DER, 846' left of centerline 35' AGL/975' MSL.

RWY 26L: Multiple trees beginning 1050' from DER, 329' left of centerline 49' AGL/986' MSL. Pole 754' from DER, 670' left of centerline, 34' AGL/964' MSL. OL on GS 125' from DER, 339' right of centerline, 38' AGL/982' MSL.

RWY 26R: Multiple light poles beginning 1144' from DER, 211' right of centerline, up to 37' AGL/986' MSL. Multiple poles beginning 580' from DER, 504' right of centerline, up to 38' AGL/986' MSL. Multiple trees beginning 1672' from DER, 673' right of centerline, up to 60' AGL/1030' MSL. Terrain 30' from DER, 497' right of centerline 951' MSL. OL on LOC 381' from DER, 1' right of centerline, 13' AGL/953' MSL. Railroad 892' from DER, 595' left of centerline, 27 AGL/967' MSL. Ant on bldg 193' from DER, 396' left of centerline, 20' AGL/950' MSL. Pole 739' from DER, 610' left of centerline, 39' AGL/969' MSL. OL on DME 369' from DER, 262' left of centerline, 22' AGL/962' MSL. LT pole 483' from DER, 263' left of centerline, 43' AGL/973' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

T TAKE-OFF RUNWAYS 8L/R: Turn right heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence...

TAKE-OFF RUNWAYS 26L/R: Fly heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence...

...via transition or assigned route. Cross POM VORTAC at or below 9000' (ATC)/5400. Expect clearance to filed altitude 10 minutes after departure.

DAGGETT TRANSITION (HASSA5.DAG): From over POM VORTAC via POM R-323 to HASSA INT and via POM R-323 to TIMME INT and DAG R-227 to DAG VORTAC.

PALMDALE TRANSITION (HASSA5.PMD): From over PMD VORTAC via POM R-323 to HASSA INT and via POM R-323 and PMD R-142 to PMD VORTAC.

HASSA FIVE DEPARTURE

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

(HASSA5.POM) 10098

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-AOD	APP CRS	Rwy Idg 8L	Rwy Idg 8R
109.7	076°	TDZE 944	TDZE 936
		Apt Elev 944	Apt Elev 944

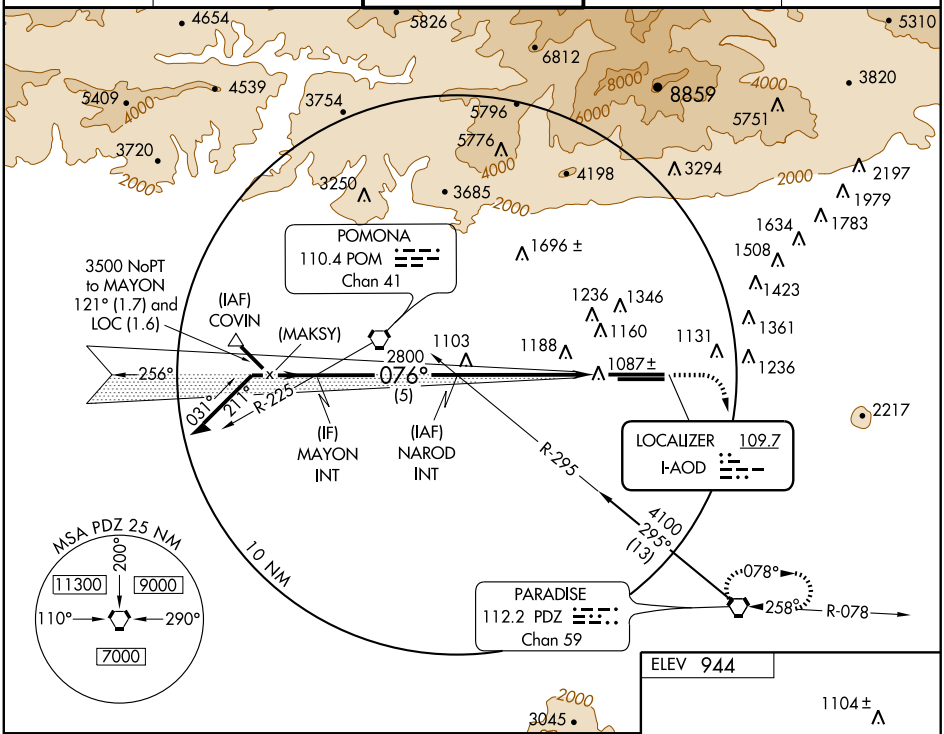
ILS or LOC RWY 8L
ONTARIO INTL (ONT)

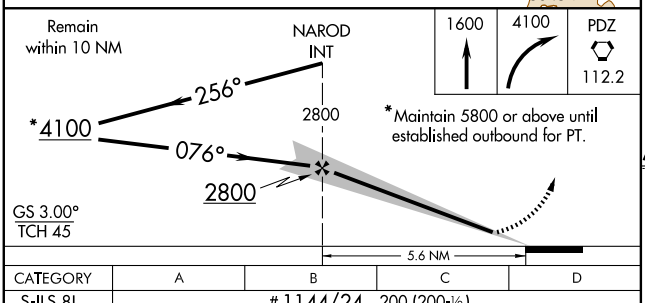
Circling NA north of Rwy 8L-26R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

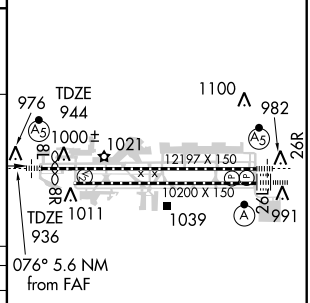
MALSR Rwy 8L

MISSED APPROACH: Climb to 1600 then climbing right turn to 4100 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1







CATEGORY	A	B	C	D
S-ILS 8L	#1144/24 200 (200-½)			
S-LOC 8L	1340/24 396 (400-½)			1340/40 396 (400-¾)
SIDESTEP RWY 8R	1340-1 404 (400-1)		1340-1½ 404 (400-1½)	1340-2 404 (400-2)
CIRCLING	1380-1 436 (500-1)	1400-1 456 (500-1)	1400-1½ 456 (500-1½)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TWO	APP CRS	Rwy Idg 26L	Rwy Idg 26R
111.35	256°	10200	12197
Chan 50(Y)		TDZE 926	TDZE 932
		Apt Elev 944	Apt Elev 944

ILS or LOC RWY 26L

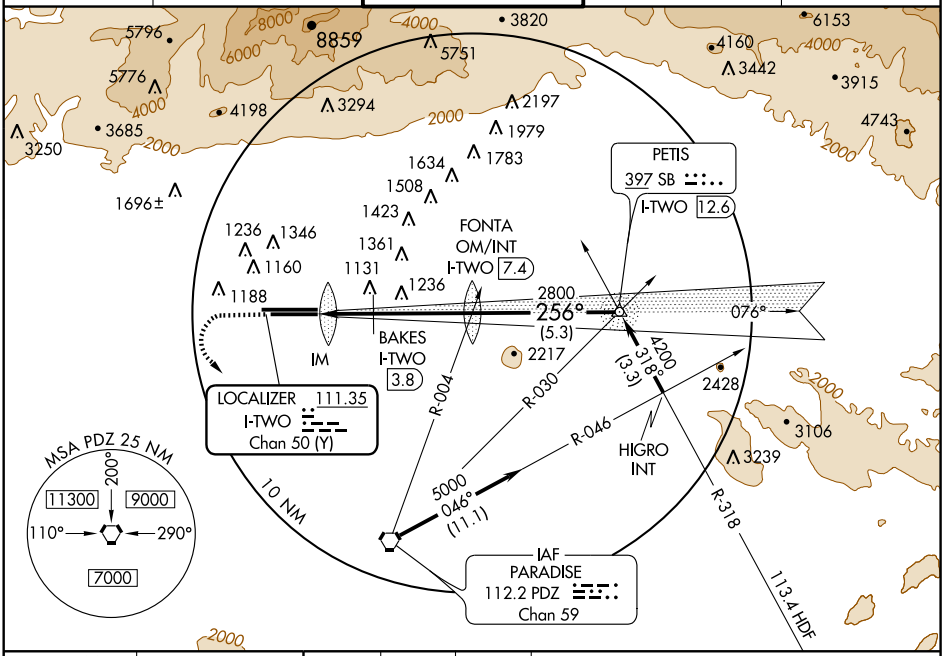
ONTARIO INTL (ONT)

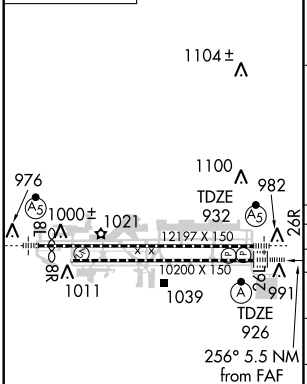
Circling NA north of Rwy 8L-26R.
SIDESTEP 26R: Inoperative table does not apply to Cats. A and B.

ALSF-2 Rwy 26L (A) | MALSR Rwy 26R (A5)

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC.

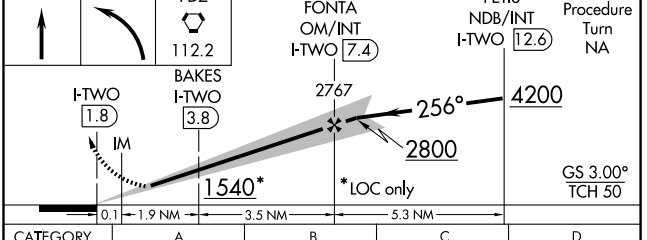
ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1





TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 26L	1126/18 200 (200-½)			
S-LOC 26L	1540/24 614 (600-½)		1540/60 614 (600-1¼)	1540-1½ 614 (600-1½)
SIDESTEP RWY 26R	1540/50 608 (600-1)		1540/60 608 (600-1¼)	1540-1½ 608 (600-1½)
CIRCLING	1540-1 596 (600-1)		1540-1¾ 596 (600-1¾)	1540-2 596 (600-2)
BAKES DME MINIMUMS				
S-LOC 26L	1340/24 414 (400-½)		1340/40 414 (400-¾)	
CIRCLING	1380-1 436 (500-1)	1400-1 456 (500-1)	1400-1½ 456 (500-1½)	1500-2 556 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ONT	APP CRS	Rwy Idg 26R	Rwy Idg 26L
109.7	256°	12197	10200
Chan 34		TDZE 932	TDZE 926
		Apt Elev 944	Apt Elev 944

ILS or LOC RWY 26R
ONTARIO INTL (ONT)

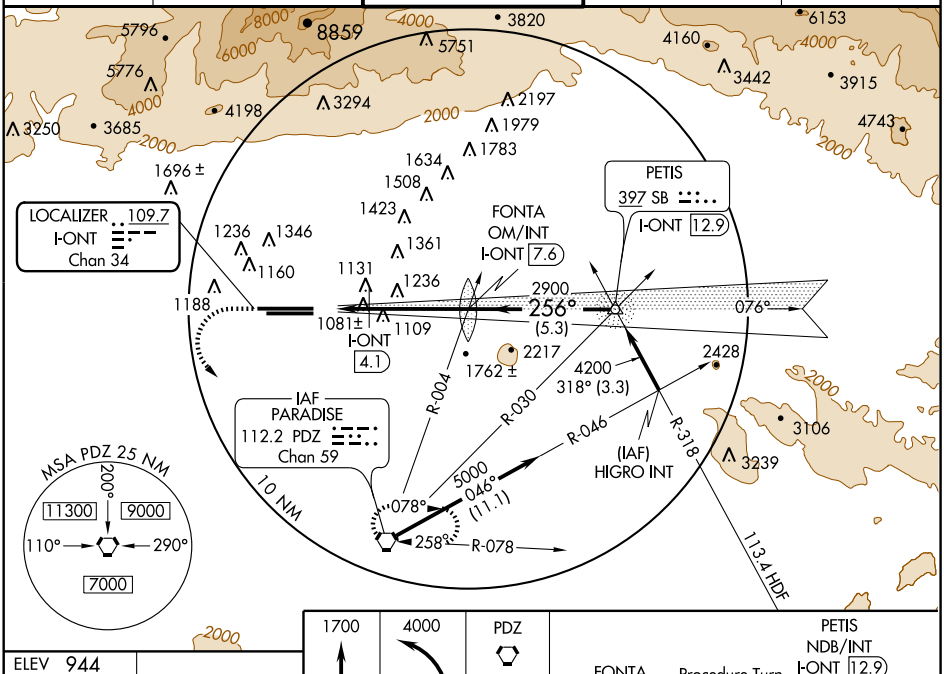
Circling NA north of Rwy 8L-26R
Inoperative table does not apply to sidestep Rwy 26L Cats A and B.

ALSF-2 Rwy 26L (A)

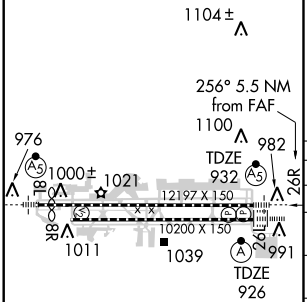
MALSR Rwy 26R (A5)

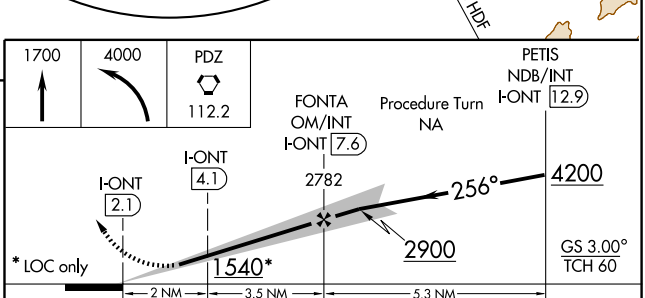
MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1



ELEV 944





CATEGORY	A	B	C	D
S-ILS 26R	1132/24 200 (200-½)			
S-LOC 26R	1540/24 608 (600-½)		1540/60 608 (600-1¼)	1540-1½ 608 (600-1½)
SIDESTEP RWY 26L	1540/50 614 (600-1)		1540/60 614 (600-1¼)	1540-1½ 614 (600-1½)
CIRCLING	1540-1 596 (600-1)		1540-1¾ 596 (600-1¾)	1540-2 596 (600-2)
DME MINIMUMS				
S-LOC 26R	1340/24 408 (400-½)		1340/40 408 (400-¾)	
CIRCLING	1380-1 436 (500-1)	1400-1 456 (500-1)	1400-1¾ 456 (500-1¾)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TWO	APP CRS	Rwy Idg	10200
111.35	256°	TDZE	926
Chan 50(Y)		Apt Elev	944

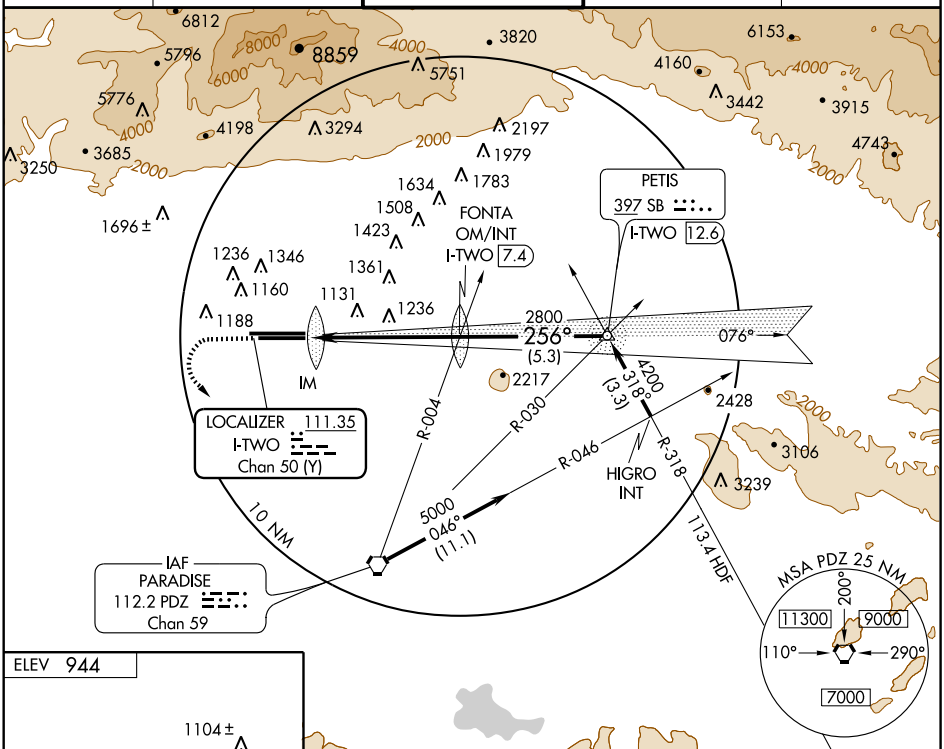
ILS RWY 26L (CAT II)
ONTARIO INTL (ONT)

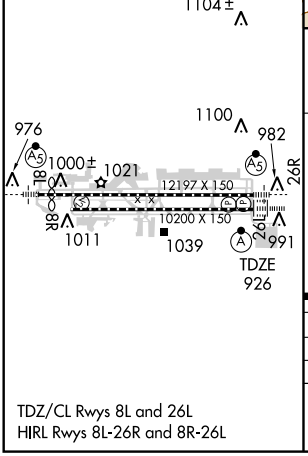
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC.

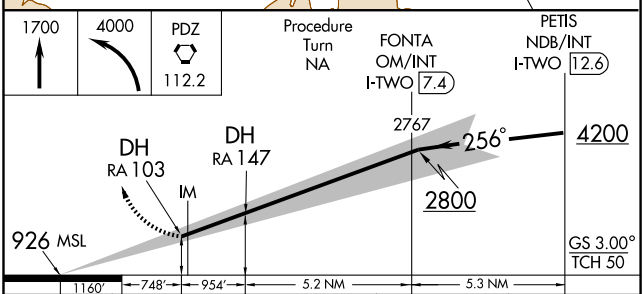
ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1

SW-3, 21 OCT 2010 to 18 NOV 2010





TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L



CATEGORY	A	B	C	D
S-ILS 26L	RA 147/16 150 DA 1076			
S-ILS 26L	RA 103/12 100 DA 1026			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

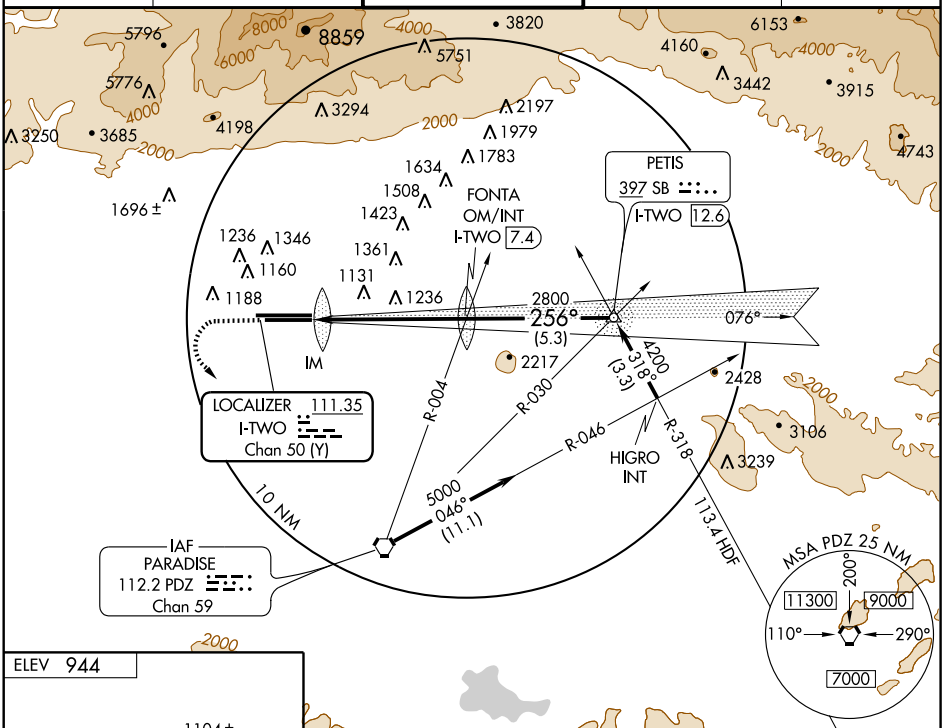
LOC/DME I-TWO	APP CRS	Rwy Idg	10200
111.35	256°	TDZE	926
Chan 50(Y)		Apt Elev	944

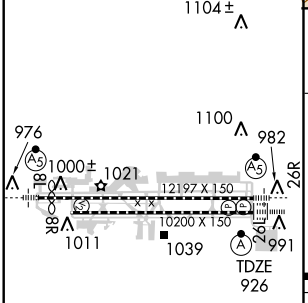
ILS RWY 26L (CAT III)
ONTARIO INTL (ONT)

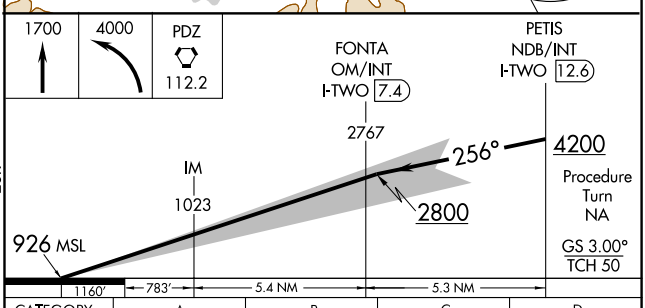
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1







CATEGORY	A	B	C	D
S-ILS 26L	CAT IIIa		RVR 07	
S-ILS 26L	CAT IIIb		RVR 06	
S-ILS 26L	CAT IIIc		NA	

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

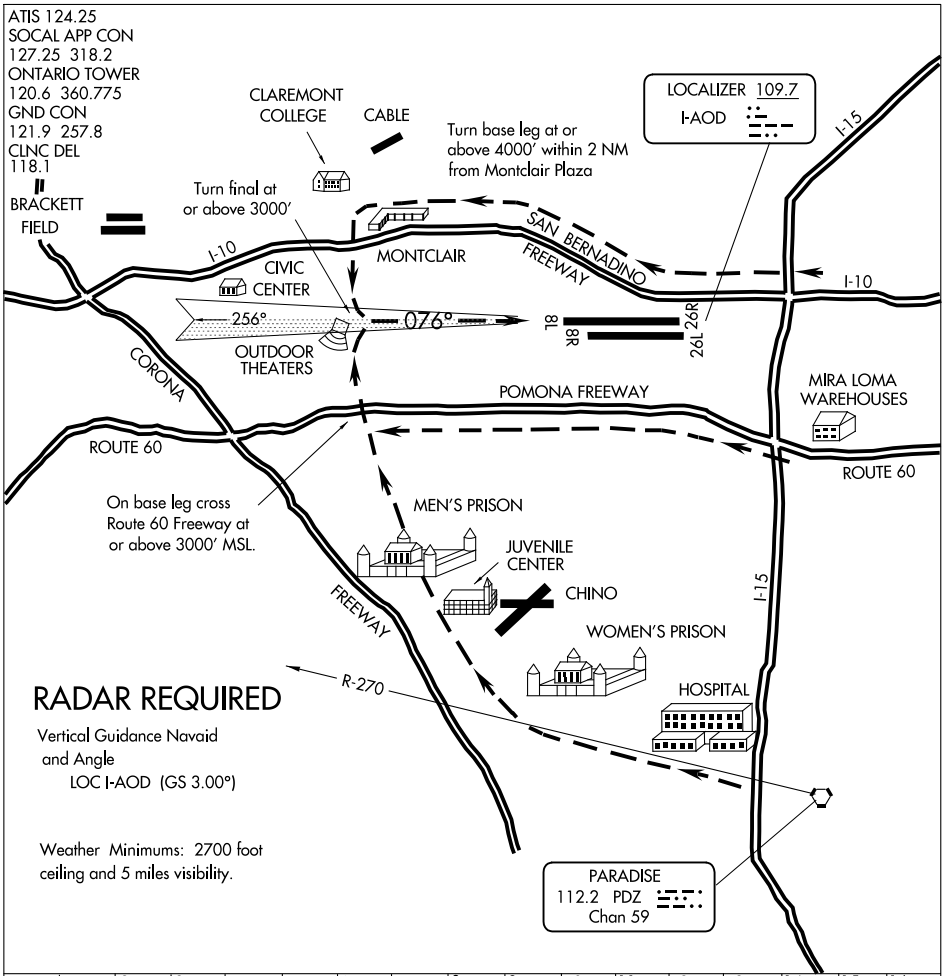
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

INTERSTATE VISUAL RWY 8L

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



INTERSTATE VISUAL RWY 8L

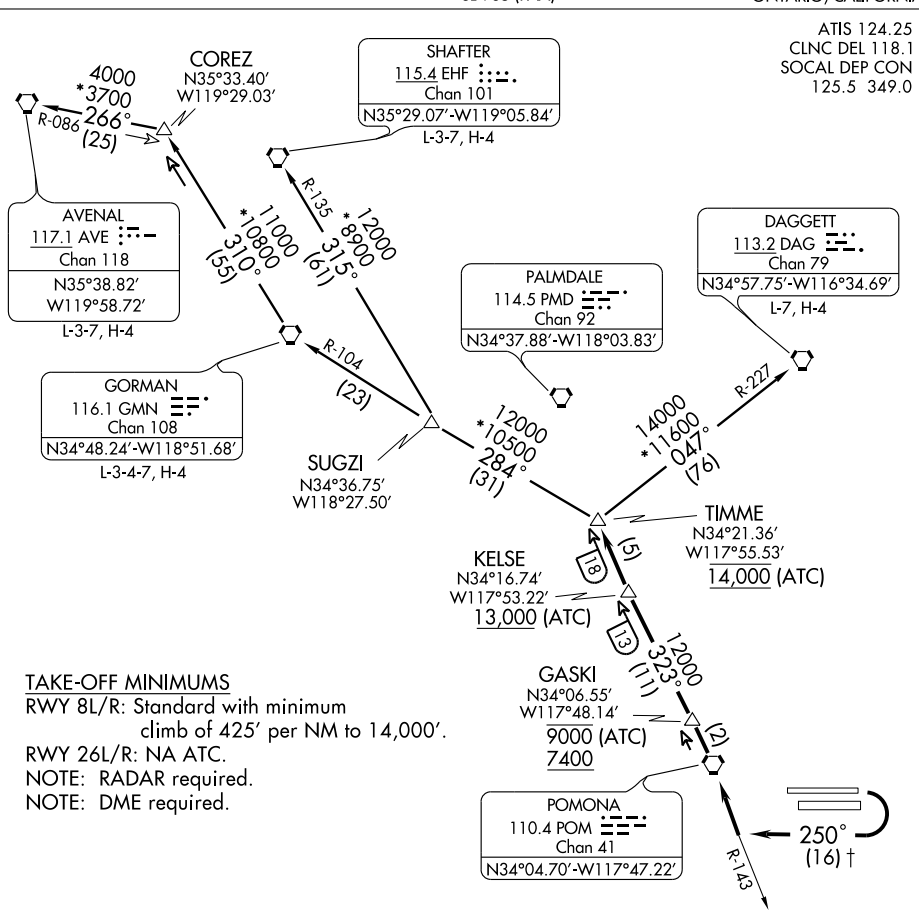
When Visual Approaches to Runway 8L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR INTERSTATE VISUAL RUNWAY 8L APPROACH."

SW-3, 21 OCT 2010 to 18 NOV 2010

ONTARIO THREE DEPARTURE

SL-965 (FAA)



TAKE-OFF MINIMUMS

RWY 8L/R: Standard with minimum climb of 425' per NM to 14,000'.

RWY 26L/R: NA ATC.

NOTE: RADAR required.

NOTE: DME required.

TAKE-OFF OBSTACLE NOTES

RWY 08L: Terrain 81' from DER, 443' left of centerline, 936' MSL.
Multiple light poles beginning 2042' from DER, 684' left of centerline 50' AGL/990' MSL.
BLDG 1605' from DER, 846' left of centerline 35' AGL/975' MSL.
RWY 26L: Multiple trees beginning 1050' from DER, 329' left of centerline, up to 49' AGL/986' MSL.
Pole 754' from DER, 670' left of centerline, 34' AGL/964' MSL.
OL on GS 125' from DER, 339' right of centerline, 38' AGL/982' MSL.
RWY 26R: Multiple light poles beginning 1144' from DER, 211' right of centerline, up to 37' AGL/986' MSL.
Multiple poles beginning 580' from DER, 504' right of centerline, up to 38' AGL/986'MSL.
Multiple trees beginning 1672' from DER, 673' right of centerline, up to 60' AGL/1030' MSL.
Terrain 30' from DER, 497' right of centerline, 951 MSL.
OL on LOC 381' from DER, 1' right of centerline, 13' AGL/953' MSL.
Railroad 892' from DER, 595' left of centerline, 27 AGL/967' MSL.
ANT on BLDG 193' from DER, 396' left of centerline, 20' AGL/950' MSL.
Pole 739' from DER, 610' left of centerline, 39' AGL/969' MSL.
OL on DME 369' from DER, 262' left of centerline, 22' AGL/962' MSL.
LT pole 483' from DER, 263' left of centerline, 43' AGL/973' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L/R: Turn right heading 250° to intercept and proceed via POM R-143 to POM VORTAC. Cross GASKI at or below 9000 (ATC)/7400, cross KELSE at or above 13,000 (ATC), cross TIMME at 14,000 (ATC). Thence...
...via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

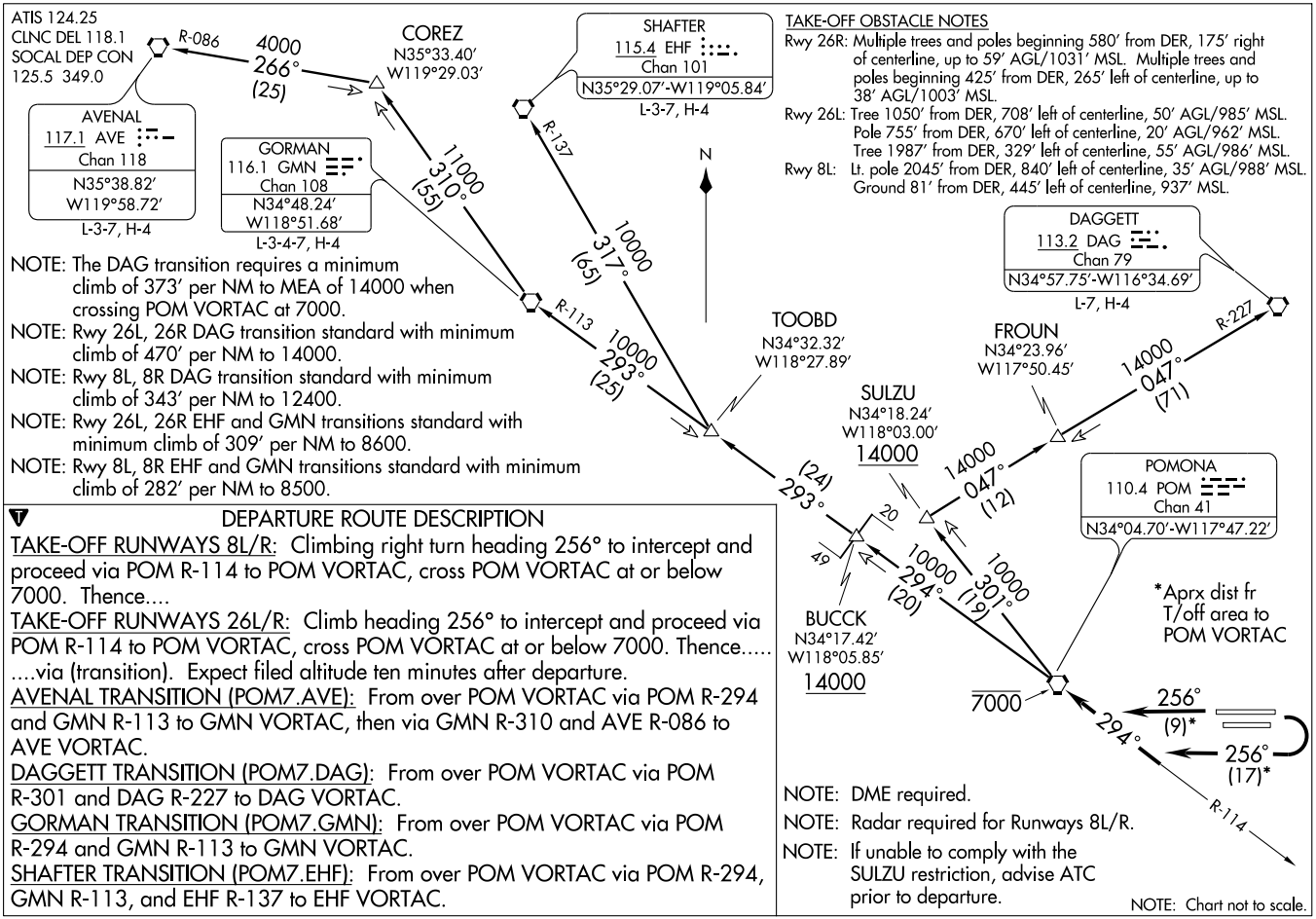
AVENAL TRANSITION (ONT3.AVE): From over TIMME INT via GMN R-104 to GMN VORTAC, and via GMN R-310 to COREZ, and via AVE R-086 to AVE VORTAC.
DAGGETT TRANSITION (ONT3.DAG): From over TIMME INT via DAG R-227 to DAG VORTAC.
GORMAN TRANSITION (ONT3.GMN): From over TIMME INT via GMN R-104 to GMN VORTAC.
SHAFTER TRANSITION (ONT3.EHF): From over TIMME INT via GMN R-104 to SUGZI and via EHF R-135 to EHF VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

POMONA SEVEN DEPARTURE

(POM7.POM) 07298

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)



NOTE: The DAG transition requires a minimum climb of 373′ per NM to MEA of 14000 when crossing POM VORTAC at 7000.
NOTE: Rwy 26L, 26R DAG transition standard with minimum climb of 470′ per NM to 14000.
NOTE: Rwy 8L, 8R DAG transition standard with minimum climb of 343′ per NM to 12400.
NOTE: Rwy 26L, 26R EHF and GMN transitions standard with minimum climb of 309′ per NM to 8600.
NOTE: Rwy 8L, 8R EHF and GMN transitions standard with minimum climb of 282′ per NM to 8500.

TAKE-OFF OBSTACLE NOTES

Rwy 26R: Multiple trees and poles beginning 580′ from DER, 175′ right of centerline, up to 59′ AGL/1031′ MSL. Multiple trees and poles beginning 425′ from DER, 265′ left of centerline, up to 38′ AGL/1003′ MSL.
Rwy 26L: Tree 1050′ from DER, 708′ left of centerline, 50′ AGL/985′ MSL. Pole 755′ from DER, 670′ left of centerline, 20′ AGL/962′ MSL. Tree 1987′ from DER, 329′ left of centerline, 55′ AGL/986′ MSL.
Rwy 8L: Lt. pole 2045′ from DER, 840′ left of centerline, 35′ AGL/988′ MSL. Ground 81′ from DER, 445′ left of centerline, 937′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L/R: Climbing right turn heading 256° to intercept and proceed via POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence....

TAKE-OFF RUNWAYS 26L/R: Climb heading 256° to intercept and proceed via POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence..... ....via (transition). Expect filed altitude ten minutes after departure.

AVENAL TRANSITION (POM7.AVE): From over POM VORTAC via POM R-294 and GMN R-113 to GMN VORTAC, then via GMN R-310 and AVE R-086 to AVE VORTAC.

DAGGETT TRANSITION (POM7.DAG): From over POM VORTAC via POM R-301 and DAG R-227 to DAG VORTAC.

GORMAN TRANSITION (POM7.GMN): From over POM VORTAC via POM R-294 and GMN R-113 to GMN VORTAC.

SHAFTER TRANSITION (POM7.EHF): From over POM VORTAC via POM R-294, GMN R-113, and EHF R-137 to EHF VORTAC.

NOTE: DME required.
NOTE: Radar required for Runways 8L/R.
NOTE: If unable to comply with the SULZU restriction, advise ATC prior to departure.

NOTE: Chart not to scale.

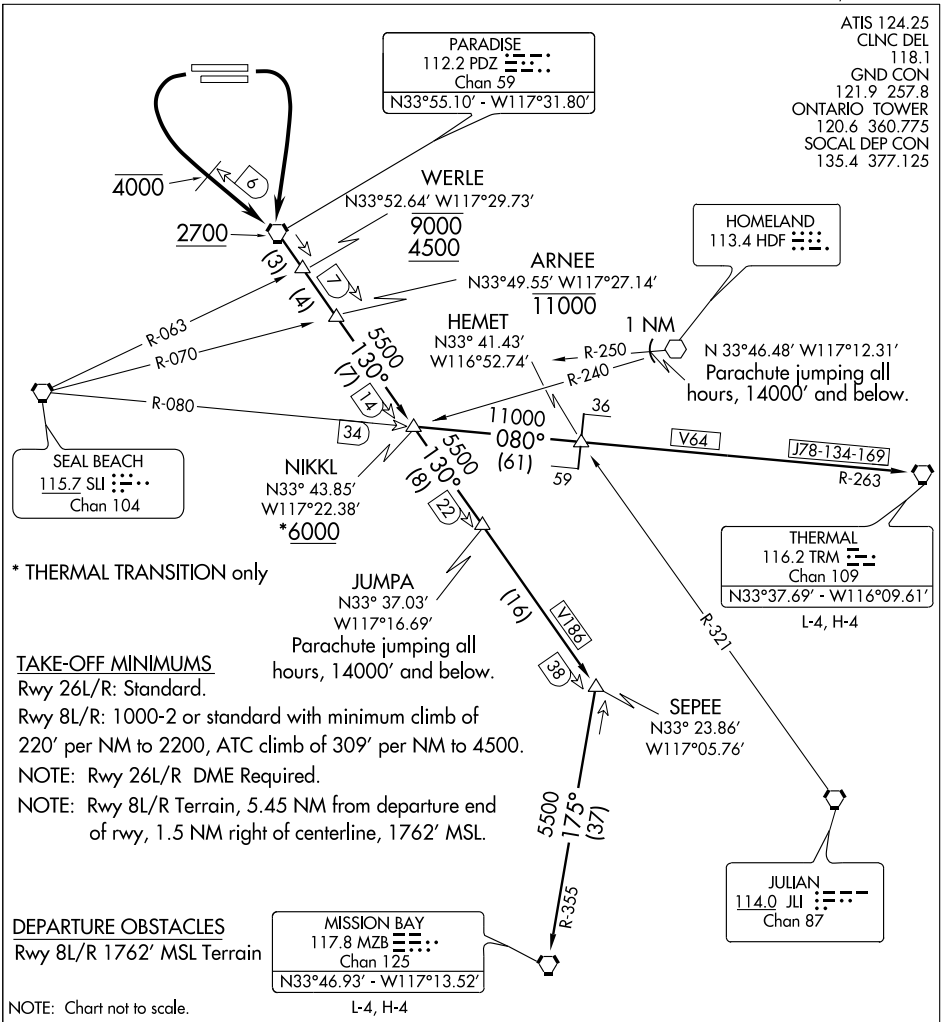
SL-965 (FAA)

POMONA SEVEN DEPARTURE
(POM7.POM) 07298
ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

PRADO SEVEN DEPARTURE

SL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



TAKE-OFF MINIMUMS
Rwy 26L/R: Standard.
Rwy 8L/R: 1000-2 or standard with minimum climb of 220' per NM to 2200, ATC climb of 309' per NM to 4500.
NOTE: Rwy 26L/R DME Required.
NOTE: Rwy 8L/R Terrain, 5.45 NM from departure end of rwy, 1.5 NM right of centerline, 1762' MSL.

DEPARTURE OBSTACLES
Rwy 8L/R 1762' MSL Terrain

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L/R: Climbing right turn direct PDZ VORTAC. Thence...
TAKE-OFF RWY 26L/R: Climbing left turn direct PDZ VORTAC, cross 6 DME northwest of PDZ VORTAC at or below 4000'. Thence...
...via (assigned transition) or (assigned route). Cross PDZ VORTAC at or above 2700', expect filed altitude ten minutes after departure.
MISSION BAY TRANSITION (PRDO7.MZB): From over PDZ VORTAC via PDZ R-130 and MZB R-355 to MZB VORTAC.
THERMAL TRANSITION (PRDO7.TRM): From over PDZ VORTAC via PDZ R-130, SLI R-080 and TRM R-263 to TRM VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

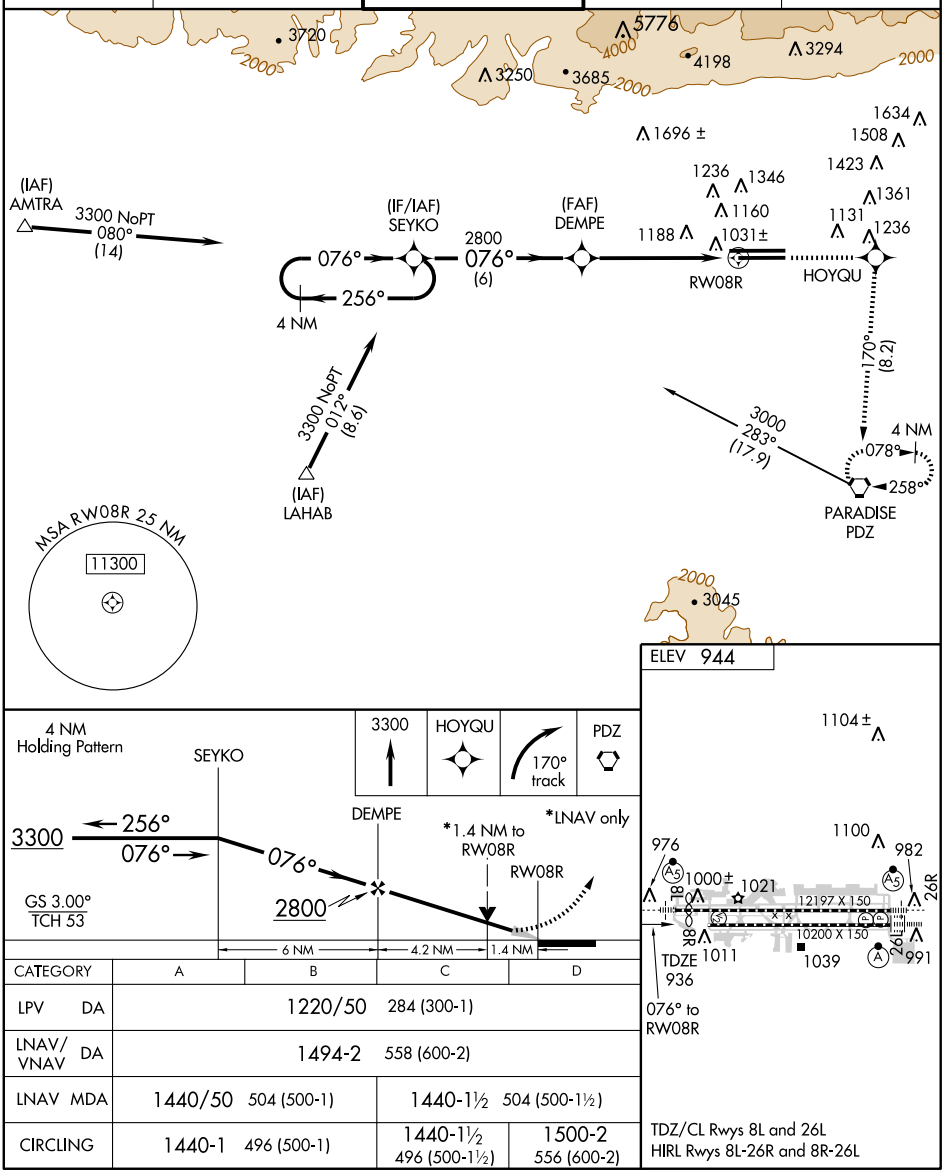
WAAS CH 70329 W08A	APP CRS 076°	Rwy Idg 10200 TDZE 936 Apt Elev 944

RNAV (GPS) RWY 8R
ONTARIO INTL (ONT)

Circling NA north of Rwy 8L-26R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3300 direct HOYQU and turn right via 170° track to PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1



CATEGORY	A	B	C	D
LPV DA	1220/50 284 (300-1)			
LNAV/VNAV DA	1494-2 558 (600-2)			
LNAV MDA	1440/50 504 (500-1)		1440-1½ 504 (500-1½)	
CIRCLING	1440-1 496 (500-1)		1440-1½ 496 (500-1½)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45807 W08A	APP CRS 076°	Rwy Idg 11200 TDZE 944 Apt Elev 944

RNAV (GPS) Y RWY 8L

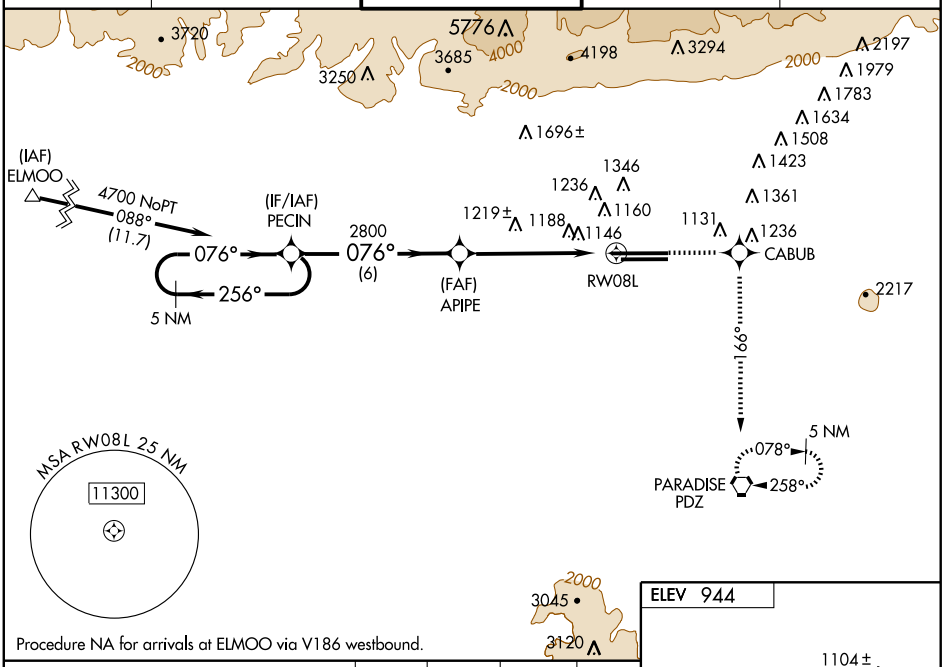
ONTARIO INTL (ONT)

DME/DME RNP -0.3 NA. Circling NA north of Rwy 8L-26R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP and Baro-VNAV NA when using Chino altimeter setting.
When local altimeter setting not received, use Chino altimeter setting and increase all DAs/MDAs 60 feet and all visibilities ½ mile.
For inoperative MALSR increase LPV visibility all Cats to RVR 6000.

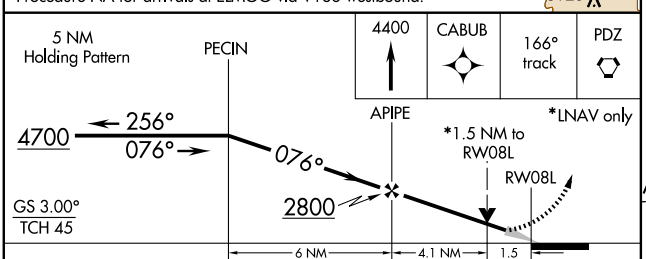
MALSR

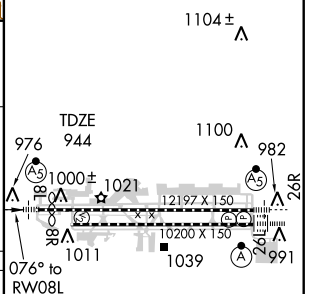
MISSED APPROACH: Climb to 4400 direct CABUB and via 166° track to PDZ VORTAC and hold, continue climb-in-hold to 4400.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1



Procedure NA for arrivals at ELMOO via V186 westbound.





CATEGORY	A	B	C	D
LPV DA	1266/40 322 (400-¾)			
LNAV/VNAV DA	1520-1½ 576 (600-1½)			
LNAV MDA	1480/24 536 (600-½)		1480/50 536 (600-1)	1480/60 536 (600-1¼)
CIRCLING	1480-1 536 (600-1)		1480-1½ 536 (600-1½)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10200
CH 90407	256°	TDZE	926
W26B		Apt Elev	944

RNAV (GPS) Y RWY 26L

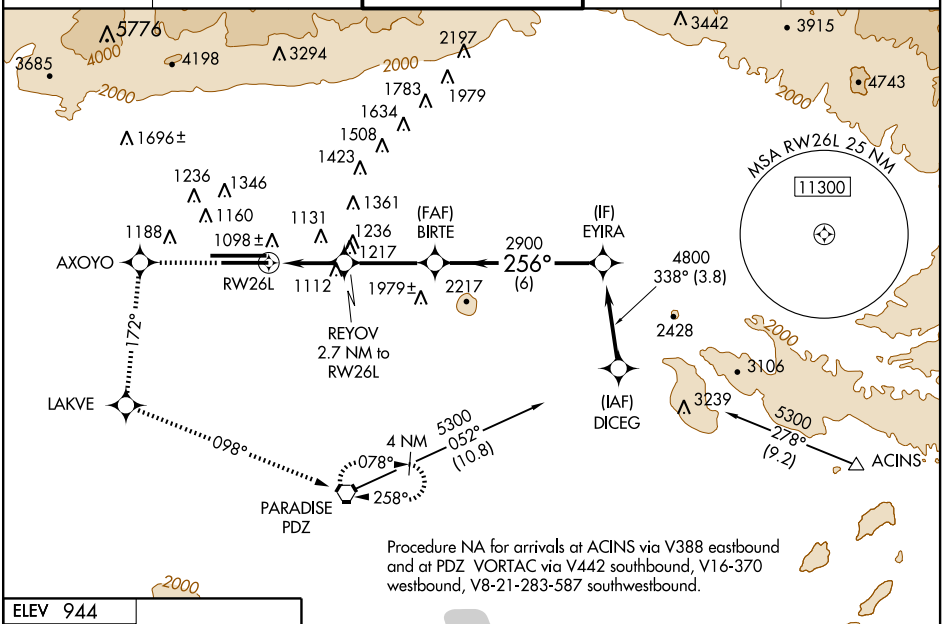
ONTARIO INTL (ONT)

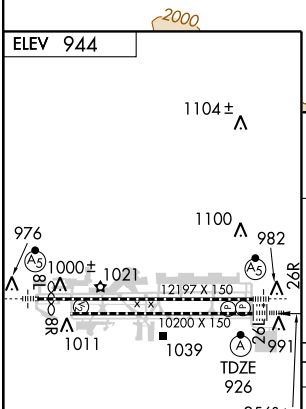
DME/DME RNP -0.3 NA. Circling NA north of Rwy 8L-26R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
Baro-VNAV and VDP NA when using Chino altimeter setting.
When local altimeter setting not received, use Chino altimeter setting and increase all DAs/MDAs 60 feet and all visibilities ½ mile.

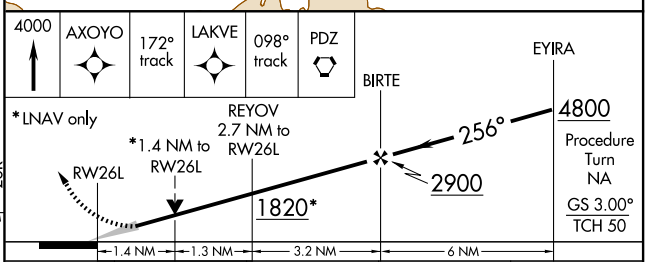
ALSF-2

MISSED APPROACH: Climb to 4000 direct AXOYO and via 172° track to LAKVE and via 098° track to PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1







CATEGORY	A	B	C	D
LPV DA	1176/24 250 (300-½)			
LNAV/VNAV DA	1405/60 479 (500-1¼)			
LNAV MDA	1420/24 494 (500-½)		1420/40 494 (500-¾)	1420/50 494 (500-1)
CIRCLING	1420-1 476 (500-1)		1420-1½ 476 (500-1½)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12197
CH 53406	256°	TDZE	932
W26A		Apt Elev	944

RNAV (GPS) Y RWY 26R

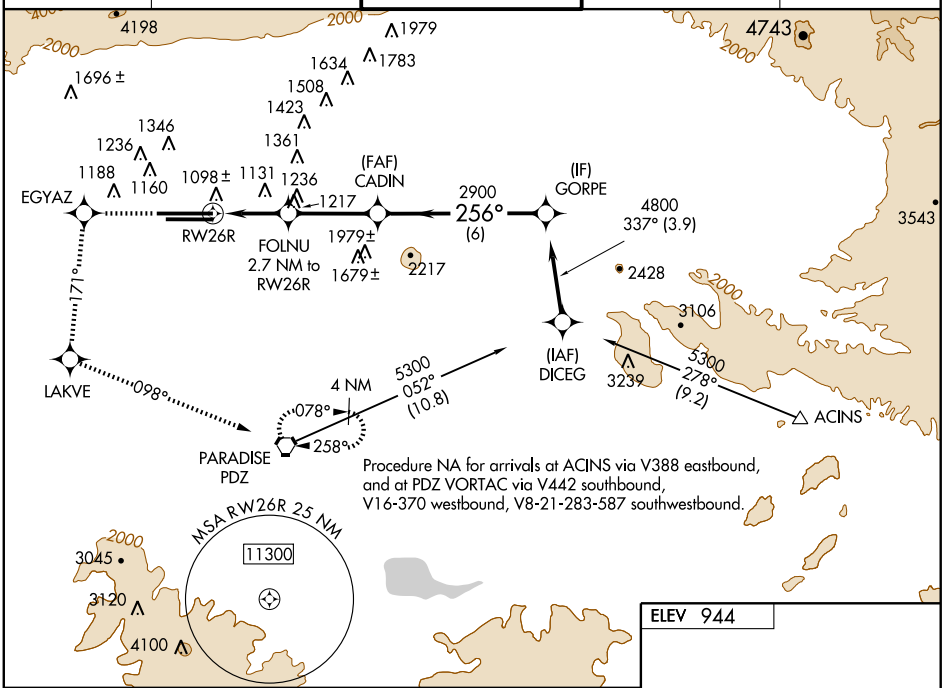
ONTARIO INTL (ONT)

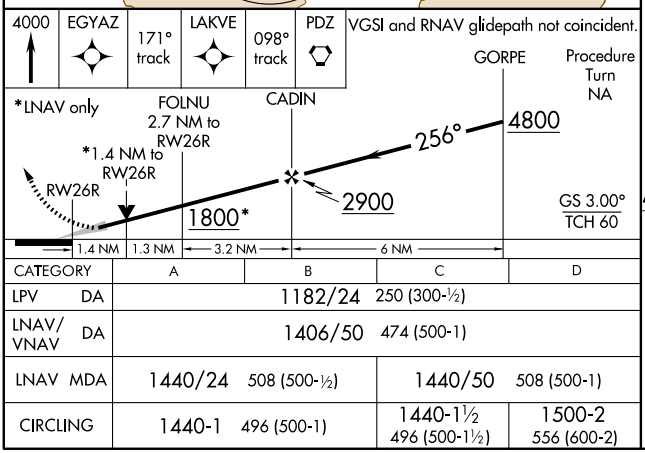
When local altimeter setting not received, use Chino altimeter setting and increase all DAs/MDAs 60 feet and all visibilities ½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP and Baro-VNAV NA when using Chino altimeter setting.
DME/DME RNP-0.3 NA. Circling NA north of Rwy 8L-26R.

MALSR

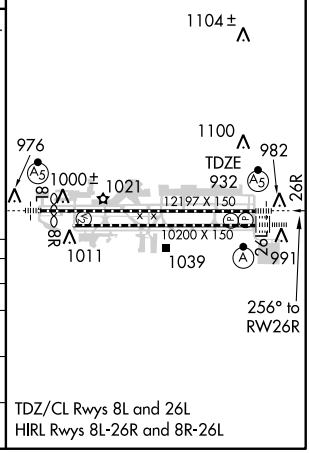
MISSED APPROACH: Climb to 4000 direct to EGYAZ and via 171° track to LAKVE and via 098° track to PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1





CATEGORY	A	B	C	D
LPV DA	1182/24 250 (300-½)			
LNAV/VNAV DA	1406/50 474 (500-1)			
LNAV MDA	1440/24 508 (500-½)		1440/50 508 (500-1)	
CIRCLING	1440-1 496 (500-1)		1440-1½ 496 (500-1½)	1500-2 556 (600-2)



TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 8L

ONTARIO INTL (ONT)

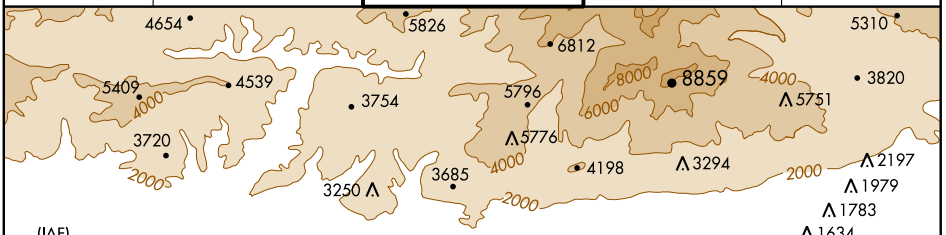
APP CRS	Rwy Idg	11200
076°	TDZE	944
	Apt Elev	944

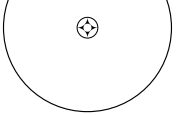
GPS required.
For uncompensated Baro-VNAV systems, LNAV/VNAV, procedure NA below -1°C (31°F) or above 47°C (116°F). Inoperative table does not apply.

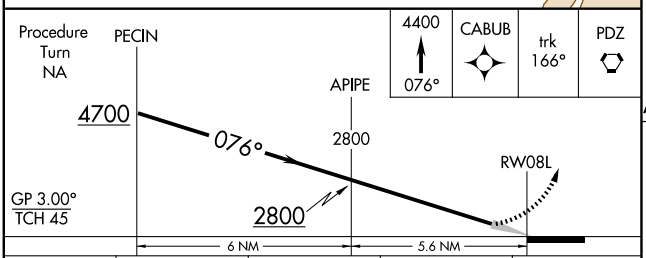
MALSR

MISSED APPROACH: Climb to 4400 via track 076° to CABUB and via track 166° to PDZ VORTAC and hold, continue climb-in-hold to 4400.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1

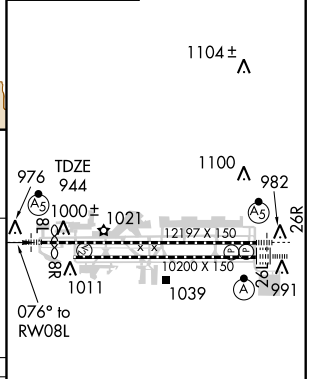






CATEGORY	A	B	C	D
RNP 0.30 DA	1490-2	546 (600-2)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10200
256°	TDZE	926
	Apt Elev	944

RNAV (RNP) Z RWY 26L

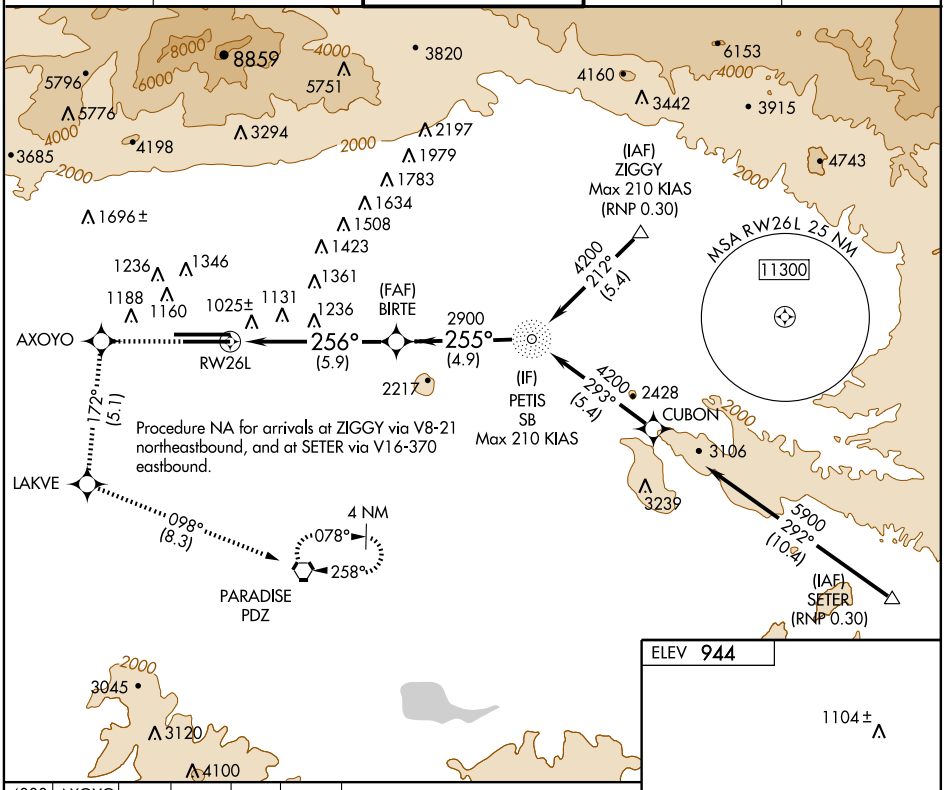
ONTARIO INTL (ONT)

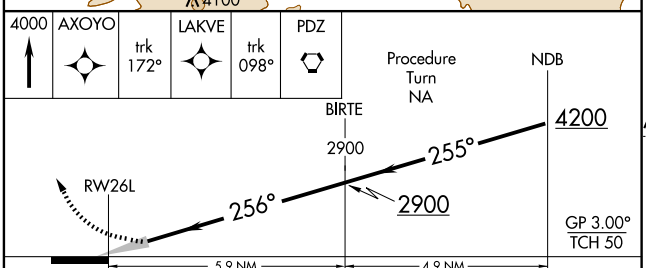
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 47°C (116°F).
For inoperative ALSF increase RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 4000 direct AXOYO and via track 172° to LAKVE and via track 098° to PDZ VORTAC and hold.

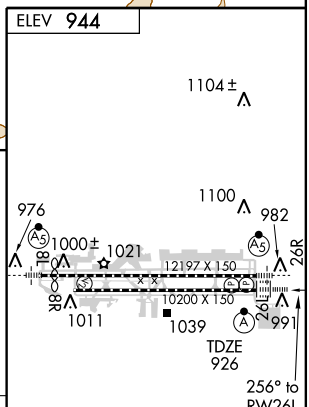
ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1





CATEGORY	A	B	C	D
RNP 0.30 DA	1319/45	393 (400-⅞)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12197
256°	TDZE	932
	Apt Elev	944

RNAV (RNP) Z RWY 26R

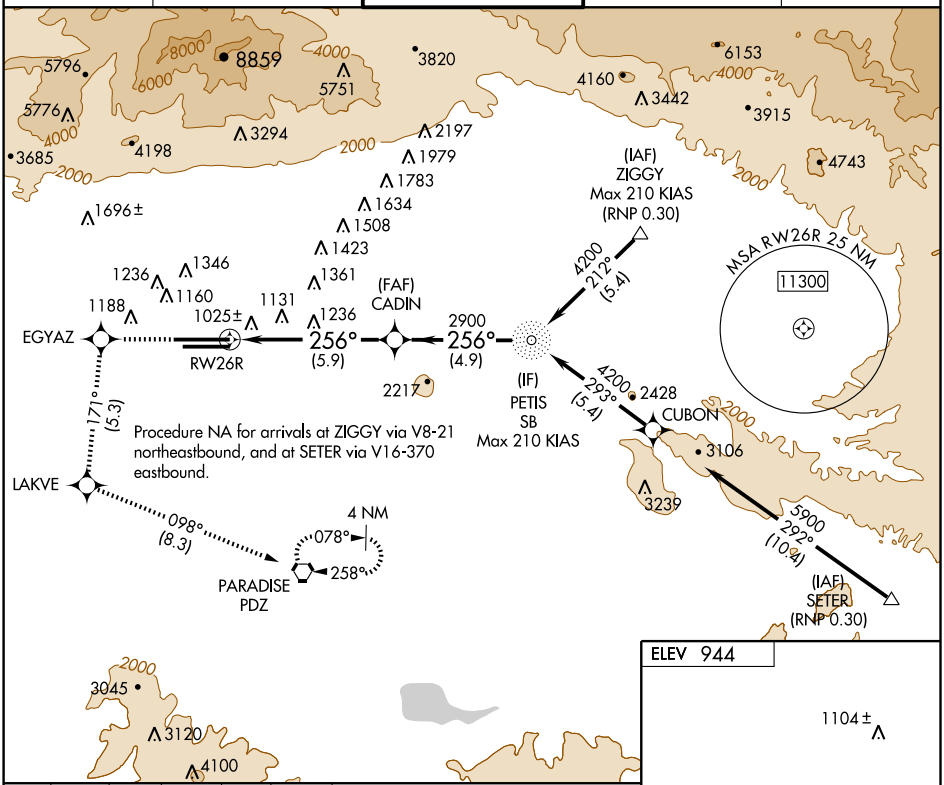
ONTARIO INTL (ONT)

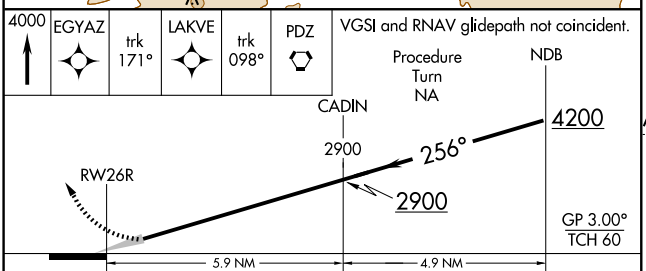
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (28°F) or above 47°C (116°F).
For inoperative MALSR increase RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 direct EGYAZ and via track 171° to LAKVE and via track 098° to PDZ VORTAC and hold.

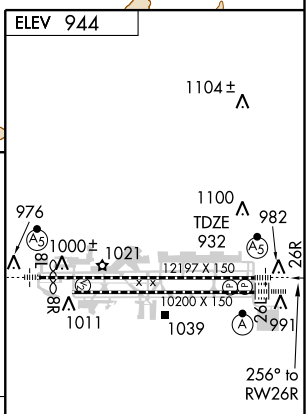
ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1





CATEGORY	A	B	C	D
RNP 0.30 DA	1324/45	392 (400-⅞)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

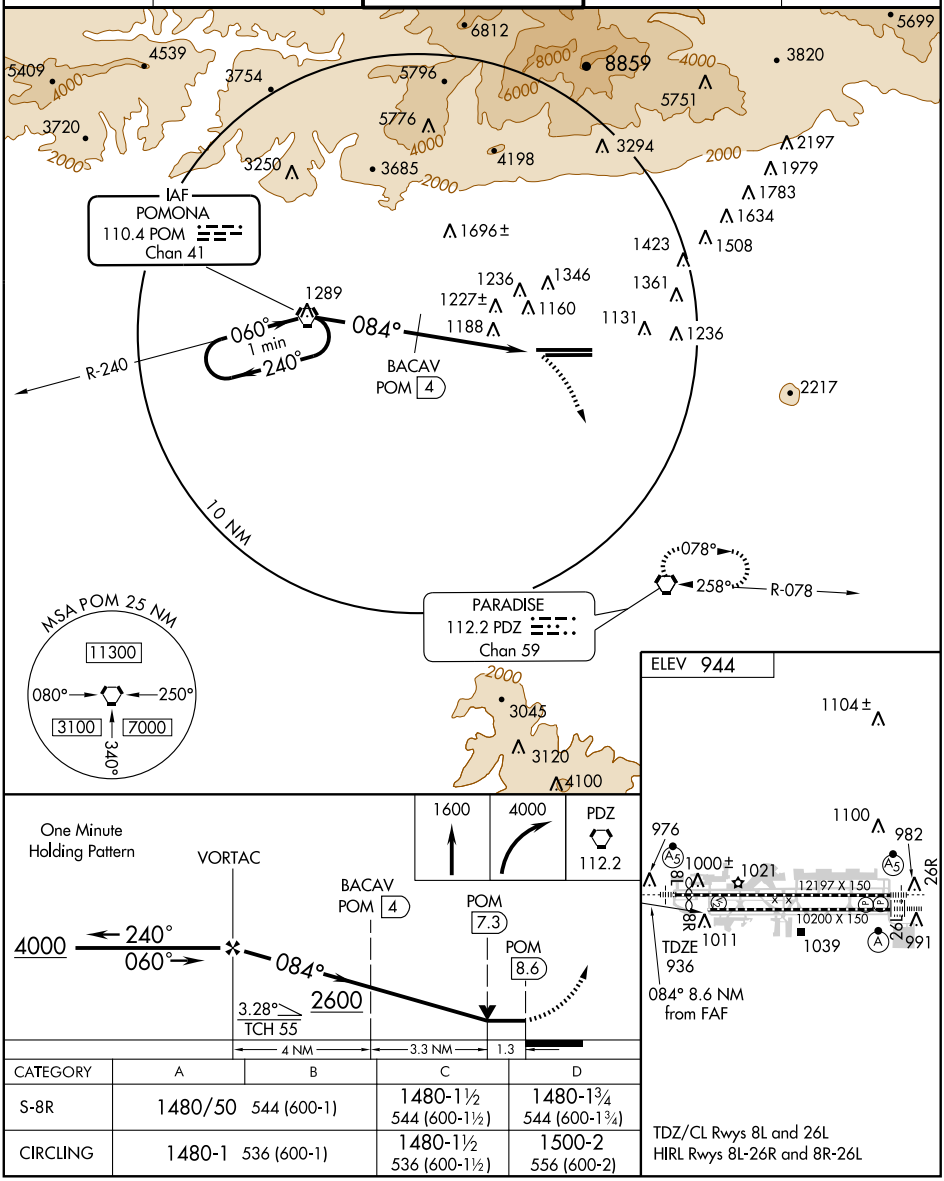
VORTAC POM 110.4 Chan 41	APP CRS 084°	Rwy Idg 10200 TDZE 936 Apt Elev 944

VOR/DME RWY 8R
ONTARIO INTL (ONT)

Circling NA north of Rwy 8L-26R.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1



CATEGORY	A	B	C	D
S-8R	1480/50	544 (600-1)	1480-1½ 544 (600-1½)	1480-1¾ 544 (600-1¾)
CIRCLING	1480-1	536 (600-1)	1480-1½ 536 (600-1½)	1500-2 556 (600-2)

TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIC 109.8 Chan 35	APP CRS 238°	Rwy Idg N/A TDZE N/A Apt Elev 215

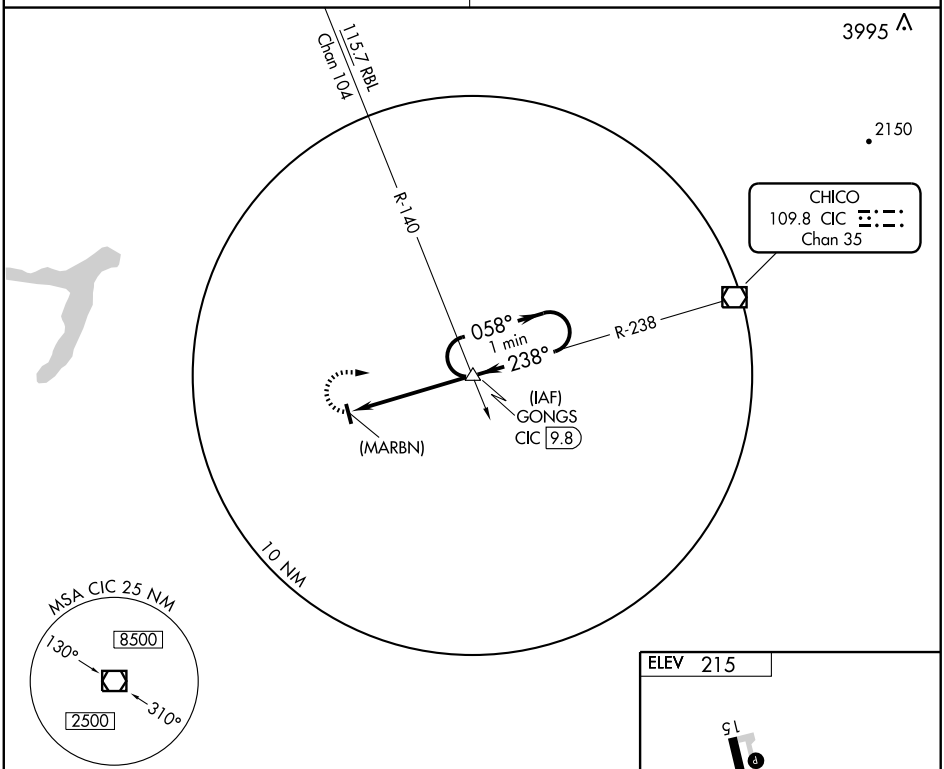
VOR or GPS-A

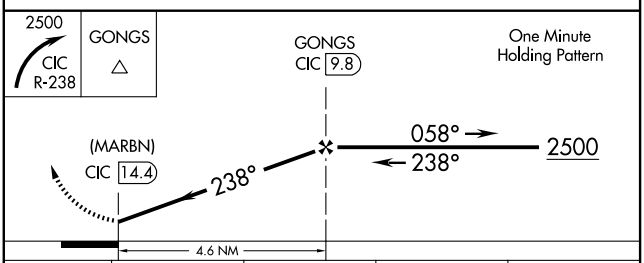
ORLAND/ HAIGH FIELD (O37)

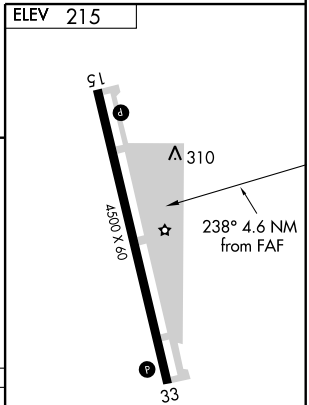
Use Chico altimeter setting, when not received, use Redding altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via CIC R-238 to GONGS INT and hold.

OAKLAND CENTER	UNICOM
132.2 350.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1100-1¼ 885 (900-1¼)		1100-2¾ 885 (900-2¾)	1100-3 885 (900-3)

MIRL Rwy 15-33

REDDING ALTIMETER SETTING MINIMUMS

CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

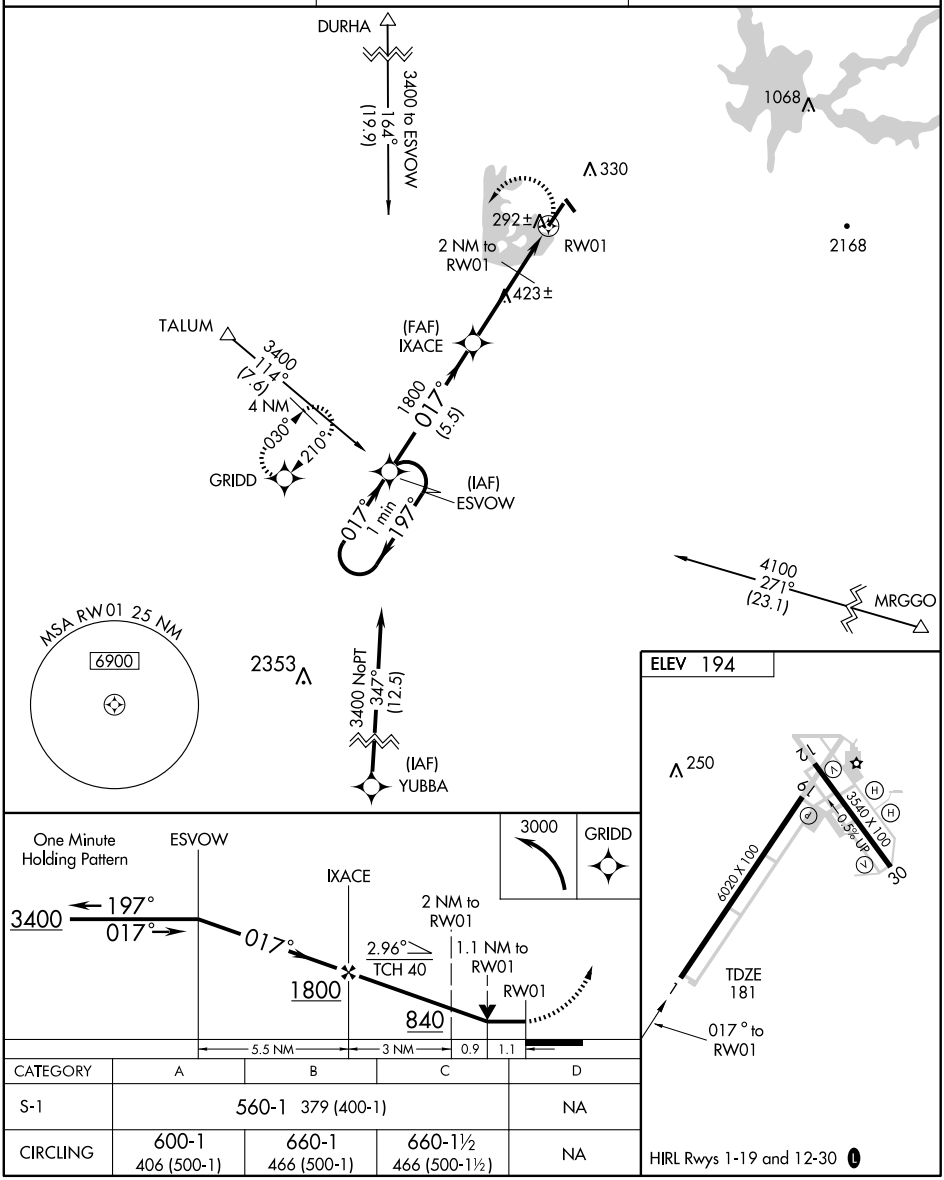
APP CRS	Rwy Idg	6020
017°	TDZE	181
	Apt Elev	194

GPS RWY 1
OROVILLE MUNI (OVE)

T
A NA — Circling not authorized northeast of Rwy 12-30

MISSED APPROACH: Climbing left turn to 3000 direct GRIDD WP and hold.

ASOS	NORCAL APP CON	UNICOM
121.425	125.4 259.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-1	560-1 379 (400-1)			NA
CIRCLING	600-1 406 (500-1)	660-1 466 (500-1)	660-1½ 466 (500-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

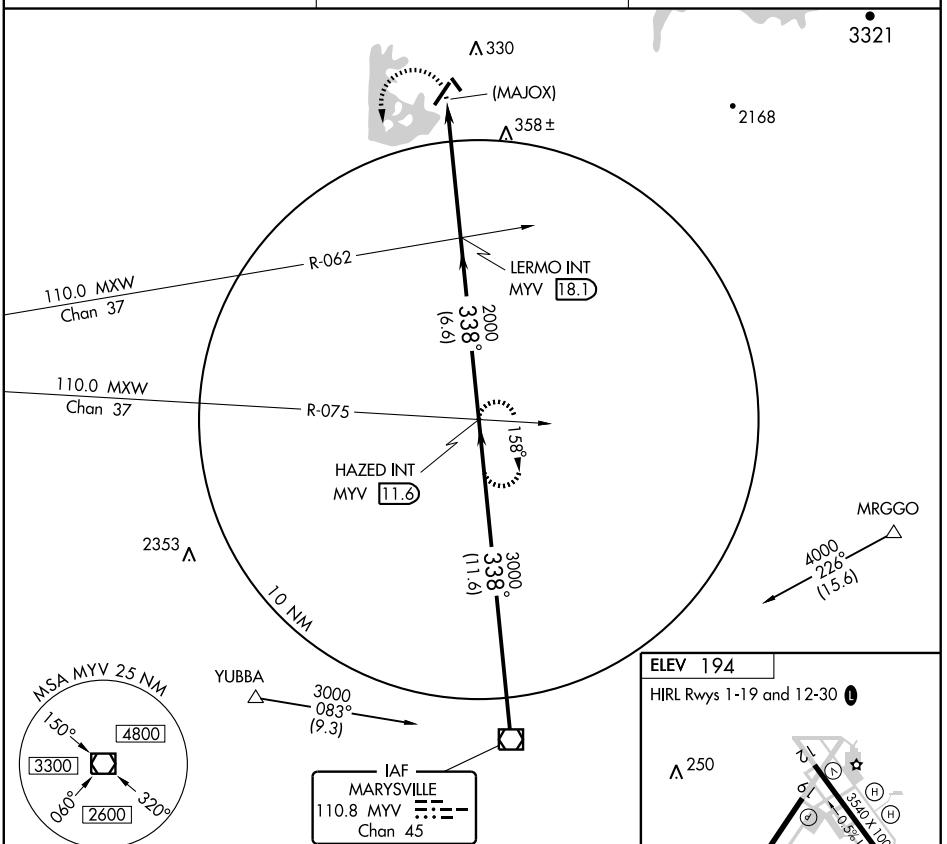
VORTAC MYV 110.8 Chan 45	APP CRS 338°	Rwy Idg N/A TDZE N/A Apt Elev 194

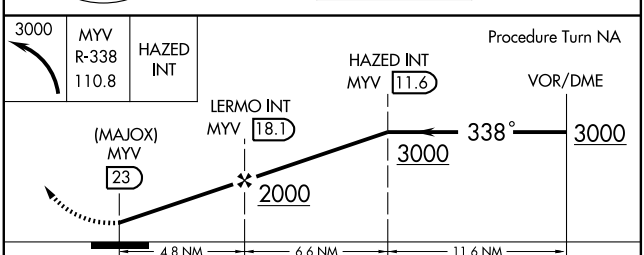
VOR or GPS-A
OROVILLE MUNI (OVE)

NA — Circling not authorized Northeast Rwy 12-30

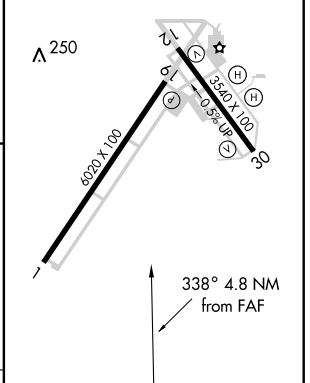
MISSED APPROACH: Climbing left turn to 3000 via MYV R-338 to HAZED Int/MYV 11.6 DME and hold.

ASOS	NORCAL APP CON	UNICOM
121.425	125.4 259.1	122.8 (CTAF) L



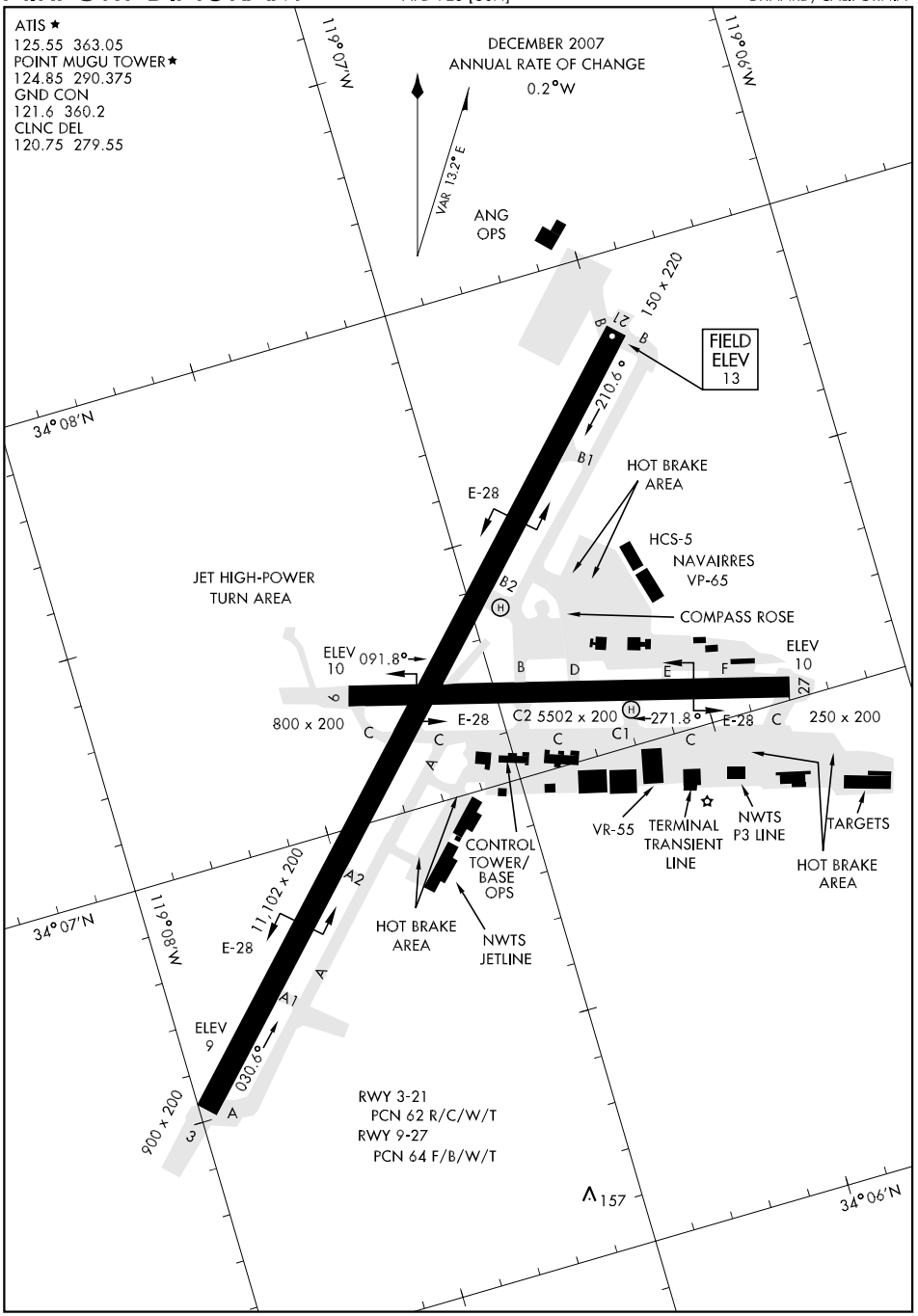


CATEGORY	A	B	C	D
CIRCLING	620-1 426 (500-1)	660-1 466 (500-1)	660-1½ 466 (500-1½)	NA

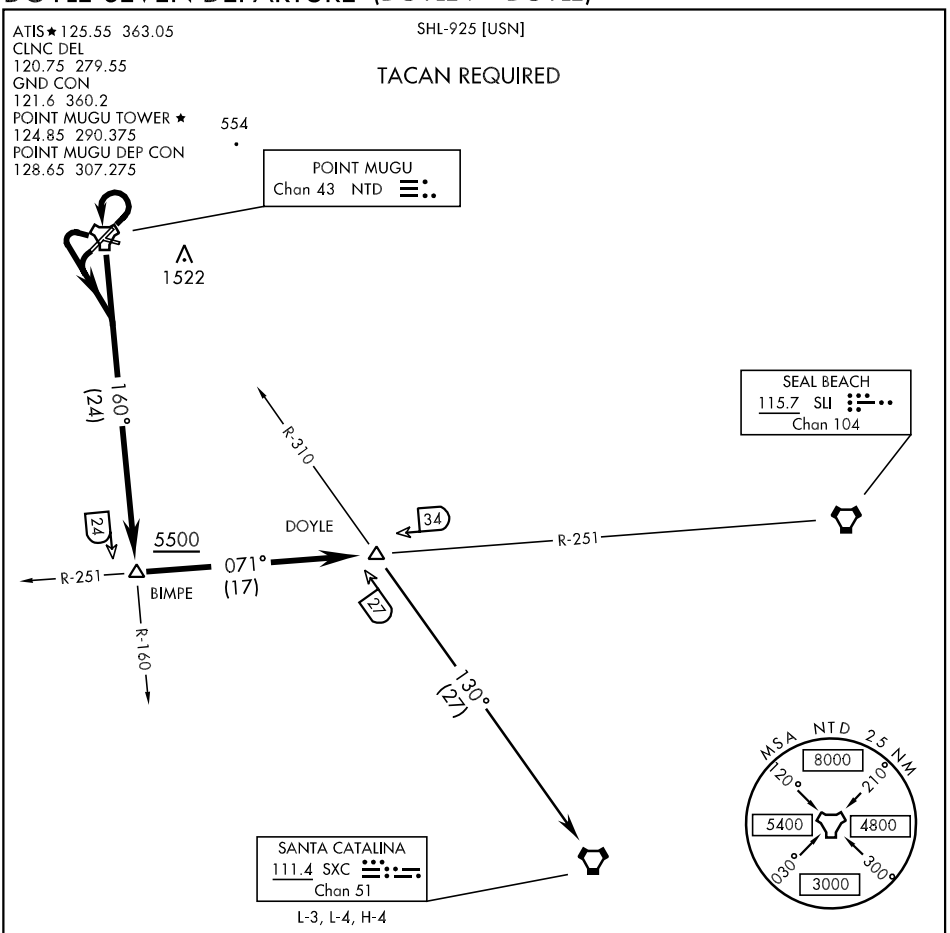


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKE-OFF RWY 21, 27: Left turn, thence...

Intercept NTD R-160 and via NTD R-160 to BIMPE (NTD R-160/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 7 • SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

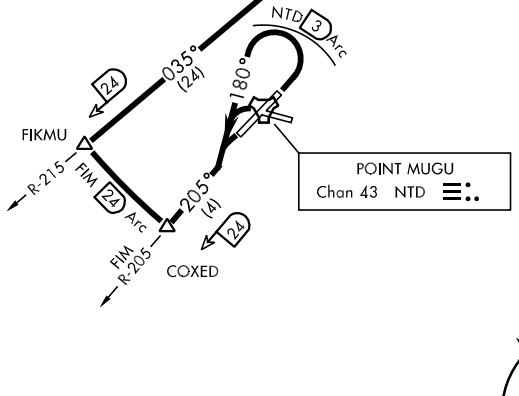
ATIS ★125.55 363.05
CLNC DEL
120.75 279.55
GND CON
121.6 360.2
POINT MUGU TOWER ★
124.85 290.375
POINT MUGU DEP CON
128.65 307.275

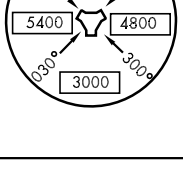
SHL-925 [USN]

FILLMORE
112.5 FIM
Chan 72

L-3, L-4, L-7, H-4, A-2

TACAN REQUIRED





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to heading 180° within 3 DME of NTD TACAN, thence...

TAKE-OFF RWY 21, 27: Left turn, thence...

Intercept FIM VORTAC R-205 to COXED (FIM R-205/24 DME), arc SW of FIM to FIKMU (FIM R-215/24 DME) via FIM 24 mile arc, then via FIM R-215 to FIM, then via assigned routing.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 21

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NTD Chan 43	213°	11,102	13	13

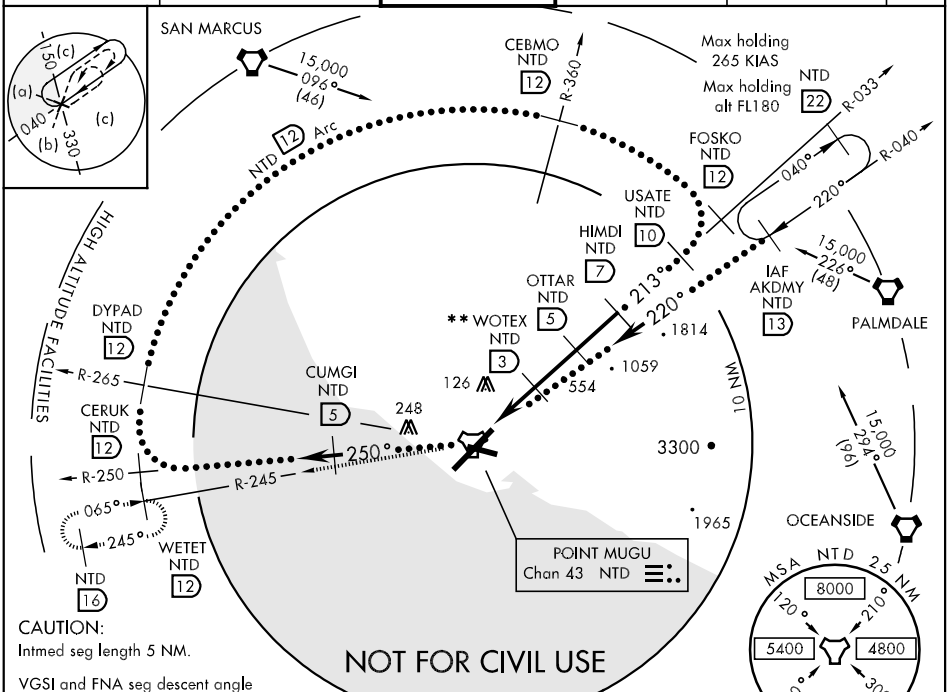
JAL-925 [USN]

▼ * When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.
** Alternate MAP, Fly visual to airport.
*** Circling not authorized E of Rwy 3-21 or when alternate MAP Rwy 21in use.

MALSR (A5)

MISSED APPROACH: Climb to 5000 via NTD TACAN R-033 to NTD, then via NTD R-245 to WETET and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER★	GND CON	CLNC DEL	ASR/ PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	

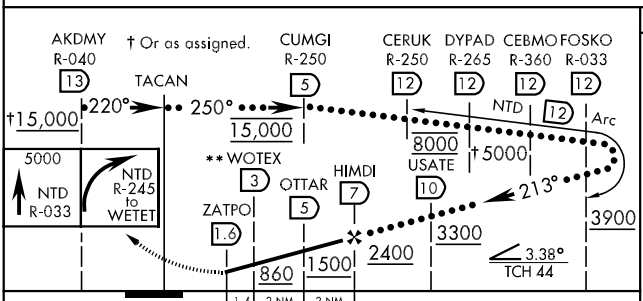


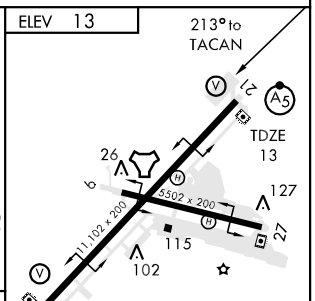
CAUTION:
Intmed seg length 5 NM.

VGSI and FNA seg descent angle and TCH not coincident.

EMERG SAFE ALT 100 NM 12,100

NOT FOR CIVIL USE





CATEGORY	C	D	E
S-21 *	380-¾ 367 (400-¾)		
S-21 **	860-2 847 (900-2)		
CIRCLING ***	480-1½ 467 (500-1½)	580-2 567 (600-2)	

HIRL all Rwys

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 21

LOC I-RRG	APCH CRS	Rwy ldg	11,102
109.3	210°	TDZE	13
Chan 30		Arpt Elev	13

AL-925 [USN]

POINT MUGU NAS
(NAVAL BASE VENTURA CO)(KNTD)

* When ALS inop, increase vis (ILS) CAT ABCD to ¾ mile, (LOC) CAT ABC to 1 mile, CAT D to 1¼ miles.
** Circling not authorized E of Rwy 3-21 or when alternate MAP Rwy 21 in use.

MALSR

MISSED APPROACH: Climb to 500 via hdg 210°, then climbing right turn to 3000 via hdg 245°, then climbing right turn to 5000 direct CMA VOR/DME, then via CMA R-071 to CIELO and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER ★	GND CON	CLNC DEL	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	

*** Alternate MAP, Fly visual to airport.

DME or
RADAR REQUIRED

FILLMORE
112.5 FIM
Chan 72

Max holding alt 6000
Min holding alt 4300
Max holding 230 KIAS

1383
1855
I-RRG 15.2
4300
194°
(4.8)
030°
1015

CIELO I-RRG 9.2
030°
210°
(IAF) TROYE I-RRG 15
FELMI I-RRG 13
R-194
1310

CAMARILLO
115.8 CMA
Chan 105
R-071
R-147
600

126
MM
186
WINIE I-RRG 4.5
248
3111

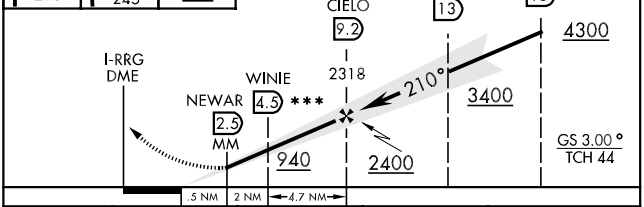
LOCALIZER 109.3
I-RRG
Chan 30

10 NM

EMERG SAFE ALT 100 NM 12,100

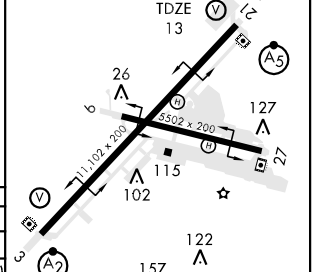
MSA CMA 2.5 NM
8600
210°
090°
5600
3500
320°

500	3000	5000
hdg 210°	hdg 245°	CMA



ELEV 13

210° .5 NM from MM



CATEGORY	A	B	C	D
S-ILS 21*	213-½ 200 (200-½)			
S-LOC 21*	360-½ 347 (400-½)			360-¾ 347 (400-¾)
S-ILS 21***	886-2 873 (900-2)			
S-LOC 21***	940-2 927 (1000-2)			
CIRCLING **	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

POINT MUGU NAS
(NAVAL BASE VENTURA CO)(KNTD)

APCH CRS	Rwy ldg	11,102
030°	TDZE	11
	Arpt Elev	13

AL-925 [USN]

▼ * When ALS inop, increase CAT ABCD vis to 1 mile.
** Circling not authorized E of Rwy 3-21.

SALSF

MISSED APPROACH: Climb to 500, then climbing left turn to 2600 direct RENET and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER ★	GND CON	CLNC DEL	ASR/ PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	

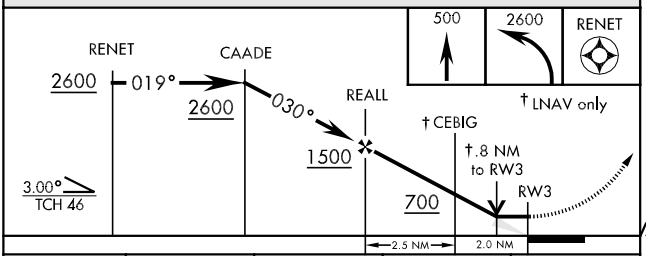
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 42° C (108° F).

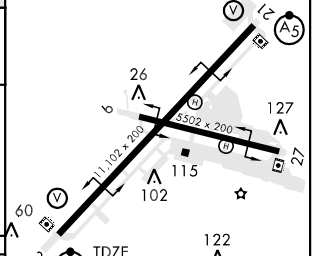
DME/DME RNP-0.3 NA

440
CAMARILLO
2600
198°
(20.7)
126
248
RW03
VENTURA
1567
CEBIG
(FAF)
REALL
(2.5)
2600
215°
(17.8)
1500
030°
(5)
930
CAADE
2600
019°
(5)
Max holding
alt 6000
Max holding
230 KIAS
206°
026°
5 NM
(IAF)
RENET

M.S.A RW3 2.5 NM
8000

EMERG SAFE ALT 100 NM 12,100





CATEGORY	A	B	C	D
LNAV MDA *	320-¾ 309 (400-¾)			
LNAV/VNAV* DA	321-¾ 310 (400-¾)			
CIRCLING **	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)

APCH CRS	Rwy Idg	TDZE	Arpt Elev
210°	11,102	13	13

AL-925 [USN]

* When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.
** When ALS inop, increase CAT ABCD vis to 1 mile.
*** Circling not authorized E of Rwy 3-21.

MALSR

MISSED APPROACH: Climb to 2600 direct RENET and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER★	GND CON	CLNC DEL	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 37° C (99° F).

DME/DME RNP-0.3 NA

FILLMORE 2287

1855 4000 (4.8) 194° 213° 4 NM

(IAF) TROYE

033°

2400 210° (5.8)

Mand holding alt 4000

Max holding 230 KIAS

CAMARILLO 4000 047° (9.4) 1310

(FAF) CIELO

900 210° (4.6)

KOCKA 126 554

Max airspeed from IAF to FAF 230 KIAS

RW21 248

MSA RW21 2.5 NM 8000

930

RENET

5 NM 206° 026°

EMERG SAFE ALT 100 NM 12,100

2600 RENET

† LNAV only

TROYE 033° 4000 213° 4000

CIELO 210° 2400

RW21 † KOCKA

† 1 NM to RW21

900

GS 3.06°
TCH 44

2.6 NM 4.6 NM

ELEV 13

210° to RW 21

TDZE 13

26 125 6 8502 x 200 27 11,102 x 200 115 102 5 157 122

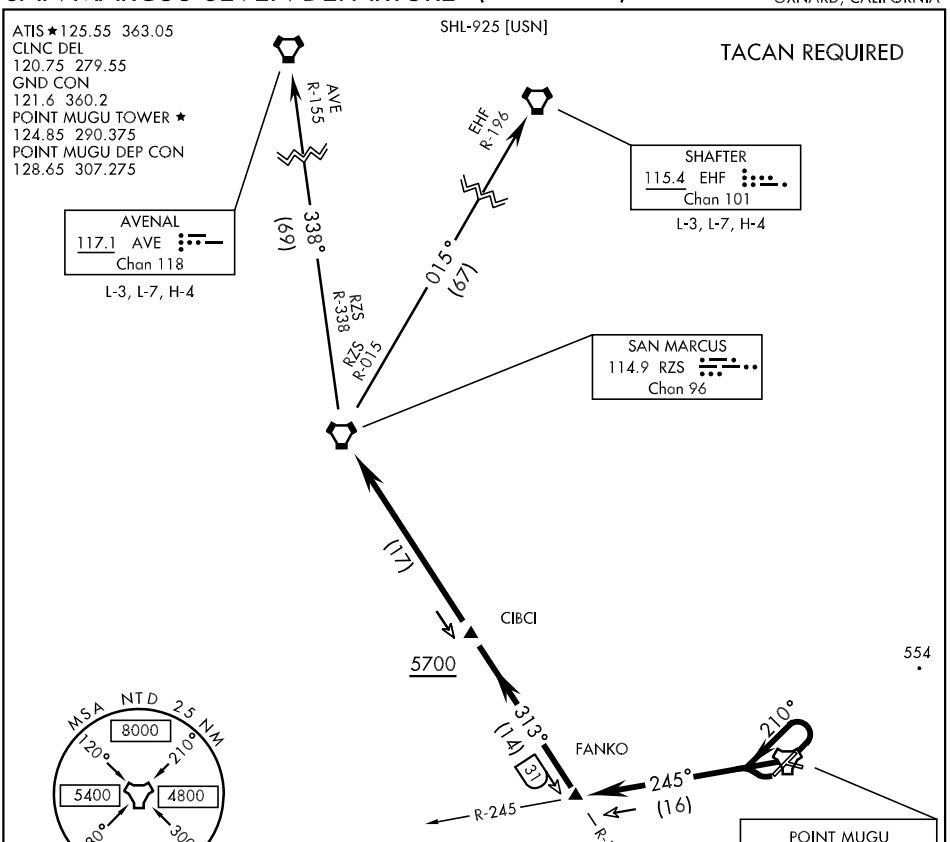
HIRL Rwy 3-21, 9-27

CATEGORY	A	B	C	D
LNAV MDA*	380-¾ 367 (400-¾)			380-1 367 (400-1)
LNAV/VNAV** DA	286-¾ 273 (300-¾)			
CIRCLING ***	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SAN MARCUS-SEVEN DEPARTURE (RZS 7 • RZS)

OXNARD, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 210° within 3 DME of NTD TACAN, thence...

TAKE-OFF RWY 21: Turn right, thence...

TAKE-OFF RWY 27: Turn left, thence...

Intercept NTD R-245 and via NTD R-245 to FANKO (NTD R-245/16 DME), then via RZS VORTAC R-133 to RZS VORTAC, then via assigned routing.
Cross CIBCI (RZS R-133/17 DME) at or above 5700.

AVENAL TRANSITION (RZS 7•AVE): From over SAN MARCUS VORTAC via RZS R-338 to AVENAL VORTAC. Cross SAN MARCUS VORTAC at or above 7900.

SHAFTER TRANSITION (RZS 7•EHF): From over SAN MARCUS VORTAC via RZS R-015 to SHAFTER VORTAC. Cross SAN MARCUS VORTAC at or above 8900.

SAN MARCUS-SEVEN DEPARTURE (RZS 7 • RZS)
OXNARD, CALIFORNIA
POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR/DME RWY 3

VORTAC FIM 112.5 Chan 72	APCH CRS 025°	Rwy ldg 11,102 TDZE 11 Arpt Elev 13

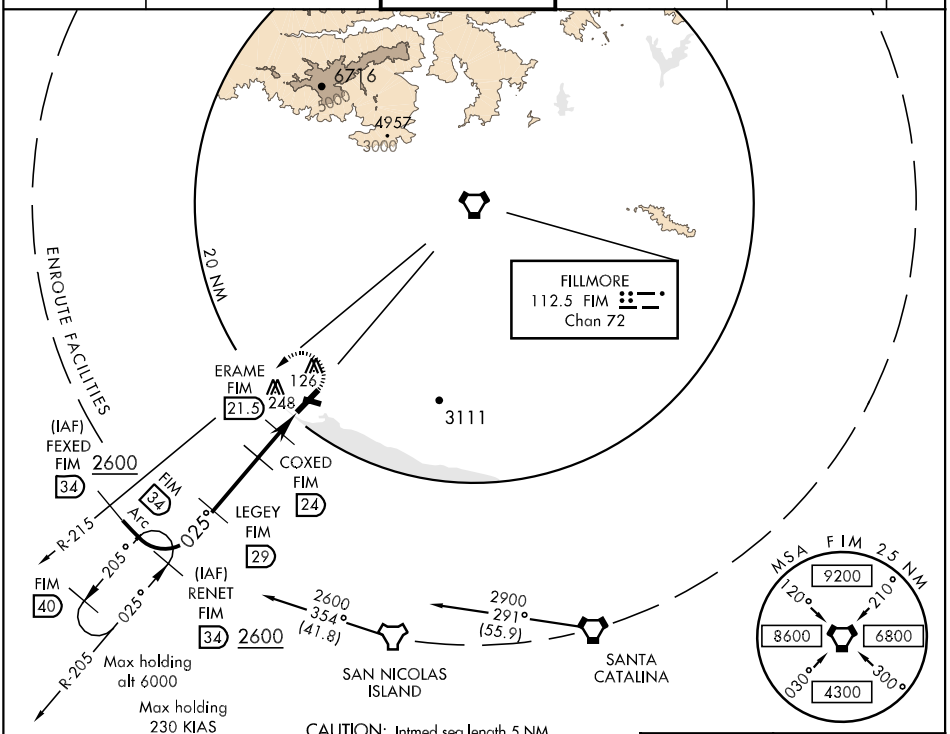
AL-925 [USN] POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.
** Circling not authorized E of Rwy 3-21.

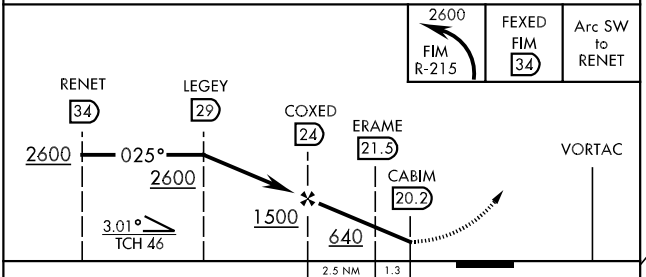
SALSF

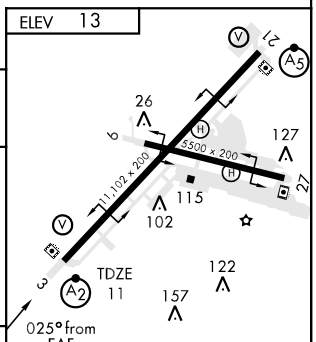
MISSED APPROACH: Climbing left turn to 2600. Intercept the FIM VORTAC R-215, then via FIM R-215 to FEXED, Arc SW of FIM via the 34 DME arc to RENET and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER ★	GND CON	CLNC DEL	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	



EMERG SAFE ALT 100 NM 12,100





CATEGORY	A	B	C	D	E
S-3 *	420-¾ 409 (500-¾)		420-1 409 (500-1)		420-1¼ 409 (500-1¼)
CIRCLING **	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 21

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

TACAN	APCH CRS	Rwy ldg	11,102
Chan 43	213°	TDZE	13
		Arpt Elev	13

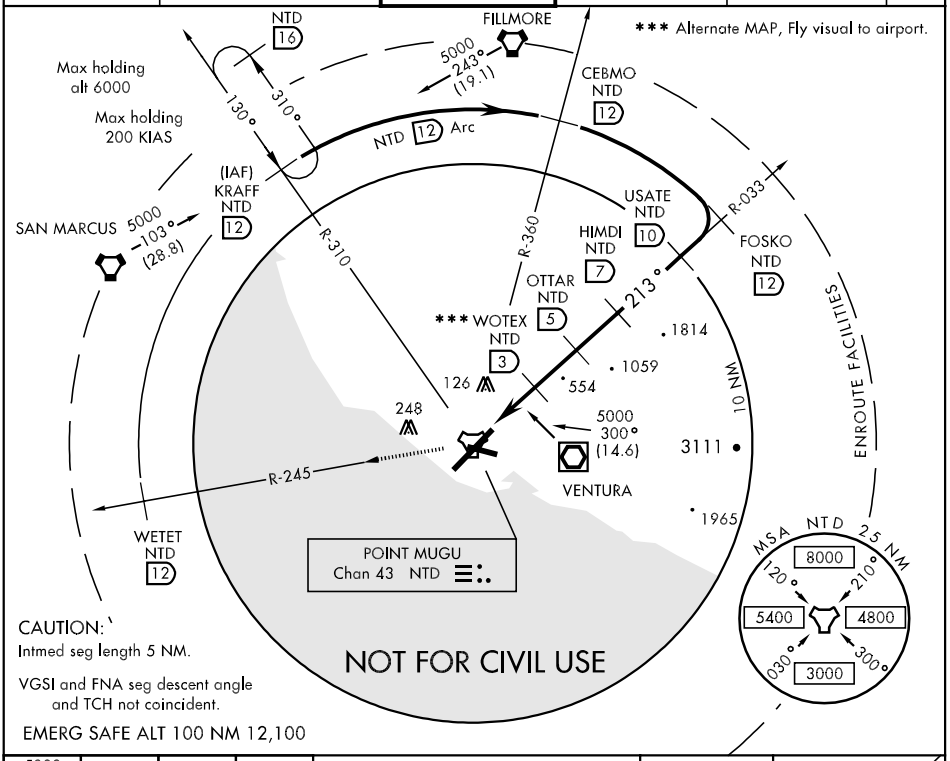
AL-925 [USN]

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** Circling not authorized E of Rwy 3-21 or when alternate MAP Rwy 21 in use.

MALSR

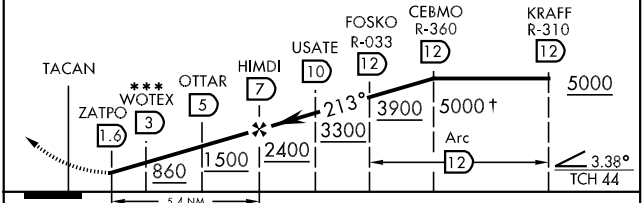
MISSED APPROACH: Climb to 5000 via NTD TACAN R-033 to NTD, then via NTD R-245 to WETET. Arc NW on NTD 12 DME arc to KRAFF and hold.

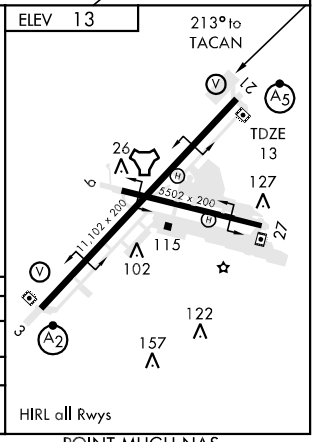
ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER ★	GND CON	CLNC DEL	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	



5000 NTD R-033	NTD	WETET NTD 12	Arc NW to KRAFF

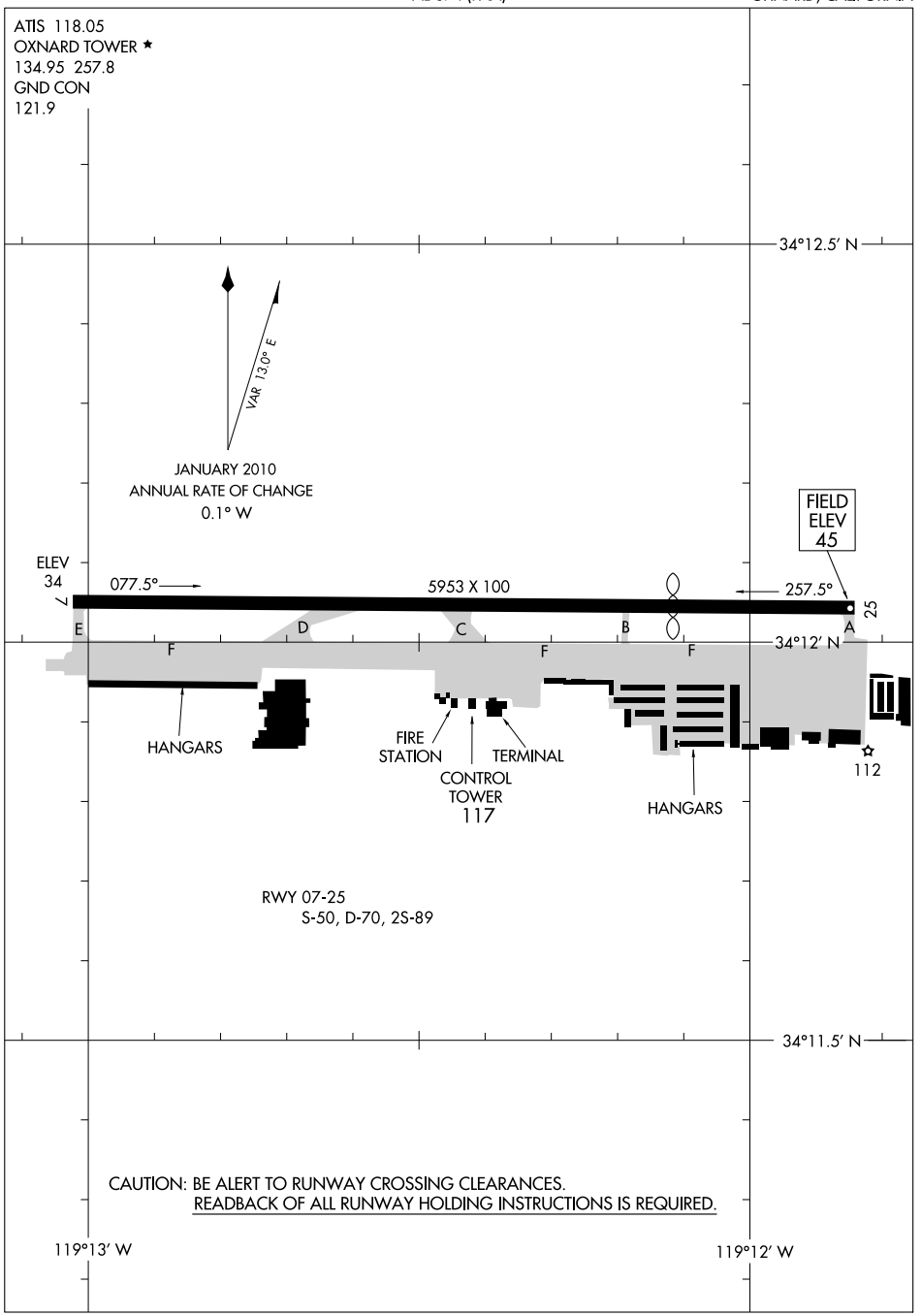
† Or as assigned.





CATEGORY	A	B	C	D	E
S-21 *	380-½ 367 (400-½)		380-¾ 367 (400-¾)		NA
S-21 ***	860-2 847 (900-2)				NA
CIRCLING **	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OXR	APP CRS	Rwy Idg	4576
108.7	256°	TDZE	41
		Apt Elev	45

ILS RWY 25
OXNARD (OXR)

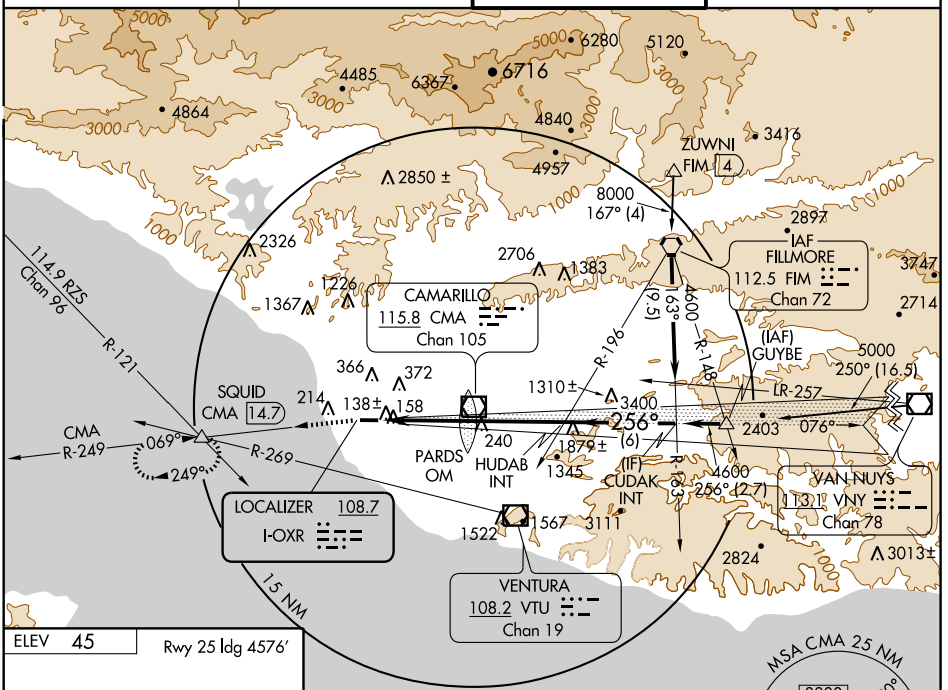
T A

Inoperative table does not apply.
Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 867.
When local altimeter not received, use Camarillo altimeter setting and increase DA to 309 feet.

MALSR

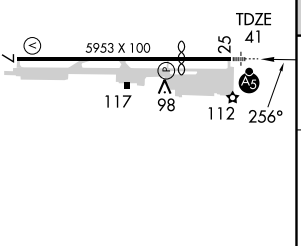
MISSED APPROACH: Climb to 2000 via CMA VOR/DME R-249 to SQUID INT/CMA 14.7 DME and hold.

ATIS	POINT MUGU APP CON ★	OXNARD TOWER ★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9



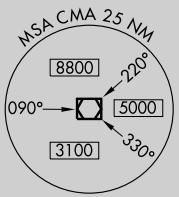
ELEV 45

Rwy 25 ldg 4576'



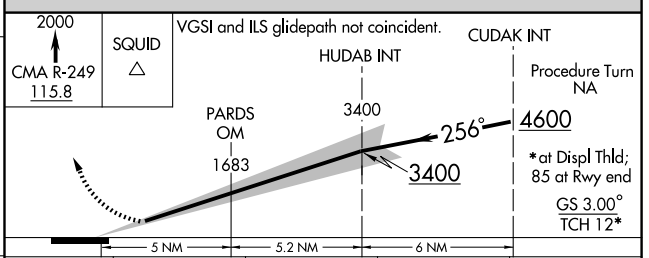
MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					



Procedure NA for arrivals on FIM VORTAC airway radials 148 CW 195.

When GS not used, use LOC Rwy 25 procedure.



CATEGORY	A	B	C	D
S-ILS 25	291-1 250 (300-1)			

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OXR	APP CRS	Rwy Idg	4576
108.7	256°	TDZE	41
		Apt Elev	45

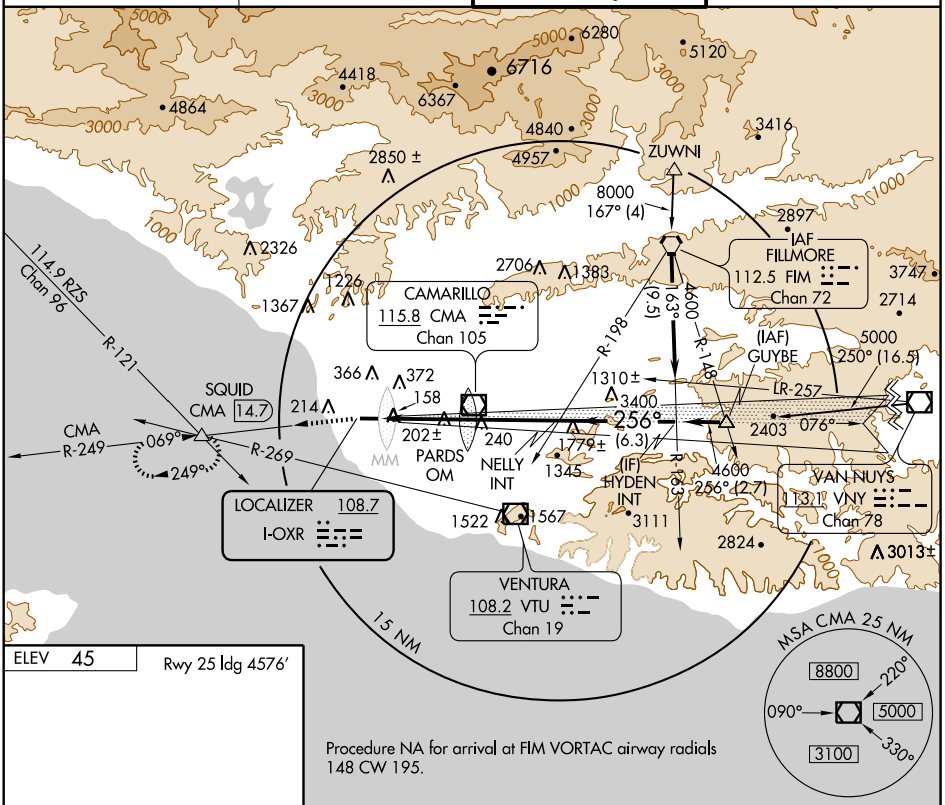
LOC RWY 25
OXNARD (OXR)

T A Inoperative table does not apply.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Camarillo altimeter setting and increase all MDAs 20 feet.

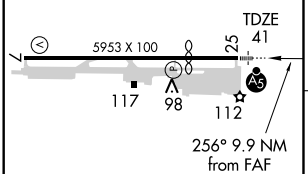
MALSR

MISSED APPROACH: Climb to 2000 via CMA VOR/DME R-249 to SQUID INT/CMA 14.7 DME and hold.

ATIS	POINT MUGU APP CON ★	OXNARD TOWER ★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9

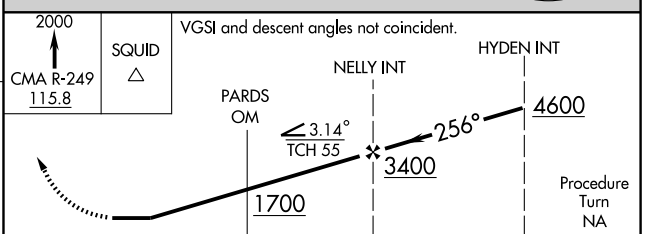


ELEV 45 Rwy 25 Idg 4576'



MIRL Rwy 7-25 L

FAF to MAP 9.9 NM					
Knots	60	90	120	150	180
Min:Sec	9:54	6:36	4:57	3:58	3:18



CATEGORY	A	B	C	D
S-LOC 25	460-1 419 (500-1)		460-1¼ 419 (500-1¼)	
CIRCLING	500-1 455 (500-1)		500-1½ 455 (500-1½)	700-2 655 (700-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5953
075°	TDZE	37
	Apt Elev	45

RNAV (GPS) RWY 7

OXNARD (OXR)

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct UVICA and hold.

ATIS	POINT MUGU APP CON ★	OXNARD TOWER ★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9

SAN MARCUS RZS

6200 124° (14.4)

(IAF) JITAX

3000 NoPT 124° (10)

5 NM 255° 075°

(IF/IAF) UVICA

1700 075° (6.5)

(FAF) PEWKI

220° ± RW07

4500 220° (13.4)

HENER

2326 1367 1226 2706 1383 4957 3000 2850± 2000 1000

366 372 158

VTU VOR/DME to UVICA feeder route not authorized when W-289 active.

MSA RW07 25 NM 8800

3800 270° (20.5)

VENTURA VTU 1345 1567 1522

R-2519

W-289

ELEV 45 Rwy 25 ldg 4576'

5 NM Holding Pattern

UVICA

PEWKI

3000 255° 075° 075°

3.05° TCH 40

RW07

1700

VGSI and descent angles not coincident

6.5 NM 5 NM

3000 UVICA

075° to RW07

5953 X 100 25

TDZE 37

117 98 112

CATEGORY	A	B	C	D
LNAV MDA	480-1	443 (500-1)	480-1¼ 443 (500-1¼)	560-1¾ 523 (600-1¾)
CIRCLING	500-1	455 (500-1)	500-1½ 455 (500-1½)	700-2 655 (700-2)

MIRL Rwy 7-25 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86299 W25A	APP CRS 256°	Rwy Idg 4576 TDZE 41 Apt Elev 45

RNAV (GPS) RWY 25

OXNARD (OXR)

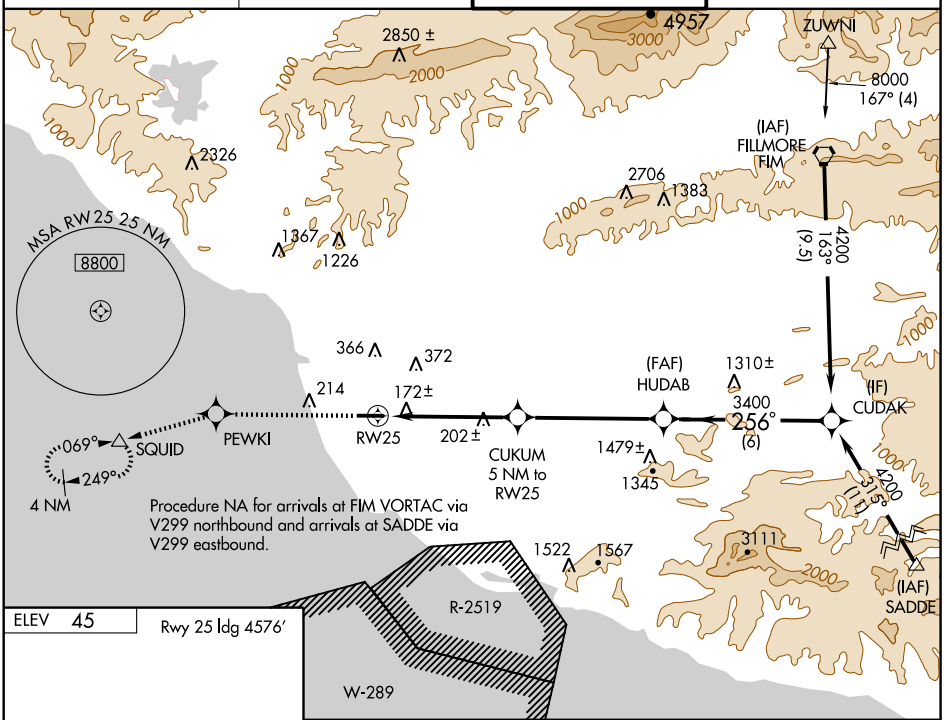
T A W

Inoperative table does not apply. DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (121°F). If local altimeter setting not received, use Camarillo altimeter setting and increase LPV DA/MDAs 20 feet, and LNAV/VNAV DA 55 feet. Baro-VNAV NA when using Camarillo altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct PEWKI and via 239° track to SQUID and hold.

ATIS	POINT MUGU APP CON★	OXNARD TOWER★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9

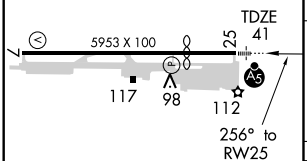


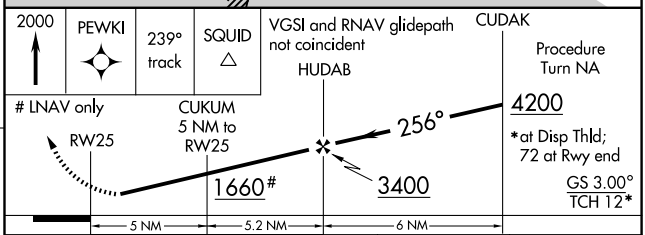
SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

ELEV 45

Rwy 25 ldg 4576′





CATEGORY	A	B	C	D
LPV DA	412-1½ 371 (400-1½)			
LNAV/VNAV DA	452-1½ 411 (500-1½)			
LNAV MDA	460-1 419 (500-1)		460-1¼ 419 (500-1¼)	
CIRCLING	500-1 455 (500-1)		500-1½ 455 (500-1½)	700-2 655 (700-2)

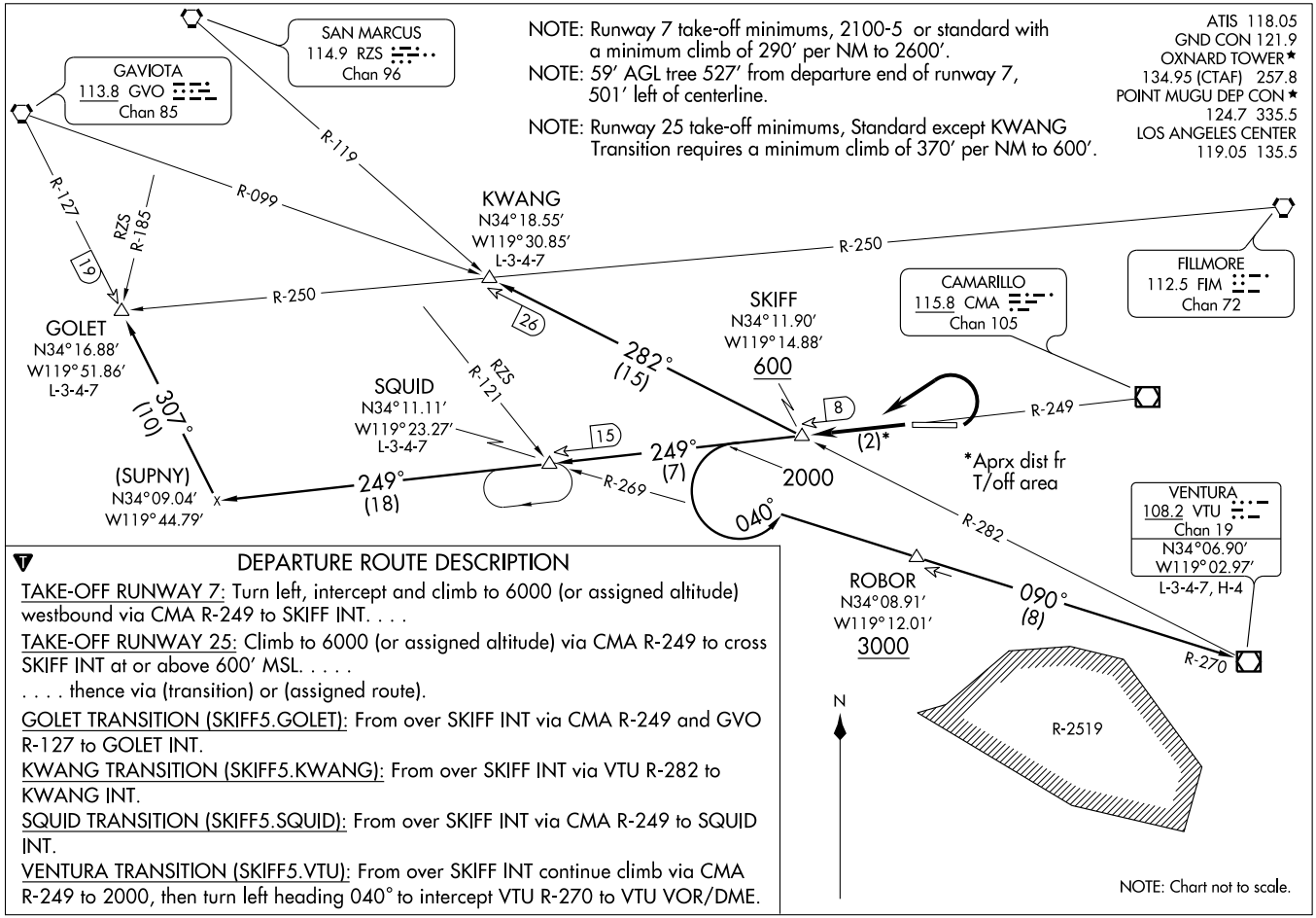
MIRL Rwy 7-25 L

SKIFF FIVE DEPARTURE

(SKIFF5.SKIFF) 08101

OXNARD, CALIFORNIA

OXNARD (OXR)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Turn left, intercept and climb to 6000 (or assigned altitude) westbound via CMA R-249 to SKIFF INT. . . .

TAKE-OFF RUNWAY 25: Climb to 6000 (or assigned altitude) via CMA R-249 to cross SKIFF INT at or above 600′ MSL. . . . .

. . . . thence via (transition) or (assigned route).

GOLET TRANSITION (SKIFF5.GOLET): From over SKIFF INT via CMA R-249 and GVO R-127 to GOLET INT.

KWANG TRANSITION (SKIFF5.KWANG): From over SKIFF INT via VTU R-282 to KWANG INT.

SQUID TRANSITION (SKIFF5.SQUID): From over SKIFF INT via CMA R-249 to SQUID INT.

VENTURA TRANSITION (SKIFF5.VTU): From over SKIFF INT continue climb via CMA R-249 to 2000, then turn left heading 040° to intercept VTU R-270 to VTU VOR/DME.

SKIFF FIVE DEPARTURE

(SKIFF5.SKIFF) 08101

OXNARD, CALIFORNIA

OXNARD (OXR)

SL-67A (FAA)

VOR/DME CMA	APP CRS	Rwy Idg	4576
115.8	247°	TDZE	40
Chan 105		Apt Elev	43

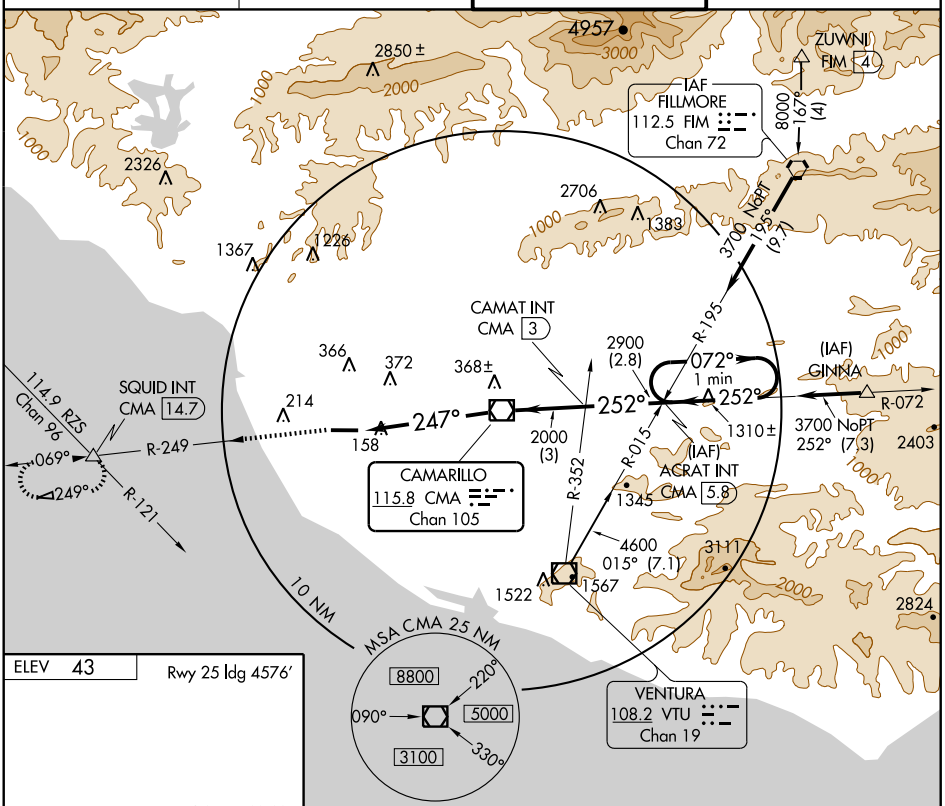
VOR RWY 25
OXNARD (OXR)

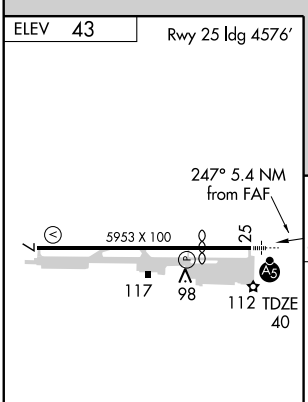
Inoperative table does not apply.

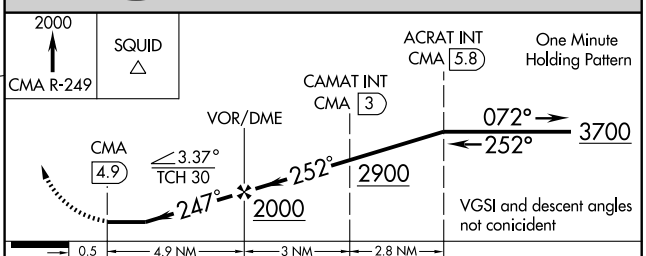
MALSR

MISSED APPROACH: Climb to 2000 via CMA R-249 to SQUID Int/CMA 14.7 DME and hold.

ATIS	POINT MUGU APP CON★	OXNARD TOWER★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9







MIRL Rwy 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

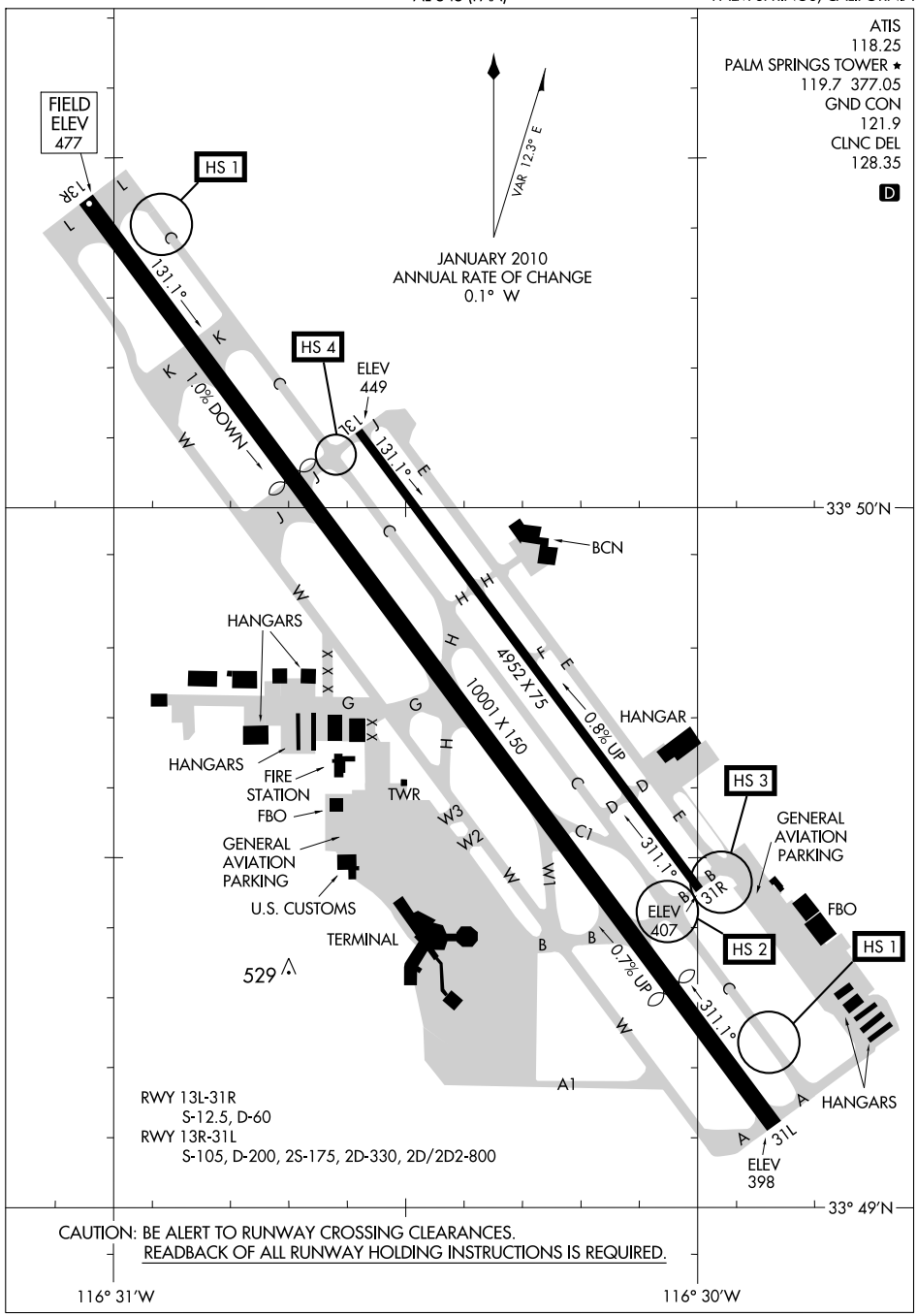
CATEGORY	A	B	C	D
S-25	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	500-1	457 (500-1)	500-1½ 457 (500-1½)	700-2 657 (700-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

10266

CATHEDRAL ONE DEPARTURE

(CATH1.PSP) 09295

PALM SPRINGS, CALIFORNIA

PALM SPRINGS INTL (PSP)

ATIS 118.25
GND CON 121.9
SOCAL DEP CON
126.7 370.95 (W-N)
135.275 251.1 (NE-SW)
PSP ATCT
119.7 377.05

N

MINIMUM CROSSING ALTITUDES FOR PSP VORTAC

V16-370-372: 11600 W
V370: 6200 NE
V386: 7600 NW
V388: 6300 W
V137: 11200 NW

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climbing left turn heading 100° to cross PSP VORTAC R-176, then turn left heading 040° to intercept PSP R-104, thence . . .

TAKE-OFF RUNWAYS 31L/R: Climb heading 310° to cross PSP VORTAC R-268, then turn right direct PSP VORTAC, thence . . . . . climb via PSP R-104 to EMRUD INT/PSP 10 DME, then turn right direct PSP VORTAC. If not at MEA/MCA at PSP VORTAC, climb in PSP VORTAC holding pattern until reaching MEA/MCA for assigned route of flight.

RNAV 1 DEPARTURE
UNS-8888A
EFF: 9-28-2007
DBL RWY
REVERSE RWY
COMPUTER NAV REQUIRED
SW-3

DAGGETT
113.2 DAG
Chan 79
N34°57.75′ - W116°34.69′
L-7, H-4

SOGGI
N34°30.18′
W116°40.70′

PALMDALE
114.5 PMD
Chan 92
N34°37.88′ - W118°03.83′
L-3-4-7, H-4

YUCCA
N34°06.21′
W116°31.26′

PARADISE
112.2 PDZ
Chan 59
N33°55.10′ - W117°31.80′
L-3-4, H-4

DEWAY
N33°56.92′
W116°44.40′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′
W116°25.79′

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′ - W115°46.19′
L-4, H-4

HOMELAND
113.4 HDF
N33°46.58′
W117°11.12′
L-4

BANDS
N33°53.38′
W116°50.97′

OCEANSIDE
115.3 OCN
Chan 100

EMRUD
N33°47.65′
W116°15.09′

BLYTHE
117.4 BLH
Chan 121
N33°35.76′ - W114°45.67′
L-4-5, H-4

THERMAL
116.2 TRM
Chan 109

R-081 V386 R-254 R-231 R-329 V386 R-053 V370 V388 V388 R-072 R-078 V16-370 R-268 R-274 R-260 V16-370-372 R-051 V372 R-054 R-021 310° 124° 304° 104° (10) R-088 V16-372 R-268 R-176 R-124 100° 040° V137 R-322

TAKE-OFF OBSTACLE NOTES

Rwy 13L: Trees beginning 299′ from DER, 530′ left of centerline, up to 66′ AGL/465′ MSL.
Hangar 935′ from DER, 552′ left of centerline, 31′ AGL/440′ MSL
Rwy 13R: Trees beginning 1170′ from DER, 239′ right of centerline, up to 100′ AGL/599′ MSL.
Poles beginning 815′ from DER, 209′ right of centerline, up to 44′ AGL/433′ MSL.
LT 843′ from DER, 441′ right of centerline, 38′ AGL/427′ MSL.
Antenna 1642′ from DER, 26′ right of centerline, 53′ AGL/442′ MSL..
Rwy 31L: Poles beginning 1641′ from DER, 125′ right of centerline, up to 31′ AGL/560′ MSL.
Towers beginning 2418′ from DER, 402′ left of centerline, up to 59′ AGL/560′ MSL.
Tree 3016′ from DER, 66′ right of centerline, 43′ AGL/562′ MSL.
Rwy 31R: Multiple trees and bushes beginning 305′ from DER, 233′ right of centerline, up to 48′ AGL/507′ MSL. Vent on bldg 919′ from DER, 399′ right of centerline, 15′ AGL/474′ MSL.

TAKE-OFF MINIMUMS

Rwy 13L, Standard with minimum climb of 440′ per NM to 2300.
Rwy 13R, Standard with minimum climb of 422′ per NM to 2300.
Rwy 31R, Standard with minimum climb of 405′ per NM to 2700.
Rwy 31L, Standard with minimum climb of 386′ per NM to 2700.

NOTE: Chart not to scale.

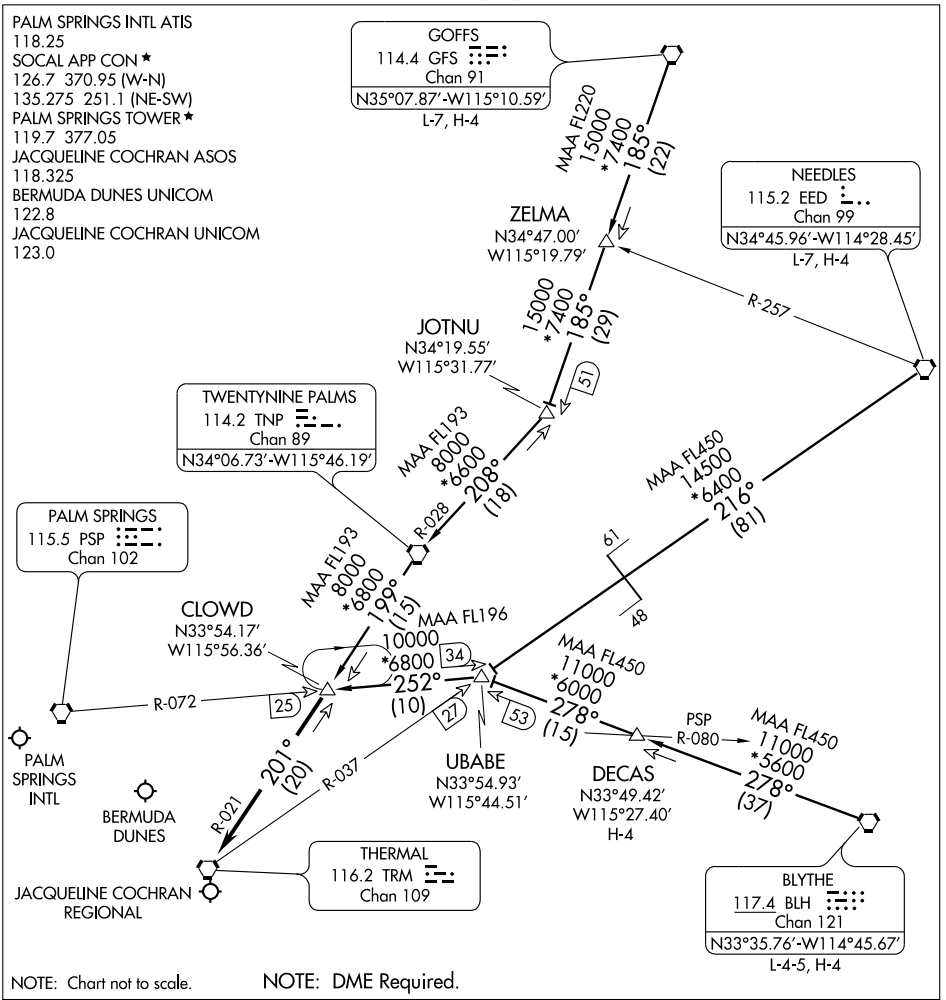
SL-545 (FAA)

CATHEDRAL ONE DEPARTURE
(CATH1.PSP) 09295
PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

CLOWD ONE ARRIVAL

ST-545 (FAA)

PALM SPRINGS, CALIFORNIA



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

CLOWD ONE ARRIVAL

PALM SPRINGS, CALIFORNIA

(CLOWD.CLOWD1) 07298

SW-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

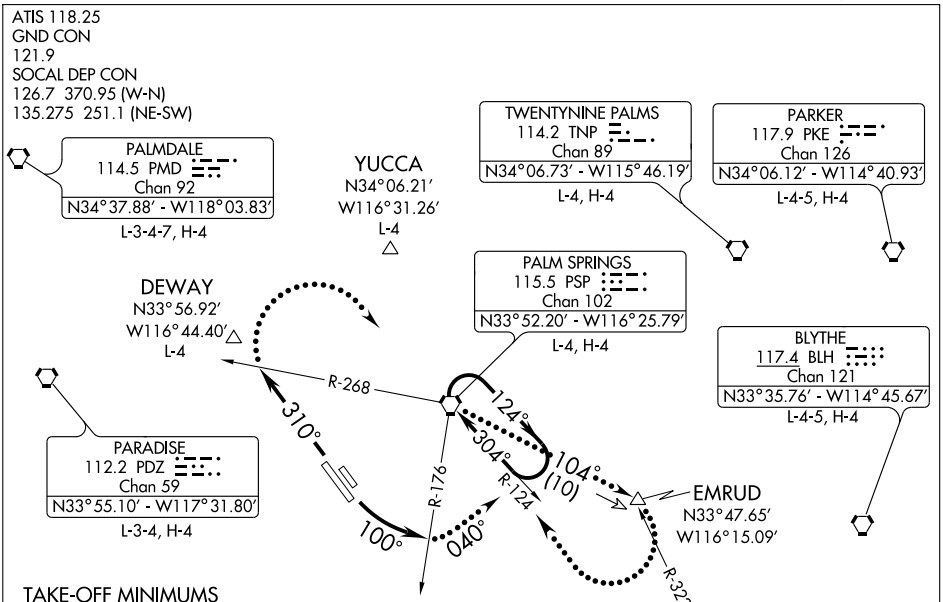
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
	HS 2	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
	HS 3	Rwy 07R-25L, Twy B.
	HS 4	Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.
	HS 5	Rwy 16R-34L, southwest ramp, Twy F and Twy B.
	HS 6	Rwy 34R and Rwy 07R-25L.
	HS 7	Rwy 12-30 cross every other rwy.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.
SANTA ANA, CA		
JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1	Rwy 19L and Rwy 19R, Twy L and Twy K.
	HS 2	Rwy 19L and Rwy 19R, Twy H.
	HS 3	Twy A,Twy H, and Twy C.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

PALM SPRINGS FIVE DEPARTURE



TAKE-OFF MINIMUMS

Rwy 13R, 13L, 31R, 31L: Minimum climb of 450' per NM to 8000.

TAKE-OFF OBSTACLE NOTES

Rwy 13L: Trees beginning 299' from DER, 530' left of centerline, up to 66' AGL/465' MSL.
Hangar 935' from DER, 552' left of centerline, 31' AGL/440' MSL
Rwy 13R: Trees beginning 1170' from DER, 239' right of centerline, up to 100' AGL/599' MSL.
Poles beginning 815' from DER, 209' right of centerline, up to 44' AGL/433' MSL.
LT 843' from DER, 441' right of centerline, 38' AGL/427' MSL.
Antenna 1642' from DER, 26' right of centerline, 53' AGL/442' MSL..
Rwy 31L: Poles beginning 1641' from DER, 125' right of centerline, up to 31' AGL/550' MSL.
Towers beginning 2418' from DER, 402' left of centerline, up to 59' AGL/560' MSL.
Tree 3016' from DER, 66' right of centerline, 43' AGL/562' MSL.
Rwy 31R: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL.
Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL.
Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Turn left heading 100°. Thence. . . .

TAKE-OFF RUNWAYS 31L/R: Climb heading 310°. Thence. . . .

. . . . Maintain assigned altitude, expect vectors to appropriate route/fix, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:

RUNWAYS 13L/R: If no contact with ATC passing PSP R-176, climbing left turn heading 040° to intercept the PSP R-104. Thence. . . .

RUNWAYS 31L/R: If no contact with ATC passing PSP R-268; climbing right turn direct PSP VORTAC. Thence. . . .

. . .Climb via PSP R-104 to EMRUD, then turn right direct PSP VORTAC. Then via assigned route.

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 13R

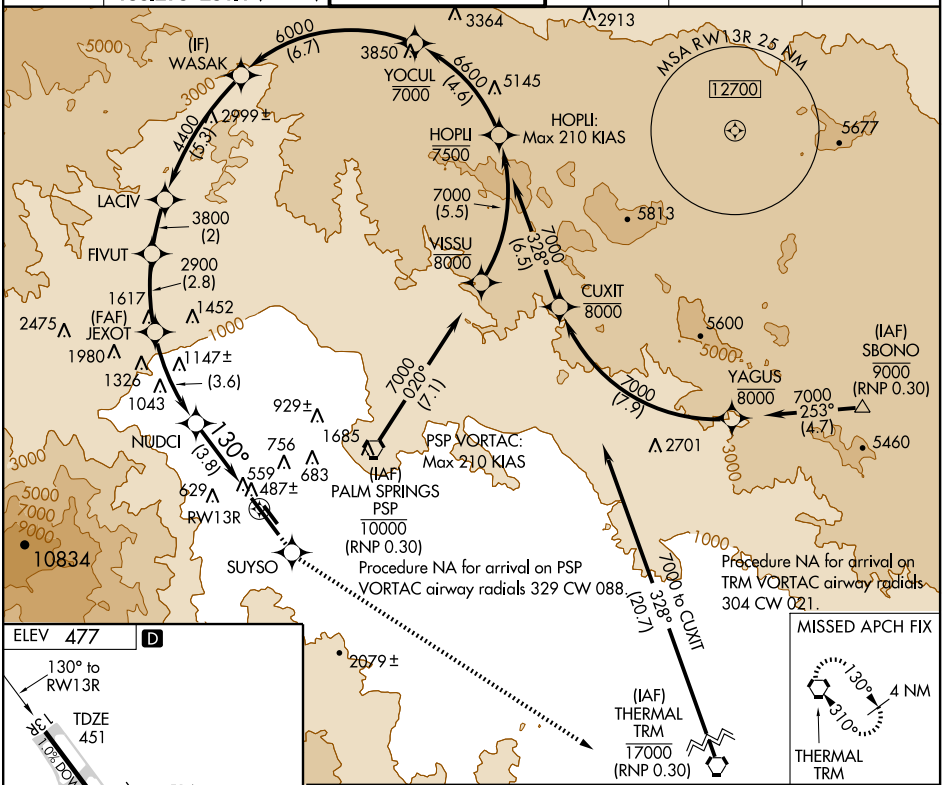
PALM SPRINGS INTL (PSP)

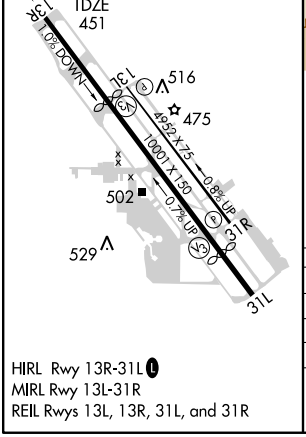
APP CRS	Rwy Idg	6857
130°	TDZE	451
	Apt Elev	477

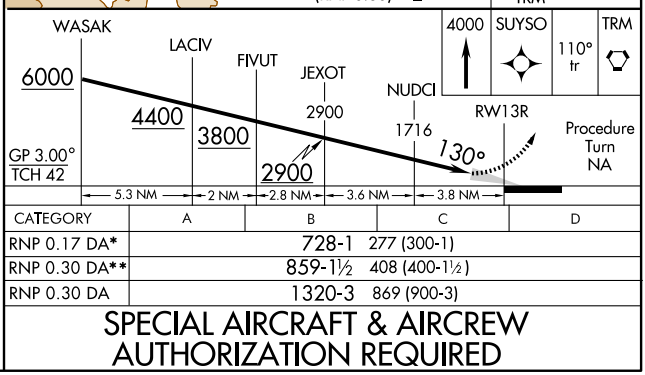
RF and GPS required. Procedure NA when control tower closed.
For uncompensated Baro-VNAV systems, procedure NA below 2°C (35°F) or above 48°C (119°F).
NA
*Missed approach requires minimum climb of 285 feet per NM to 2400.
**Missed approach requires minimum climb of 310 feet per NM to 2900.

MISSED APPROACH: Climb to 4000 direct SUYSO and 110° track to TRM VORTAC and hold.

ATIS	SOCAL APP CON*	PALM SPRINGS TOWER*	GND CON	CLNC DEL	UNICOM
118.25	126.7 370.95 (W-N) 135.275 251.1 (NE-SW)	119.7 (CTAF) L 377.05	121.9	128.35	122.95







CATEGORY	A	B	C	D
RNP 0.17 DA*	728-1 277 (300-1)			
RNP 0.30 DA**	859-1½ 408 (400-1½)			
RNP 0.30 DA	1320-3 869 (900-3)			

HIRL Rwy 13R-31L L
MIRL Rwy 13L-31R
REIL Rwys 13L, 13R, 31L, and 31R

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 31L

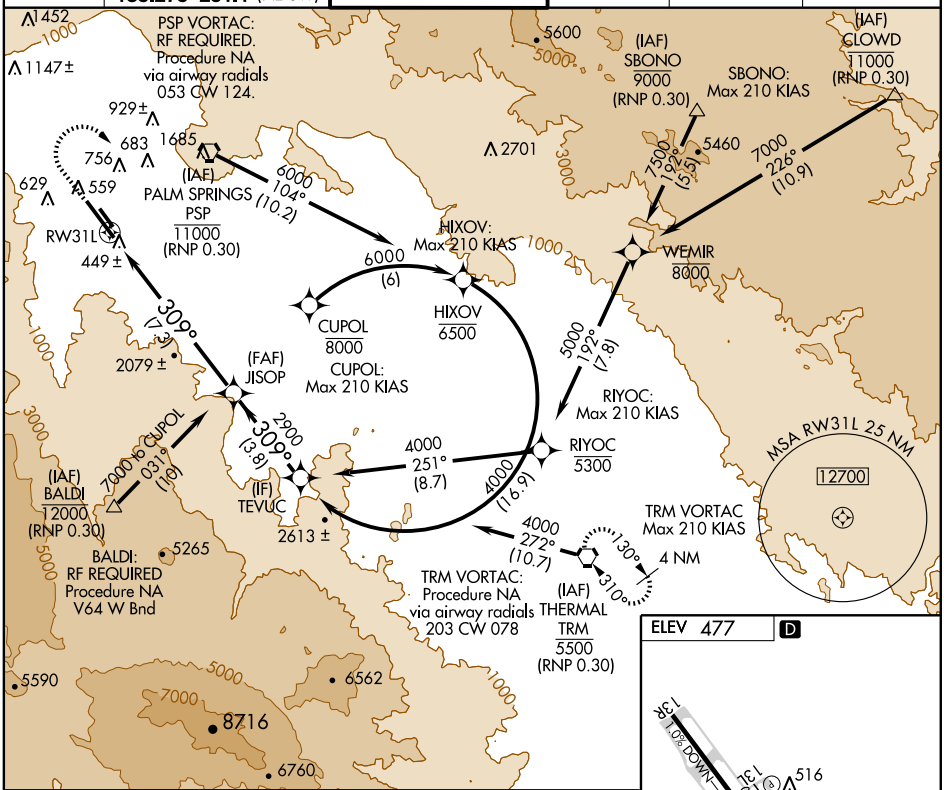
PALM SPRINGS INTL (PSP)

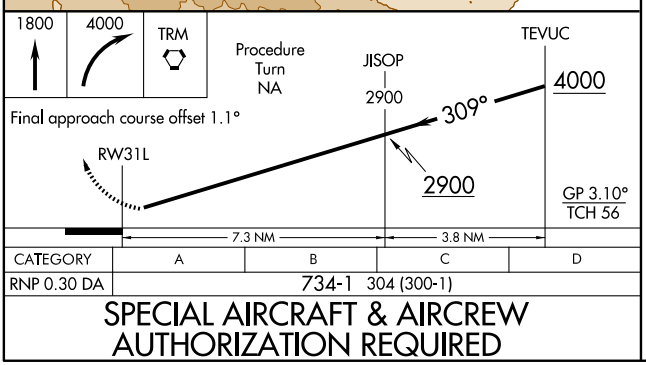
APP CRS	Rwy Idg	8500
309°	TDZE	430
	Apt Elev	477

GPS required. Procedure NA when control tower closed.
For uncompensated Baro-VNAV systems, procedure NA below 2°C (35°F) or above 38°C (102°F).
Missed approach requires minimum climb of 340′ per NM to 3000.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct TRM VORTAC and hold.

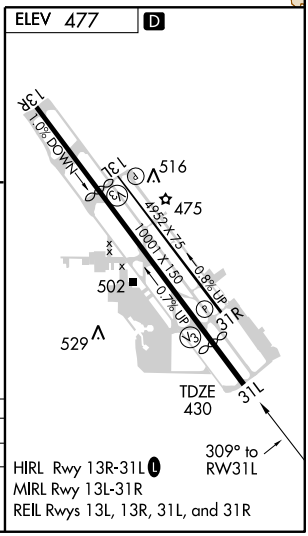
ATIS	SOCAL APP CON ★	PALM SPRINGS TOWER ★	GND CON	CLNC DEL	UNICOM
118.25	126.7 370.95 (W-N) 135.275 251.1 (NE-SW)	119.7 (CTAF) L 377.05	121.9	128.35	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA	734-1	304 (300-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 13R

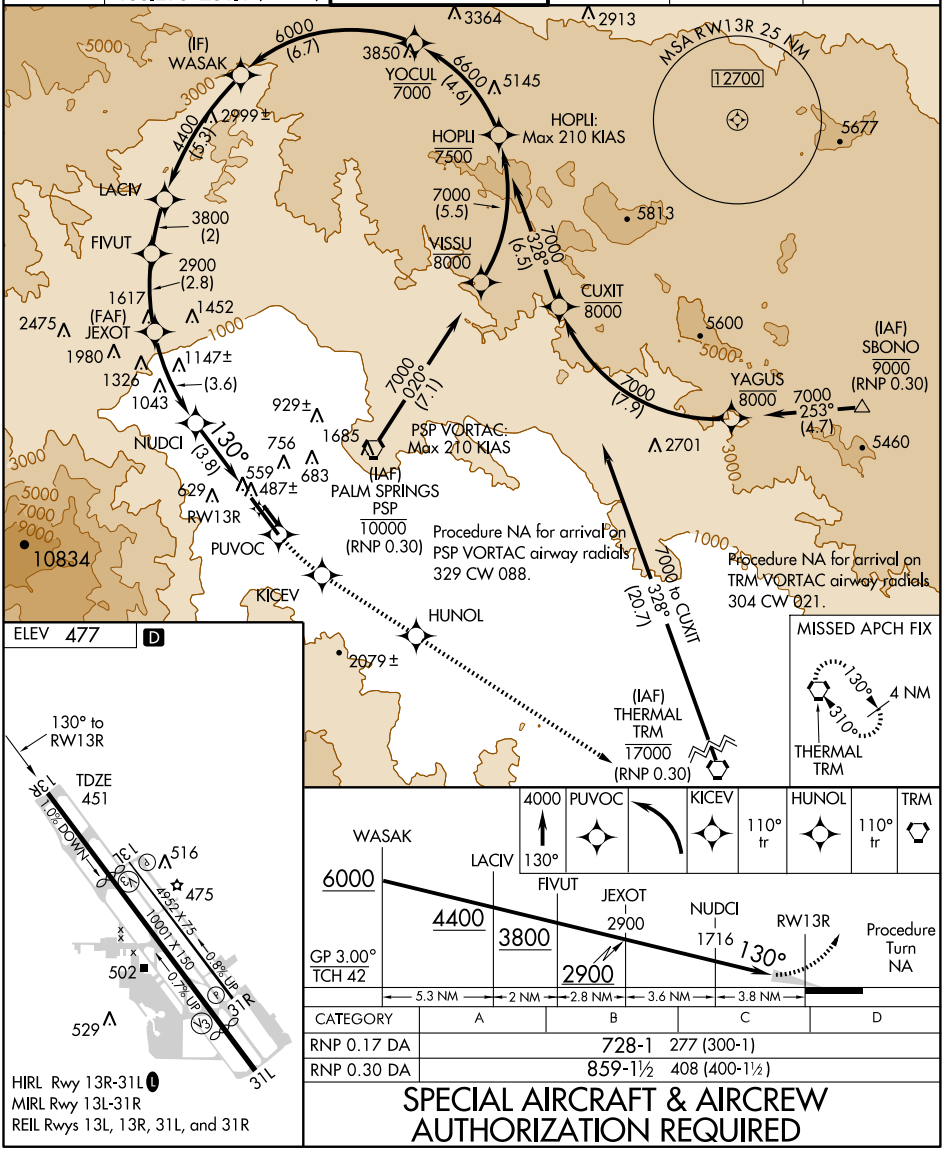
PALM SPRINGS INTL (PSP)

APP CRS	Rwy Idg	6857
130°	TDZE	451
	Apt Elev	477

RF and GPS required. Procedure NA when control tower closed. For uncompensated Baro-VNAV systems, procedure NA below 2°C (35°F) or above 48°C (119°F). Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 4000 via 130° track to PUVOC, left radius turn to KICEV, 110° track to HUNOL, 110° track to TRM VORTAC and hold.

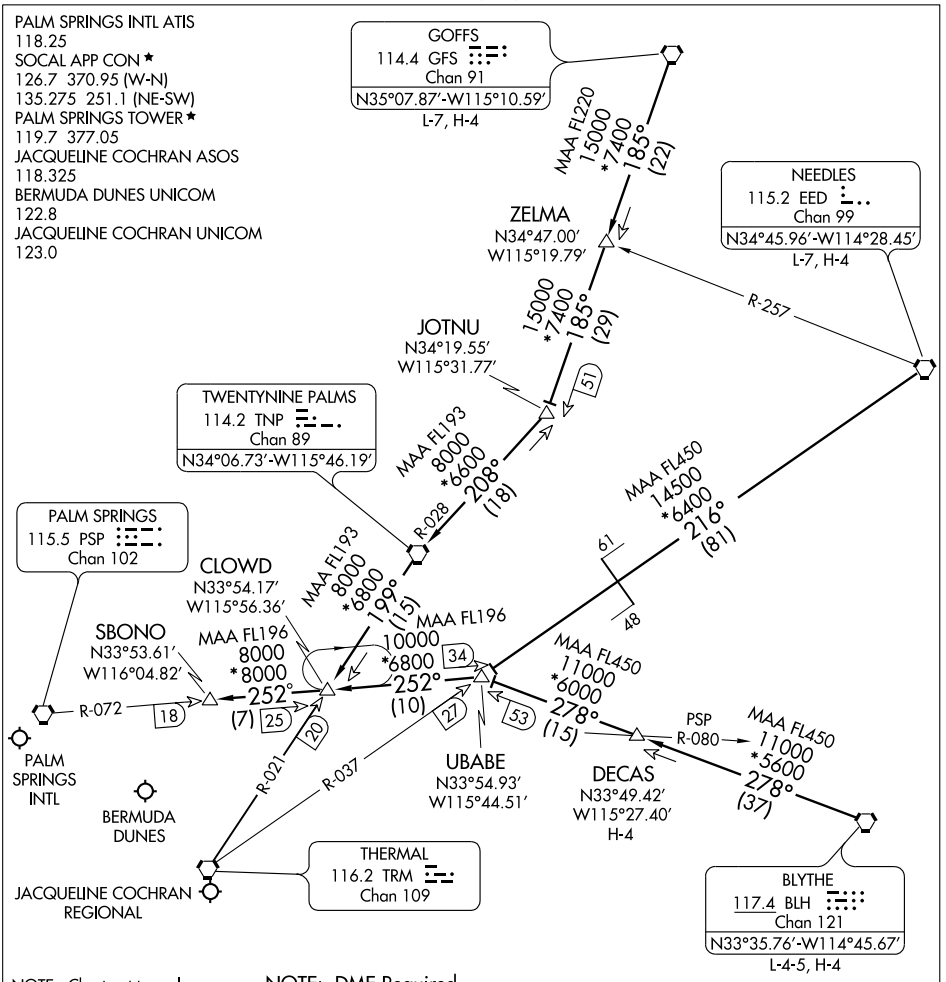
ATIS	SOCAL APP CON ★	PALM SPRINGS TOWER ★	GND CON	CLNC DEL	UNICOM
118.25	126.7 370.95 (W-N) 135.275 251.1 (NE-SW)	119.7 (CTAF) L 377.05	121.9	128.35	122.95



SW-3, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A	B	C	D
RNP 0.17 DA		728-1	277 (300-1)	
RNP 0.30 DA		859-1½	408 (400-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence....

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

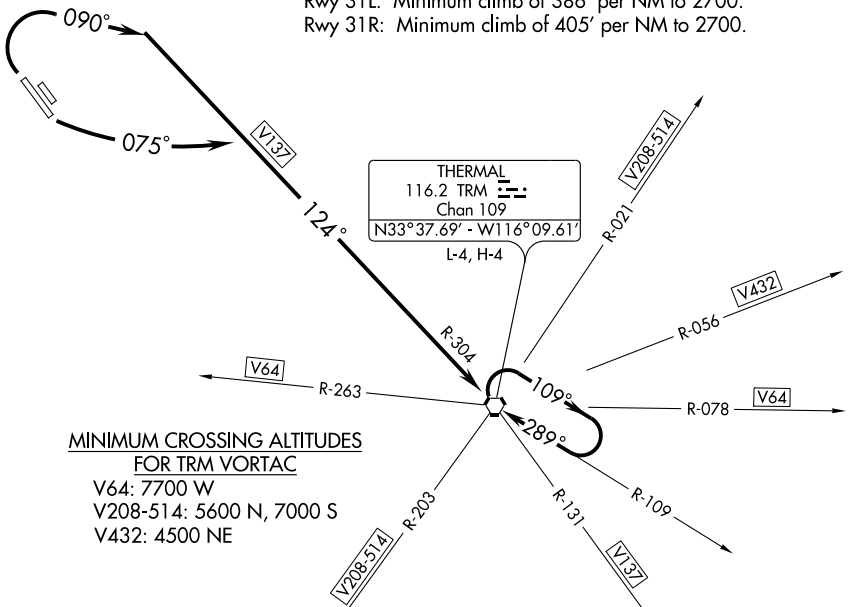
SW-3, 21 OCT 2010 to 18 NOV 2010

THERMAL SIX DEPARTURE

ATIS 118.25
GND CON
121.9
SOCAL DEP CON
126.7 370.95 (W-N)
135.275 251.1 (NE-SW)

TAKE-OFF MINIMUMS

Rwy 13L: Minimum climb of 440′ per NM to 2300.
Rwy 13R: Minimum climb of 422′ per NM to 2300.
Rwy 31L: Minimum climb of 386′ per NM to 2700.
Rwy 31R: Minimum climb of 405′ per NM to 2700.



MINIMUM CROSSING ALTITUDES FOR TRM VORTAC

V64: 7700 W
V208-514: 5600 N, 7000 S
V432: 4500 NE

TAKE-OFF OBSTACLE NOTES

Rwy 13L: Trees beginning 299′ from DER, 530′ left of centerline, up to 66′ AGL/465′ MSL.
Hangar 935′ from DER, 552′ left of centerline, 31′ AGL/440′ MSL
Rwy 13R: Trees beginning 1170′ from DER, 239′ right of centerline, up to 100′ AGL/599′ MSL.
Poles beginning 815′ from DER, 209′ right of centerline, up to 44′ AGL/433′ MSL.
LT 843′ from DER, 441′ right of centerline, 38′ AGL/427′ MSL.
Antenna 1642′ from DER, 26′ right of centerline, 53′ AGL/442′ MSL..
Rwy 31L: Poles beginning 1641′ from DER, 125′ right of centerline, up to 31′ AGL/550′ MSL.
Towers beginning 2418′ from DER, 402′ left of centerline, up to 59′ AGL/560′ MSL.
Tree 3016′ from DER, 66′ right of centerline, 43′ AGL/562′ MSL.
Rwy 31R: Trees beginning 787′ from DER, 326′ right of centerline, up to 48′ AGL/507′ MSL.
Multiple bushes beginning 305′ from DER, 233′ right of centerline, up to 3′ AGL/462′ MSL.
Vent on bldg 919′ from DER, 399′ right of centerline, 15′ AGL/474′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence . . . .

TAKE-OFF RUNWAYS 31L/R: Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence . . . .

. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TRM	APP CRS	Rwy Idg	N/A
116.2	292°	TDZE	N/A
Chan 109		Apt Elev	474

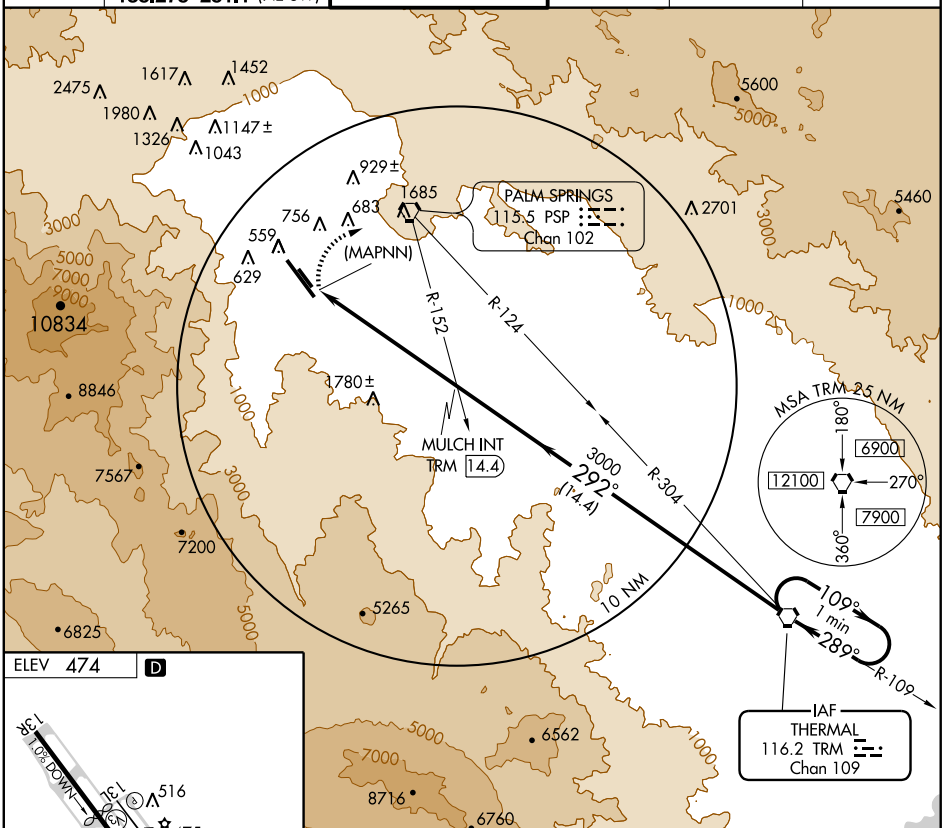
AL-545 (FAA)

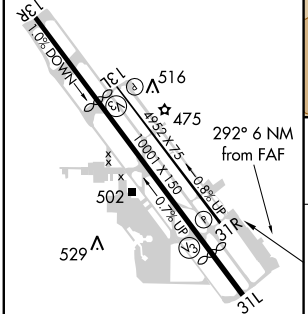
VOR or GPS-B
PALM SPRINGS INTL (PSP)

Circling not authorized southwest of Rwy 13R-31L.

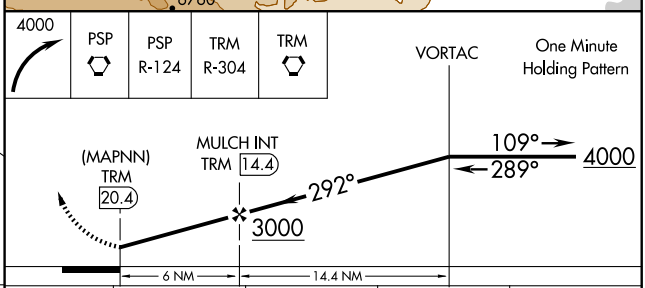
MISSED APPROACH: Climbing right turn to 4000 direct PSP VORTAC then via PSP R-124 and TRM R-304 to TRM VORTAC and hold.

ATIS	SOCAL APP CON ★	PALM SPRINGS TOWER ★	GND CON	CLNC DEL	UNICOM
118.25	126.7 370.95 (W-N) 135.275 251.1 (NE-SW)	119.7 (CTAF) Ⓛ 377.05	121.9	128.35	122.95





HIRL Rwy 13R-31L Ⓛ
MIRL Rwy 13L-31R
REIL Rwys 13L, 13R, 31L, and 31R



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	2300-1¼ 1826 (1900-1¼)	2300-1½ 1826 (1900-1½)	2300-3 1826 (1900-3)	

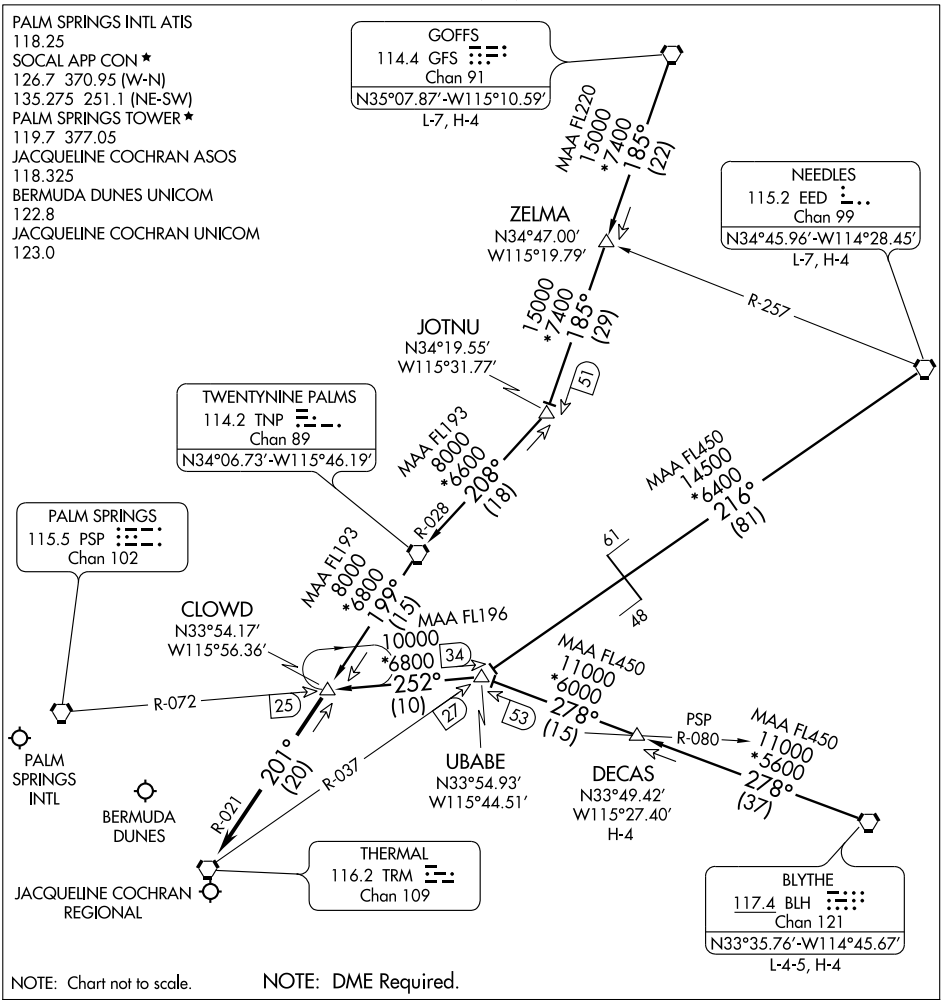
33°50'N-116°30'W

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

CLOWD ONE ARRIVAL

ST-545 (FAA)

PALM SPRINGS, CALIFORNIA



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

CLOWD ONE ARRIVAL

PALM SPRINGS, CALIFORNIA

(CLOWD.CLOWD1) 07298

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4995
302°	TDZE	-121
	Apt Elev	-114

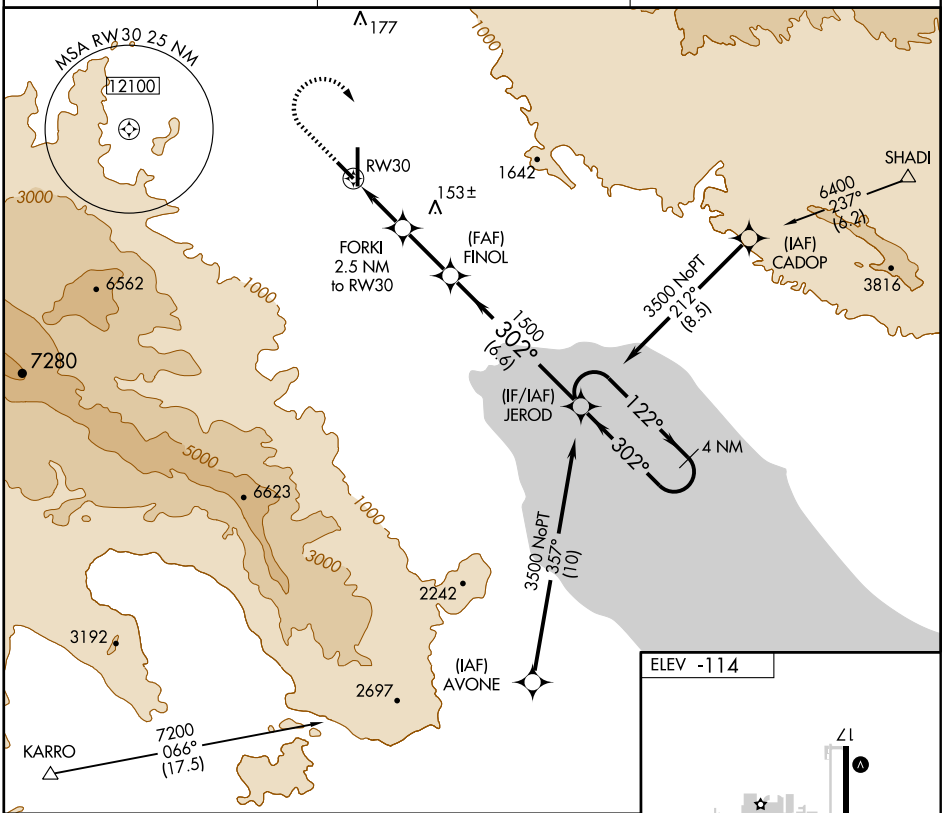
RNAV (GPS) RWY 30

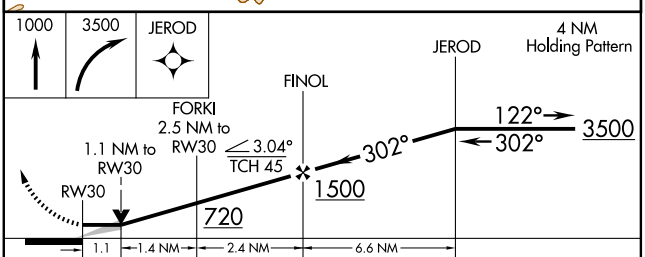
PALM SPRINGS/ JACQUELINE COCHRAN RGNL (TRM)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JEROD WP and hold.

ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	260-1 374 (400-1)			260-1¼ 374 (400-1¼)
CIRCLING	320-1 434 (500-1)	340-1 454 (500-1)	340-1½ 454 (500-1½)	500-2 614 (700-2)

REIL Rwys 17 and 35 L
MIRL Rwys 12-30 and 17-35 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8500
336°	TDZE	-124
	Apt Elev	-114

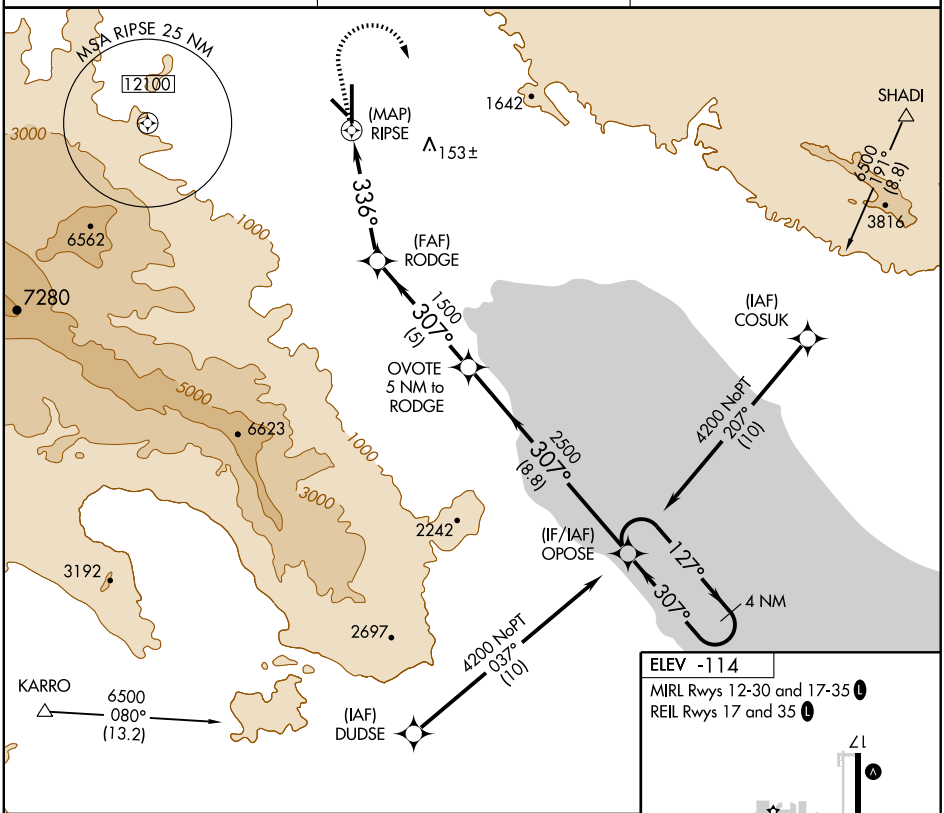
RNAV (GPS) RWY 35

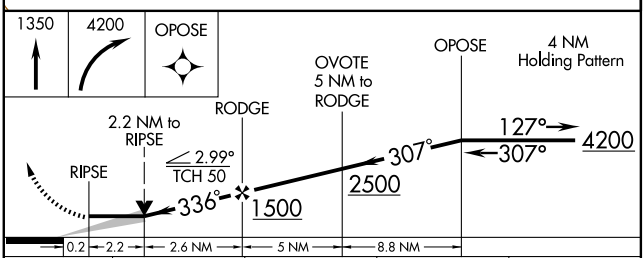
PALM SPRINGS/ JACQUELINE COCHRAN RGNL (TRM)

T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

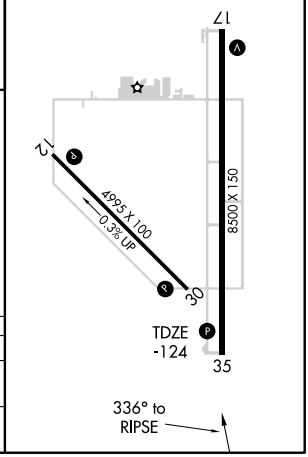
MISSED APPROACH: Climb to 1350 then climbing right turn to 4200 direct OPOSE WP and hold.

ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	123.0 (CTAF) L

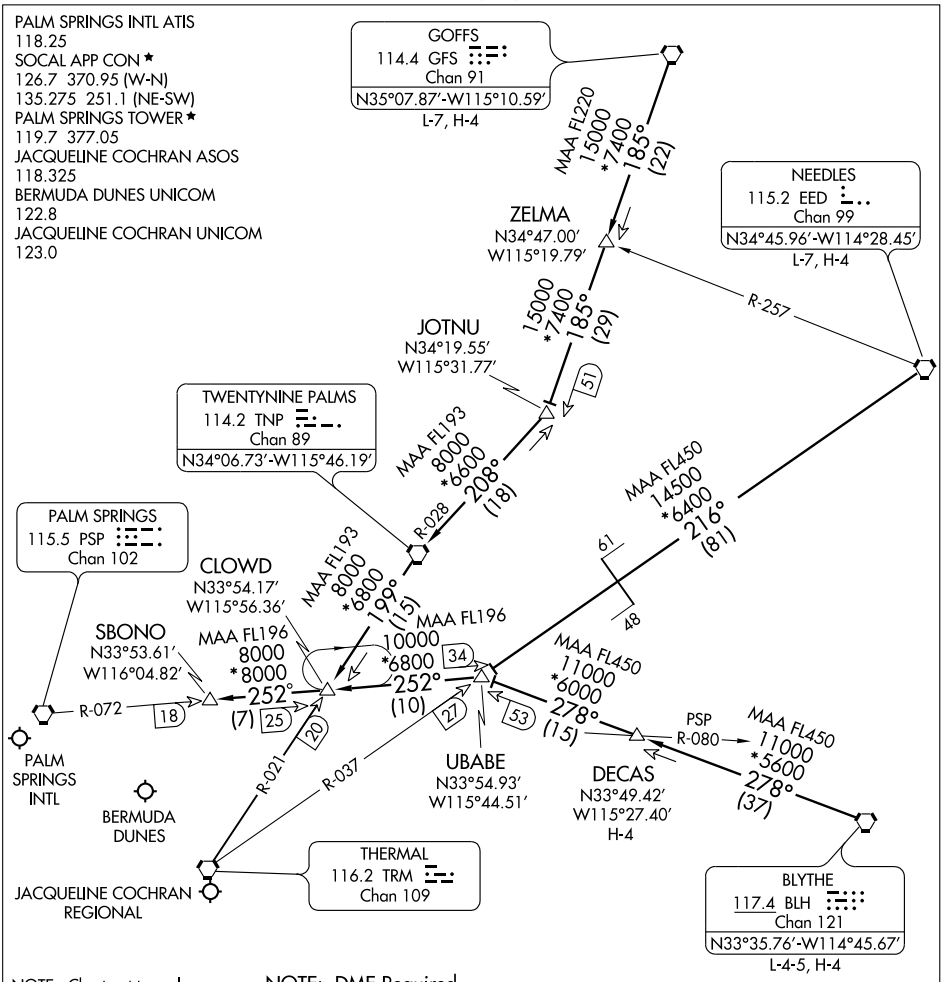




CATEGORY	A	B	C	D
LNAV MDA	700-1 824 (900-1)	700-1¼ 824 (900-1¼)	700-2½ 824 (900-2½)	700-2¾ 824 (900-2¾)
CIRCLING	700-1 814 (900-1)	700-1¼ 814 (900-1¼)	700-2½ 814 (900-2½)	700-2¾ 814 (900-2¾)



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence....

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

SW-3, 21 OCT 2010 to 18 NOV 2010

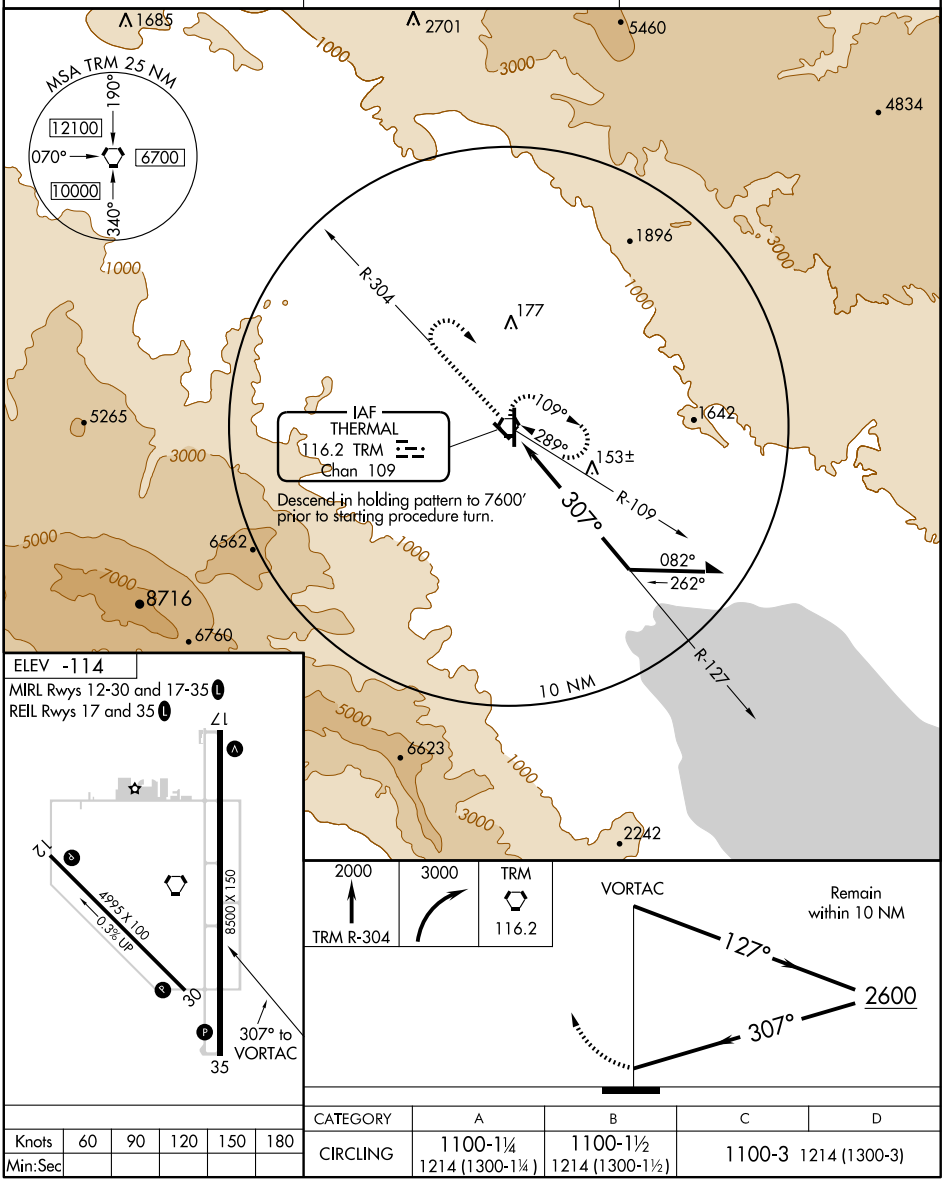
VORTAC TRM	APP CRS	Rwy Idg	N/A
116.2	307°	TDZE	N/A
Chan 109		Apt Elev	-114

VOR-A

PALM SPRINGS/ JACQUELINE COCHRAN RGNL (TRM)

MISSED APPROACH: Climb to 2000 via TRM R-304 then climbing right turn to 3000 direct TRM VORTAC and hold.

ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	123.0 (CTAF) L



ELEV -114

MIRL Rwys 12-30 and 17-35 L

REIL Rwys 17 and 35 L

2000	3000	TRM
TRM R-304		116.2

VORTAC

Remain within 10 NM

127° 2600 307°

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1100-1¼ 1214 (1300-1¼)	1100-1½ 1214 (1300-1½)	1100-3 1214 (1300-3)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TRM 116.2 Chan 109	APP CRS 316°	Rwy Idg 4995 TDZE -121 Apt Elev -114

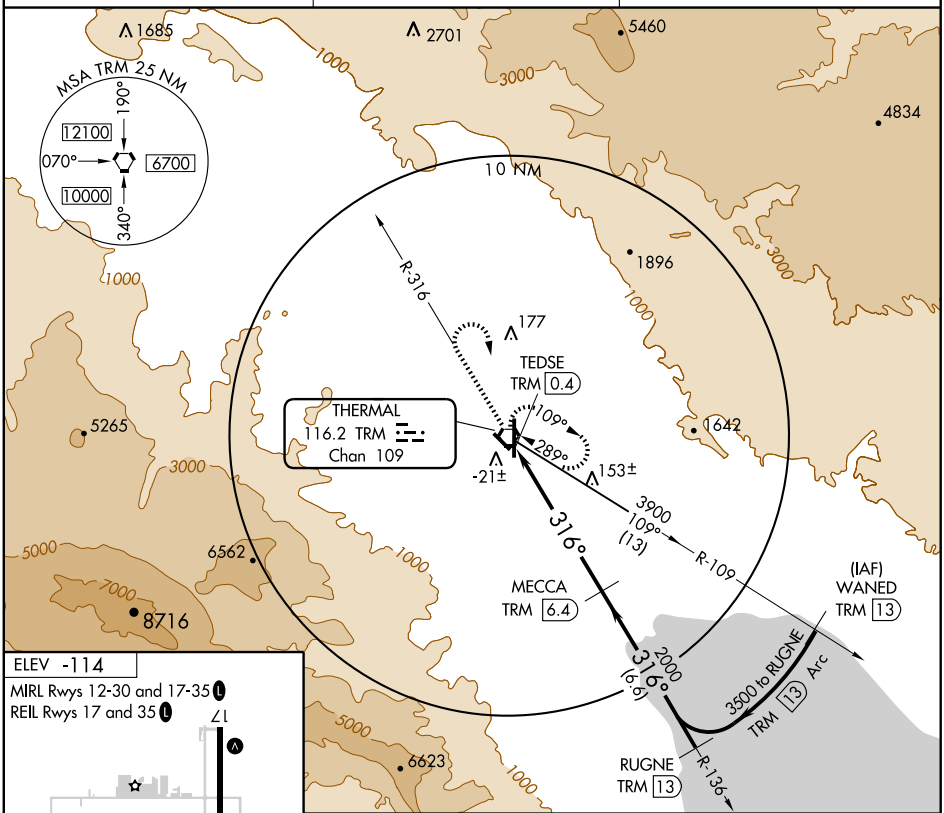
VOR/DME RWY 30

PALM SPRINGS/ JACQUELINE COCHRAN RGNL (TRM)

NA

MISSED APPROACH: Climb to 1300 via TRM R-316 then climbing right turn to 3000 direct TRM VORTAC and hold.

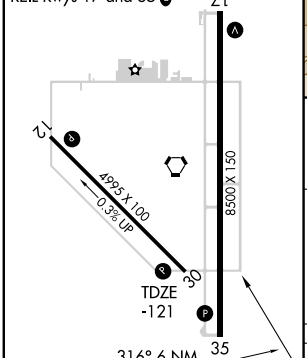
ASOS 118.325	SOCAL APP CON ★ 135.275 251.1	UNICOM 123.0 (CTAF) L



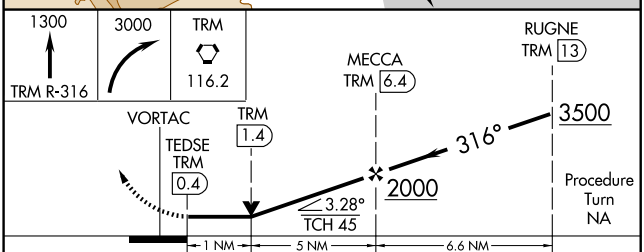
ELEV -114

MIRL Rwys 12-30 and 17-35 L

REIL Rwys 17 and 35 L



Knots	60	90	120	150	180
Min:Sec					



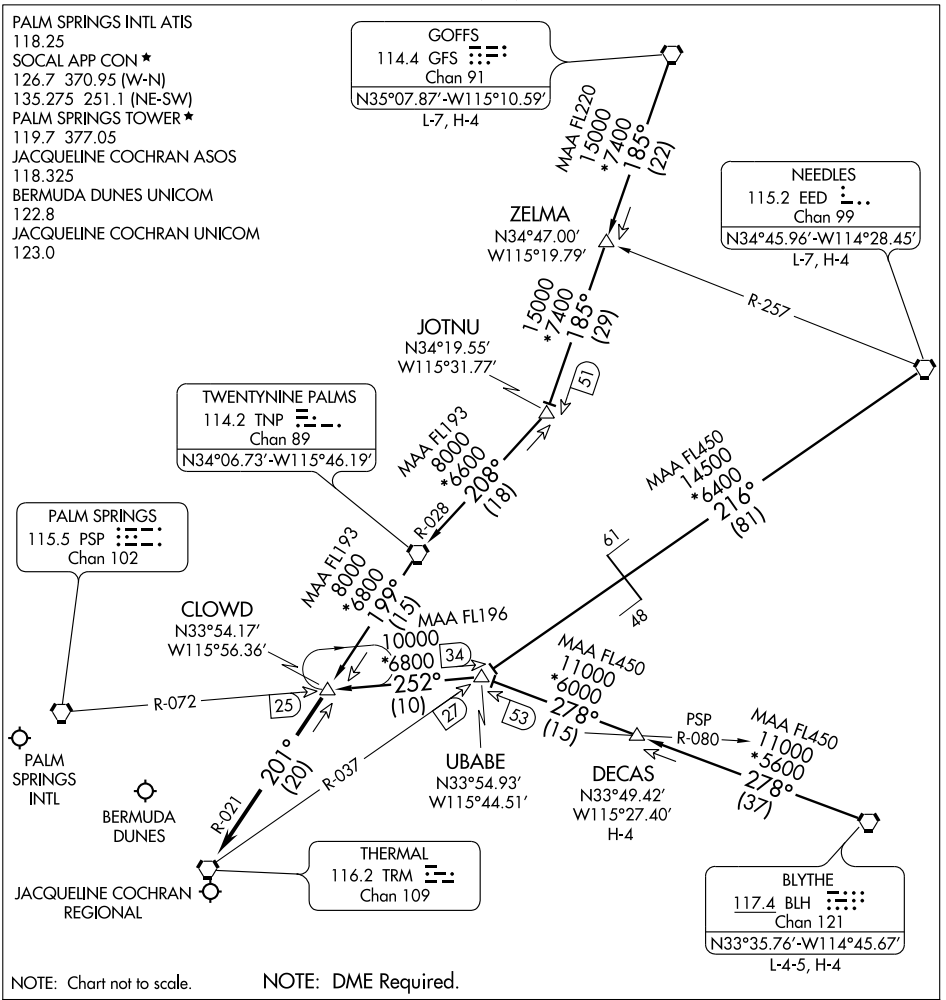
CATEGORY	A	B	C	D
S-30	240-1 361 (400-1)			240-1¼ 361 (400-1¼)
CIRCLING	340-1 454 (500-1)		340-1½ 454 (500-1½)	500-2 614 (700-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

CLOWD ONE ARRIVAL

ST-545 (FAA)

PALM SPRINGS, CALIFORNIA



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

CLOWD ONE ARRIVAL

PALM SPRINGS, CALIFORNIA

(CLOWD.CLOWD1) 07298

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
102°	TDZE	73
	Apt Elev	73

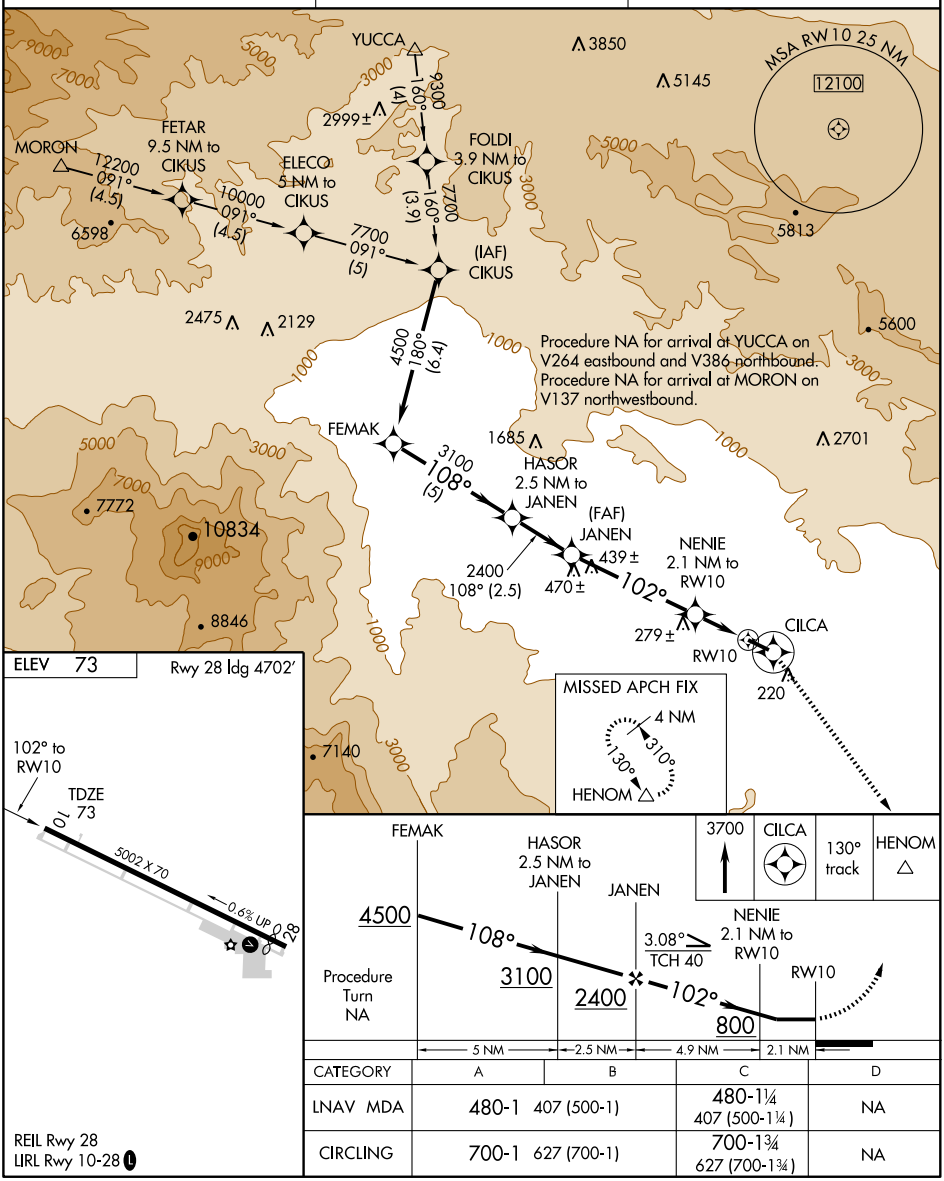
RNAV (GPS) RWY 10

PALM SPRINGS/ BERMUDA DUNES (UDD)

T
A NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Use Jacqueline Cochran Rgnl altimeter setting.

MISSED APPROACH: Climb to 3700 direct CILCA and via 130° track to HENOM and hold.

JACQUELINE COCHRAN REGIONAL ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1	407 (500-1)	480-1¼ 407 (500-1¼)	NA
CIRCLING	700-1	627 (700-1)	700-1¾ 627 (700-1¾)	NA

REIL Rwy 28
LIRL Rwy 10-28 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

PALM SPRINGS/BERMUDA DUNES (UDD)

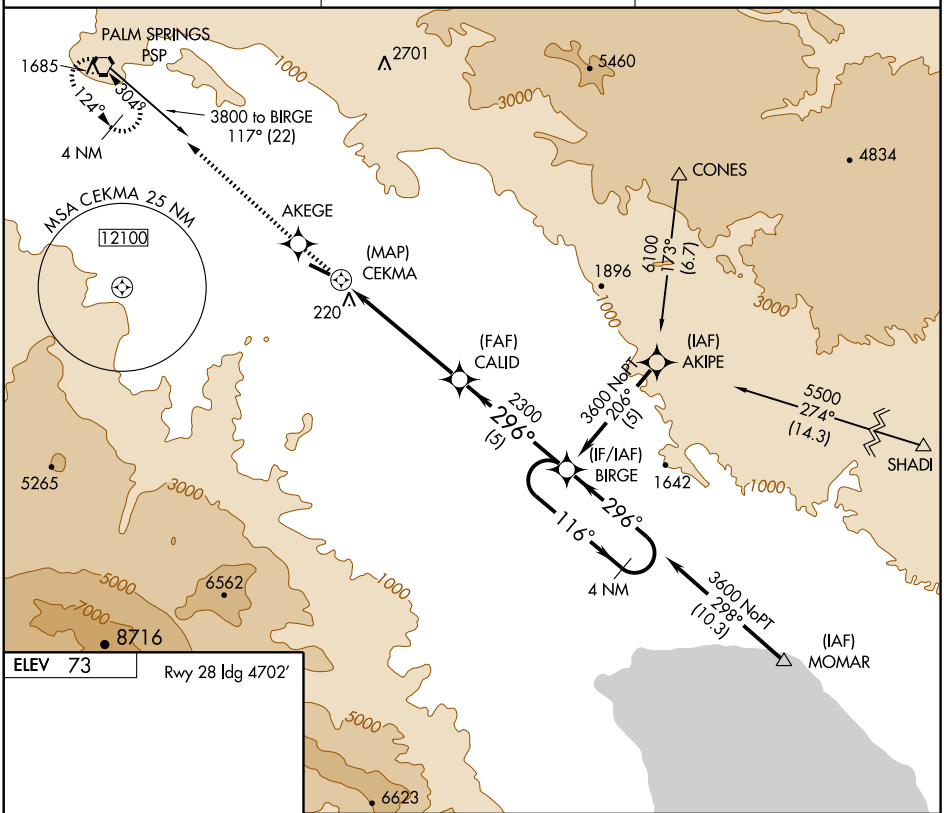
APP CRS	Rwy Idg	4702
296°	TDZE	66
	Apt Elev	73

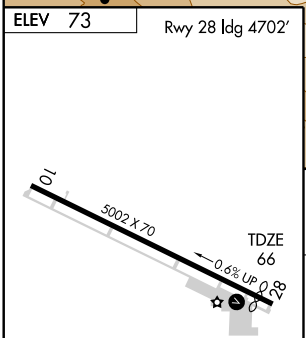
T
A NA

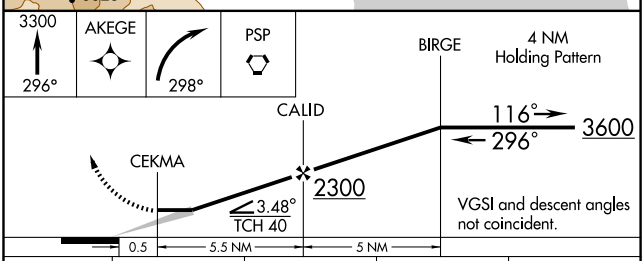
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Jacqueline Cochran Rgnl altimeter setting.

MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

JACQUELINE COCHRAN REGIONAL ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L

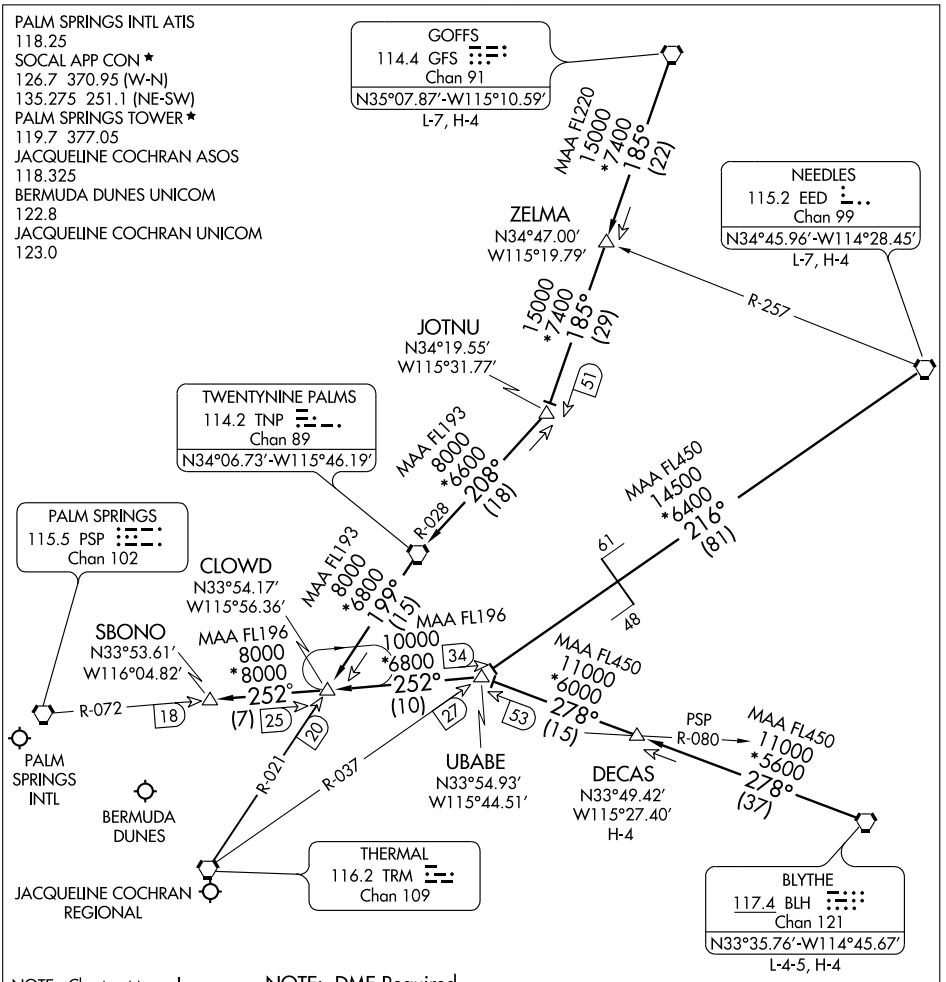






CATEGORY	A	B	C	D
LNAV MDA	1020-1¼ 954 (1000-1¼)	1020-1½ 954 (1000-1½)	1020-3 954 (1000-3)	NA
CIRCLING	1020-1¼ 947 (1000-1¼)	1020-1½ 947 (1000-1½)	1020-3 947 (1000-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence....

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TRM	APP CRS	Rwy Idg	N/A
116.2	310°	TDZE	N/A
Chan 109		Apt Elev	73

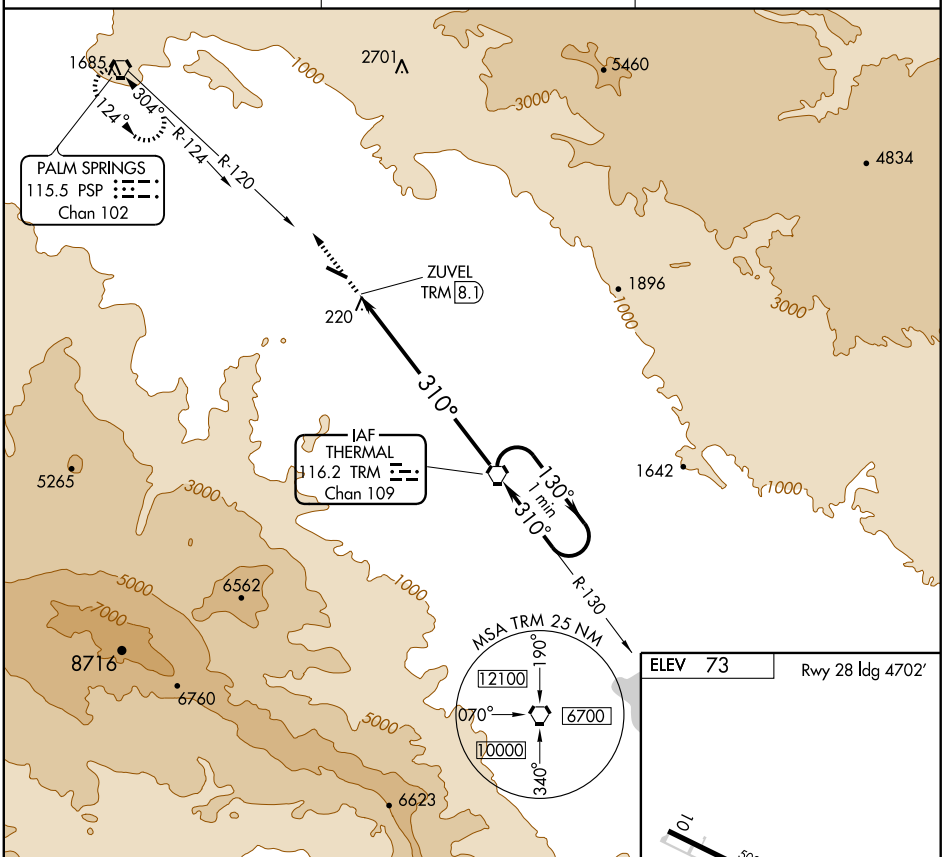
VOR-C

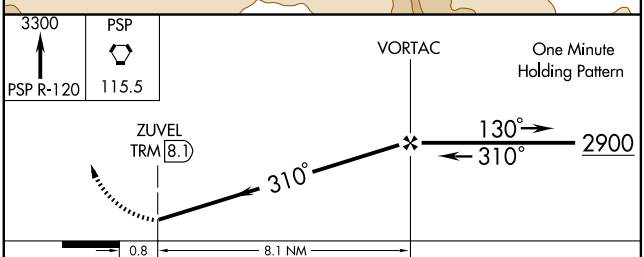
PALM SPRINGS/BERMUDA DUNES (UDD)

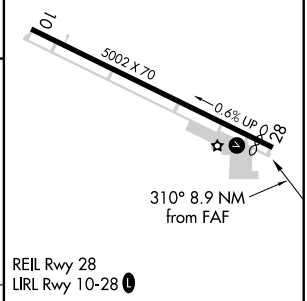
T
A NA — Use Jacqueline Cochran Rgnl altimeter setting.

MISSED APPROACH: Climb to 3300 via PSP R-120 to PSP VORTAC and hold.

JACQUELINE COCHRAN REGIONAL ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1 847 (900-1)	920-1¼ 847 (900-1¼)	920-2½ 847 (900-2½)	NA

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PALMDALE RGNL/USAF PLANT 42 (PMD)
PALMDALE, CALIFORNIA

AL-310 (FAA)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PALMDALE, CALIFORNIA
PALMDALE RGNL/USAF PLANT 42 (PMD)

10210

HI-ILS or LOC/DME RWY 25

PALMDALE REGIONAL/USAF PLANT 42 (KPMD)

LOCALIZER I-PMD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.7	251°	12,002 / 2503 / 2543

JAL-310 [USAF]

* Circling S of Rwy 7-25 NA for CAT E aircraft. Circling to Rwy 7 NA at night.

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via PMD VORTAC R-298 to FISCH INT/PMD 14.3 DME and hold.

JOSHUA APP CON	PALMDALE TOWER ★	GND CON	CTAF	RADAR VECTORING ASOS
124.55 363.0	123.7 317.6	121.9 348.6	123.7	118.275

When local altimeter setting not recieved, use LANCASTER altimeter setting.

DME from PMD VORTAC. Simultaneous reception of I-PMD and PMD required.

FISCH PMD 14.3 · R-298 · 298° · 118° · R-051

LAKE HUGHES 108.4 LHS Chan 21

LOCALIZER 110.7 I-PMD

MM · GAIEL PMD 5.2 · KUKPE PMD 11.3 · MUCEF PMD 16.3 · ONOLE PMD 23.3 · (IAF) HELDE PMD 34 · R-067 · 247° · 067° · 215° · 251° · 071° · RERVE · PMD 44

3651 · 2664 · 2679 · 3227 · 5217 · 3021 · 7124 · 6502 · 8038

N34° 38.96′ W117° 45.77′

PALMDALE 114.5 PMD Chan 92

CAUTION: High terrain 5 NM SW of airport.

20 NM · HIGH ALTITUDE FACILITIES · FEEDER FACILITIES

(a) 137 · (b) 067 · (c) 317

304° (18) · 354° (48)

THERMAL · PARADISE

MSA PMD 25 NM 11,300

EMERG SAFE ALT 100 NM 14,400

3000 · 5000 PMD R-298 · FISCH PMD 14.3 · GAIEL 5.2 · IBULE 0.3 · KUKPE 11.3 · RERVE · MUCEF 16.3 · 23.3 · HELDE R-067 34 · 247° · 215° · 251° · FL 180 · 15,000 · 12,000 · 8600 · 6000 · 4500 · 4406 · GS 3.00° · TCH 63

VGSI and ILS glidepath not coincident

VORTAC MM · LOC MAP · 0.5 · 5.2 NM

CATEGORY	C	D	E
S-ILS 25	2703-1 200 (200-1)		
S-LOC 25	2920-1¼ 417 (400-1¼)		2920-1½ 417 (400-1½)
CIRCLING *	3000-1½ 457 (500-1½)	3100-2 557 (600-2)	
LANCASTER ALTIMETER SETTING			
S-ILS 25	2752-1 249 (300-1)		
S-LOC 25	2980-1¼ 477 (500-1¼)	2980-1½ 477 (500-1½)	2980-1¾ 477 (500-1¾)
CIRCLING *	3060-1½ 577 (600-1½)	3160-2 617 (700-2)	

ELEV 2543

TDZE 2503 · 22 · 25 · 7 · 4 · 0.3% UP · 12,002 x 200 · 1200 x 150 · 0.4% UP · 2626 · 2699 · 2640 · 251° 5.7 NM from FAF

HIRL Rwy 7-25 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

PALMDALE, CALIFORNIA

HI-TACAN RWY 25

PALMDALE REGIONAL USAF PLANT 42 (KPMD)

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
PMD Chan 92	265°	12,002	2503	2543

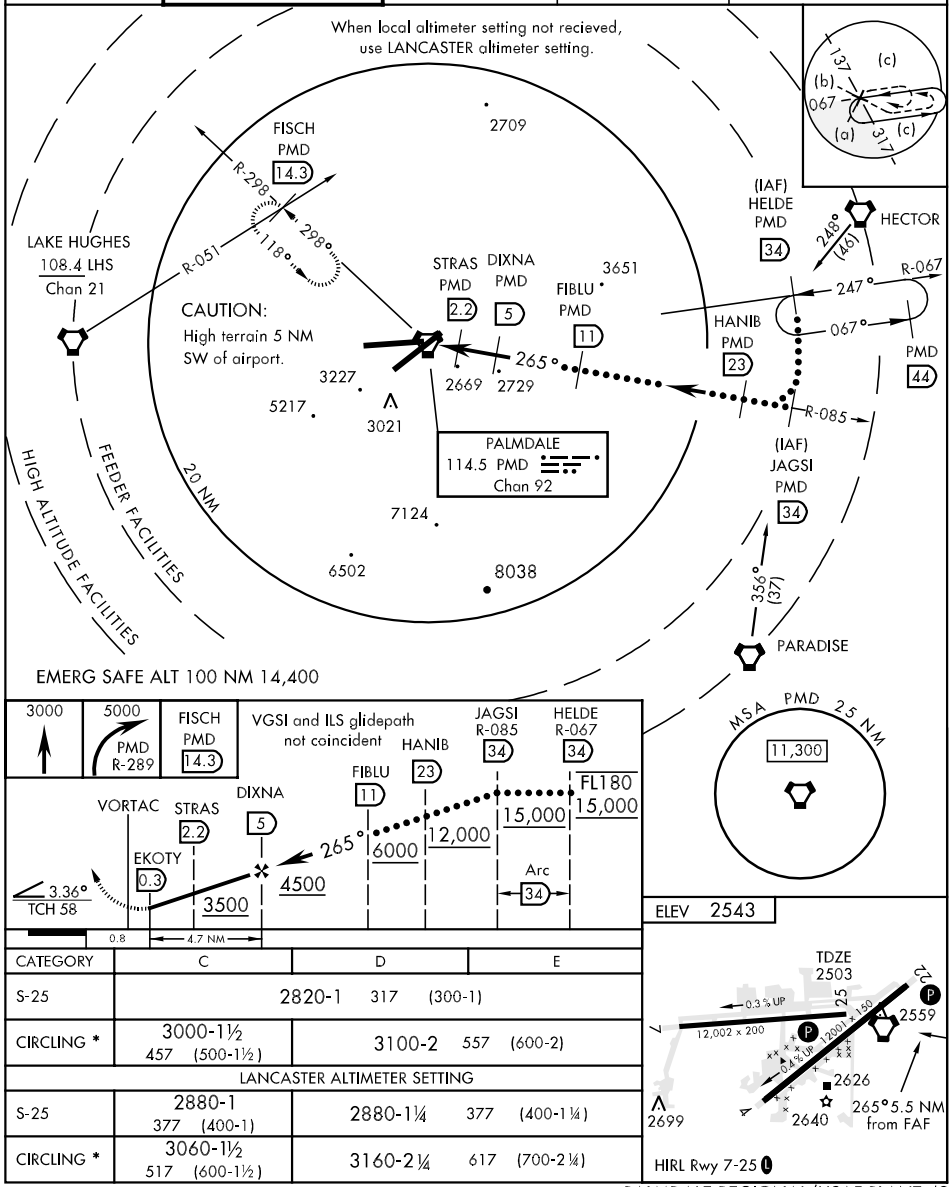
JAL-310 [USAF]

* Circling S of Rwy 7-25 NA for CAT E aircraft. Circling to Rwy 7 NA at night.

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via PMD VORTAC R-298 to FISCH/PMD 14.3 DME and hold.

JOSHUA APP CON	PALMDALE TOWER ★	GND CON	CTAF	RADAR VECTORING ASOS
124.55 363.0	123.7 317.6	121.9 348.6	123.7	118.275

When local altimeter setting not recieved, use LANCASTER altimeter setting.



ELEV 2543

CATEGORY	C	D	E
S-25	2820-1 317 (300-1)		
CIRCLING *	3000-1½ 457 (500-1½)	3100-2 557 (600-2)	
LANCASTER ALTIMETER SETTING			
S-25	2880-1 377 (400-1)	2880-1¼ 377 (400-1¼)	
CIRCLING *	3060-1½ 517 (600-1½)	3160-2¼ 617 (700-2¼)	

PALMDALE, CALIFORNIA

34°38'N-118°05'W

PALMDALE REGIONAL/USAF PLANT 42 (KPMD)

Amdt 1 10182

HI-TACAN RWY 25

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PMD	APP CRS	Rwy Idg	12002
110.7	251°	TDZE	2503
		Apt Elev	2543

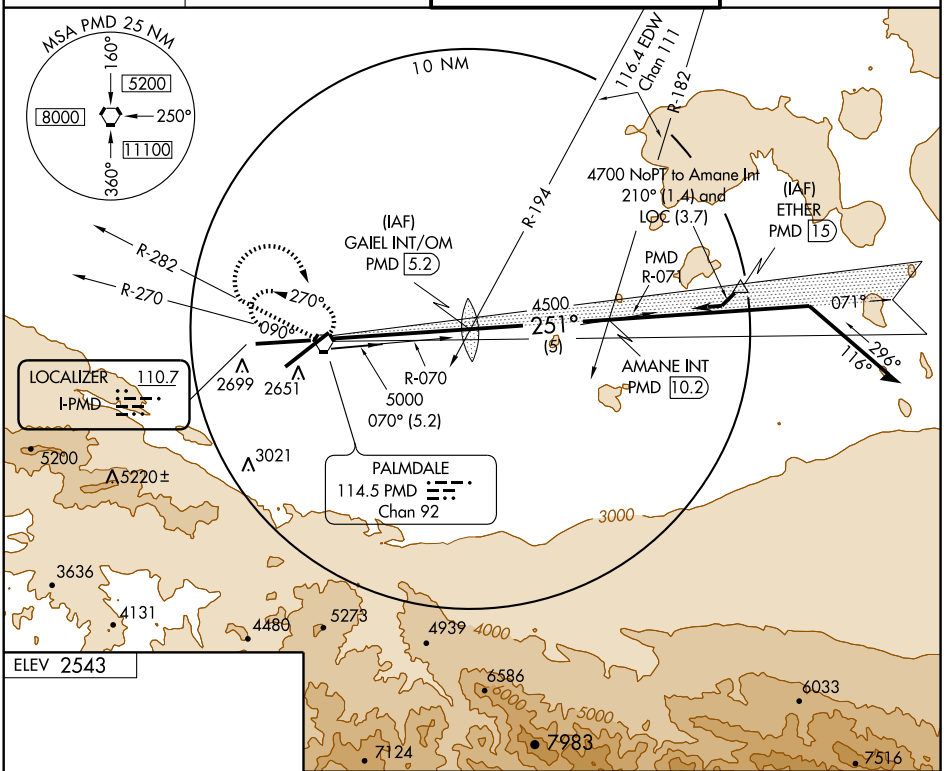
ILS or LOC RWY 25

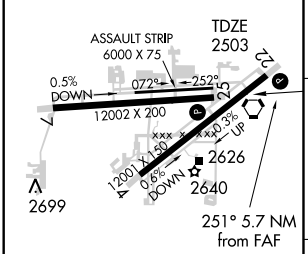
PALMDALE RGNL/USAF PLANT 42 (PMD)

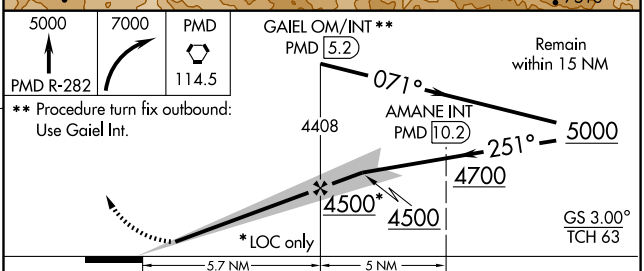
Circling NA south of Rwy 7-25 for Cat. E.
Circling to Rwy 7 NA at night.

MISSED APPROACH: Climb to 5000 via PMD R-282, then climbing right turn to 7000 direct PMD VORTAC and hold.

ASOS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) L 317.6	121.9 348.6







HIRL Rwy 4-22 and 7-25 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 25	2703-1 200 (200-1)				
S-LOC 25	2900-1 397 (400-1)			2900-1¼ 397 (400-1¼)	2900-1½ 397 (400-1½)
CIRCLING	3000-1 457 (500-1)		3000-1½ 457 (500-1½)	3100-2 557 (600-2)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12002
251°	TDZE	2503
	Apt Elev	2543

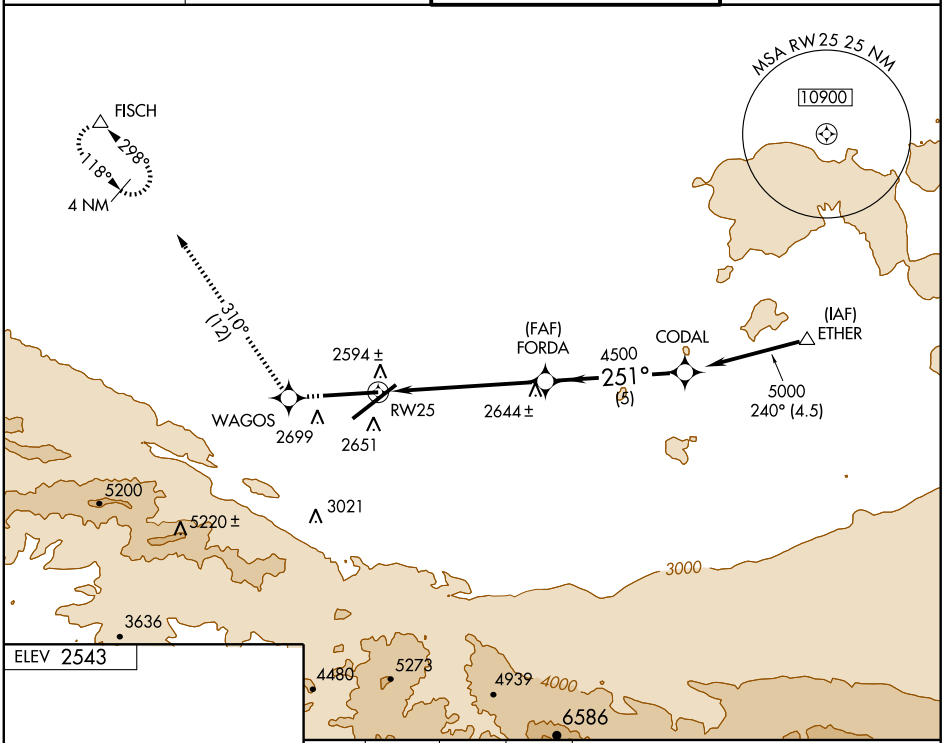
RNAV (GPS) RWY 25

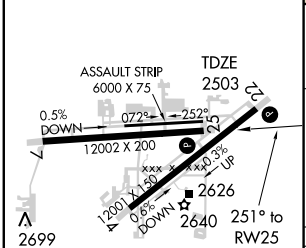
PALMDALE RGNL/USAF PLANT 42 (PMD)

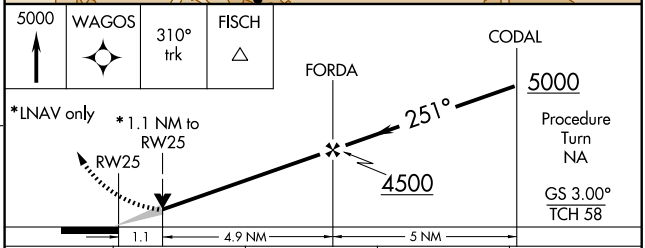
Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44° C (111°F) .

MISSED APPROACH: Climb to 5000 direct WAGOS WP then via 310° track to FISCH WP and hold.

ASOS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) L 317.6	121.9 348.6







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2840-1¼ 337 (300-1¼)			
LNAV MDA	2900-1 397 (400-1)			2900-1¼ 397 (400-1¼)
CIRCLING	3000-1 457 (500-1)		3000-1½ 457 (500-1½)	3100-2 557 (600-2)

HIRL Rwy 4-22 and 7-25 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PMD	APP CRS	Rwy Idg	12002
114.5	265°	TDZE	2503
Chan 92		Apt Elev	2543

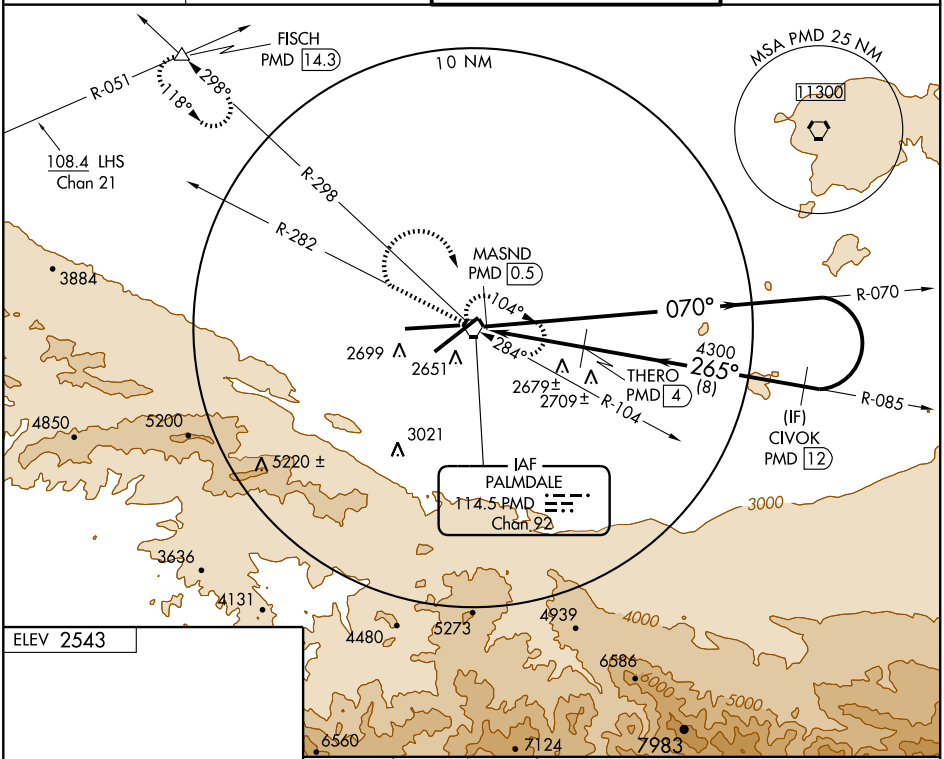
VOR/DME or TACAN RWY 25

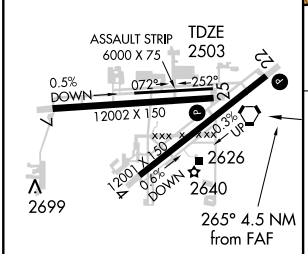
PALMDALE RGNL/USAF PLANT 42 (PMD)

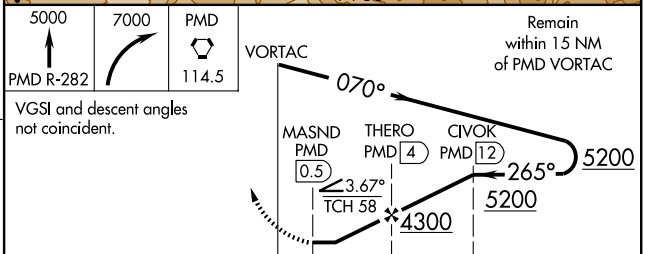
Circling to Rwy 7 NA at night. Circling NA for Cat. E south of Rwy 7-25. When local altimeter setting not received, use Lancaster altimeter setting and increase all MDA 60 feet and increae S-25 Cat. E visibility ¼ mile.

MISSED APPROACH: Climb to 5000 via PMD VORTAC R-282 then climbing right turn to 7000 direct PMD VORTAC and hold (TACAN aircraft climbing right turn to 5000 via PMD VORTAC R-298 to FISCH/PMD 14.3 DME and hold SE left turn 298° inbound).

ASOS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) 317.6	121.9 348.6







CATEGORY	A	B	C	D	E
S-25	2940-1¼ 437 (400-1¼)			2940-1½ 437 (400-1½)	
CIRCLING	3000-1¼ 457 (500-1¼)		3000-1½ 457 (500-1½)	3100-2 557 (600-2)	

HIRL Rwy 4-22 and 7-25 (L)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS 135.275
PALO ALTO TOWER ★
118.6
GND CON
125.0

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

37°28'N

ELEV 7

127.5°

307.5°

2443 X 70

RWY 13-31
S-12.5

VAR 14.2° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FIELD ELEV 7

CIVIL AIR PATROL

CONTROL TOWER

37°27.5'N

RUN-UP AREA

TIE-DOWN AREAS

HANGARS

TRANSIENT PARKING

TERMINAL

HANGAR

HELICOPTER PARKING

HANGARS

122° 07'W

122°06.5'W

APP CRS	Rwy Idg	2443
322°	TDZE	3
	Apt Elev	3

GPS RWY 31

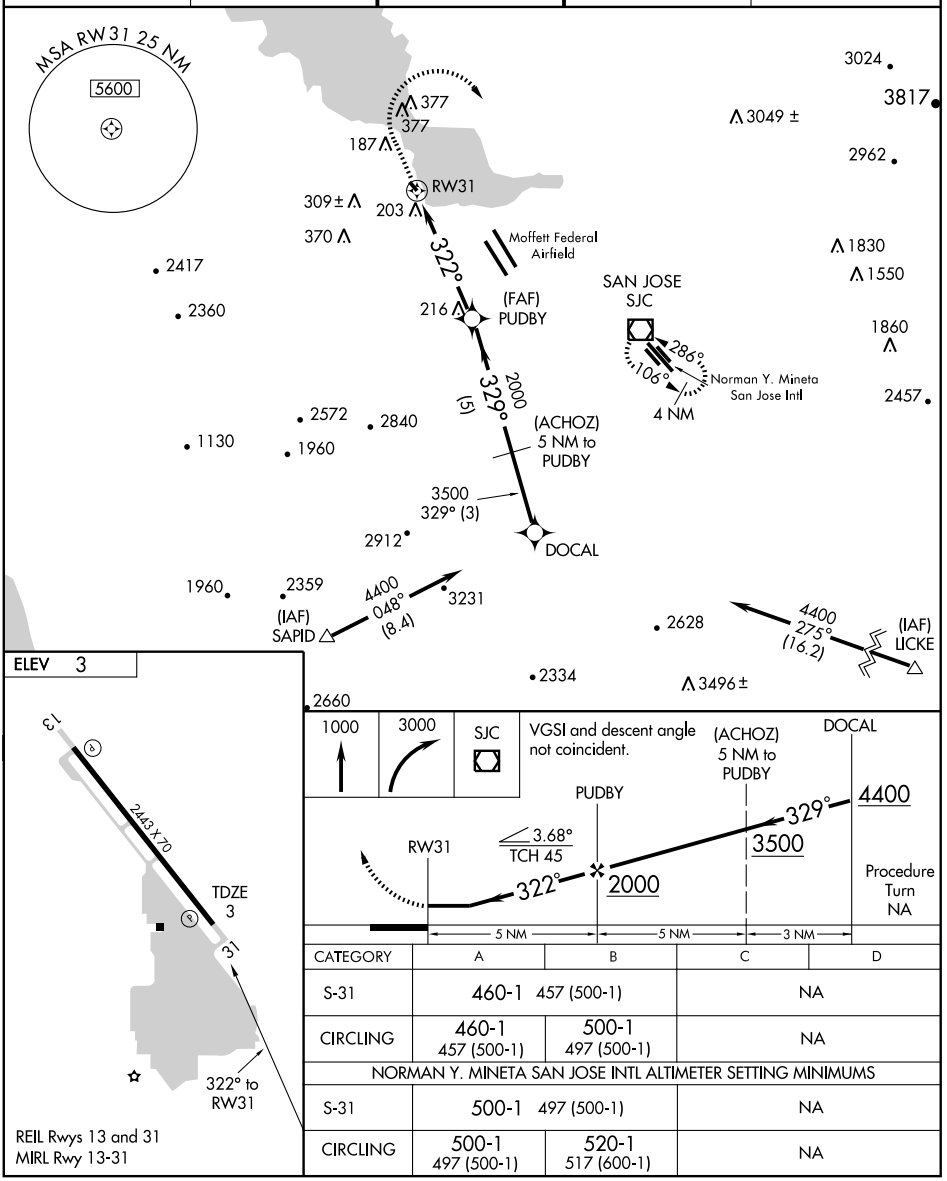
PALO ALTO ARPT OF SANTA CLARA COUNTY (PAO)

▼ NA

When control tower closed, use Norman Y. Mineta San Jose Intl altimeter setting.
Circling not authorized southwest of Rwy 13-31.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SJC VOR/DME and hold.

ATIS	NORCAL APP CON	PALO ALTO TOWER★	GND CON	UNICOM
135.275	121.3 270.35	118.6 (CTAF)	125.0	122.95



ELEV 3

REIL Rwys 13 and 31
MIRL Rwy 13-31

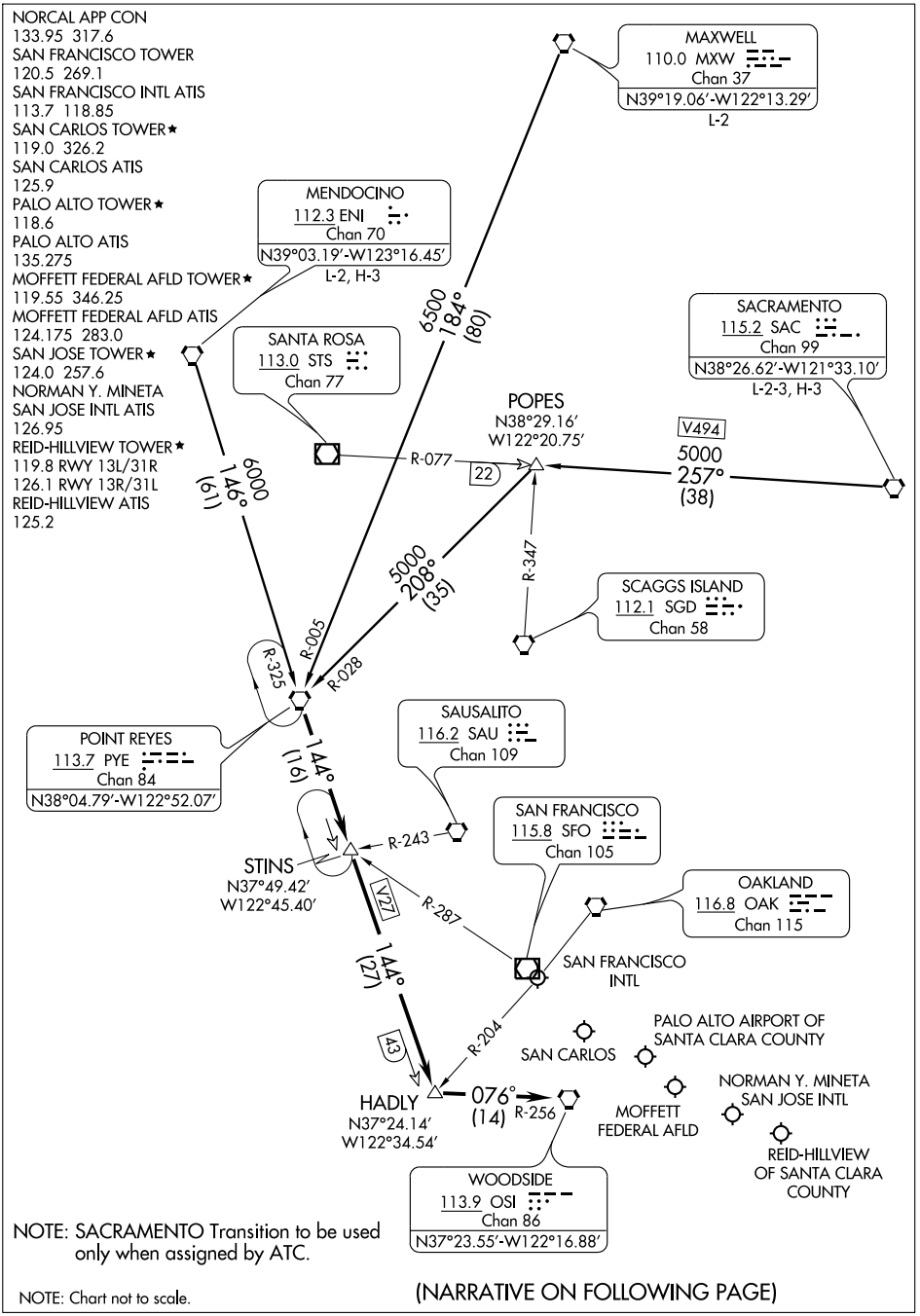
CATEGORY	A	B	C	D
S-31	460-1 457 (500-1)		NA	
CIRCLING	460-1 457 (500-1)	500-1 497 (500-1)	NA	
NORMAN Y. MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
S-31	500-1 497 (500-1)		NA	
CIRCLING	500-1 497 (500-1)	520-1 517 (600-1)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SJC	APP CRS	Rwy Idg	2443
114.1	286°	TDZE	7
Chan 88		Apt Elev	7

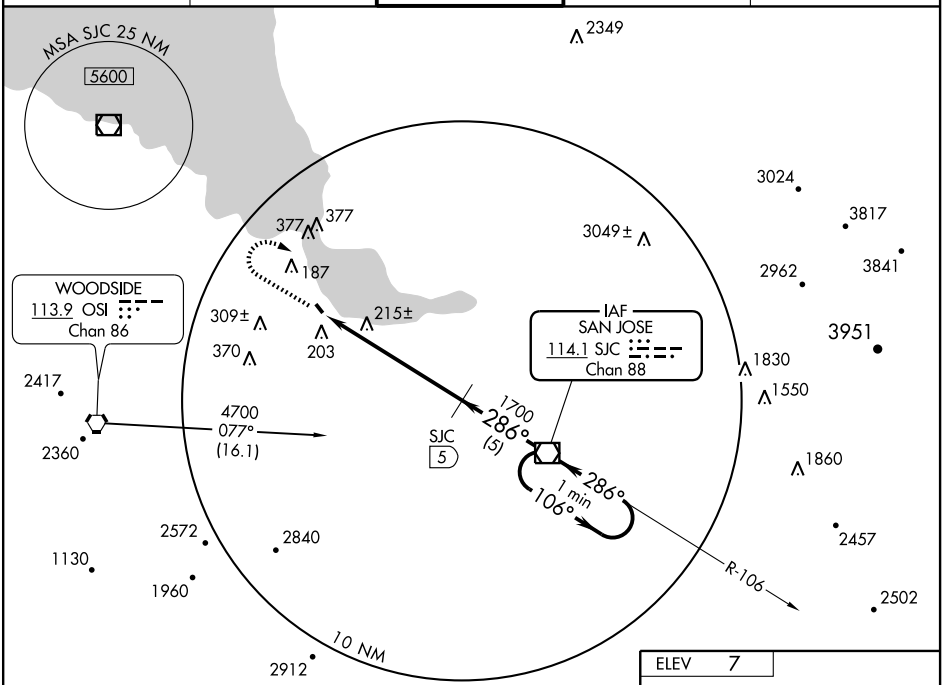
VOR/DME RWY 31

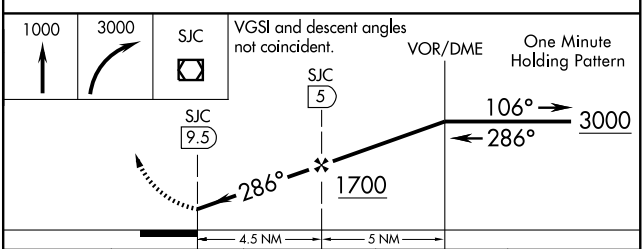
PALO ALTO ARPT OF SANTA CLARA COUNTY (PAO)

When control tower closed, use Norman Y. Mineta San Jose Intl altimeter setting. Circling NA SW of Rwy 13-31.

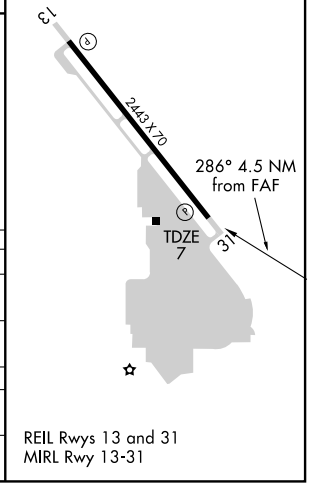
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SJC VOR/DME and hold.

ATIS	NORCAL APP CON	PALO ALTO TOWER★	GND CON	UNICOM
135.275	121.3 270.35	118.6 (CTAF)	125.0	122.95





CATEGORY	A	B	C	D
S-31	480-1 473 (500-1)		NA	
CIRCLING	480-1 473 (500-1)	540-1 533 (600-1)	NA	
NORMAN Y. MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
S-31	500-1 493 (500-1)		NA	
CIRCLING	500-1 493 (500-1)	580-1 573 (600-1)	NA	



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6008
CH 65819	194°	TDZE	813
W19A		Apt Elev	840

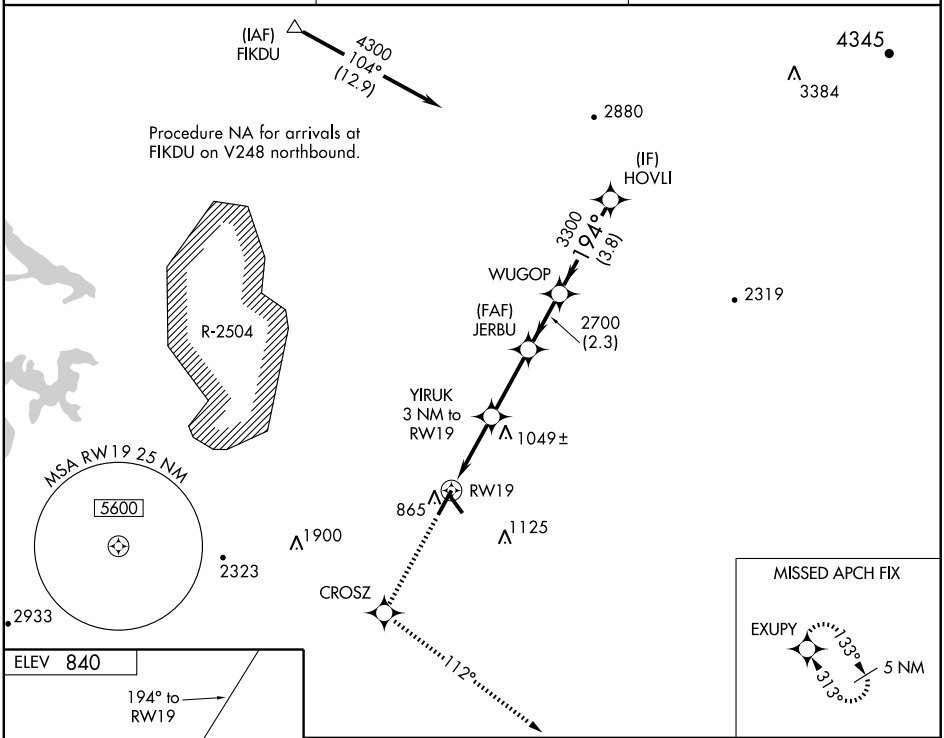
RNAV (GPS) RWY 19

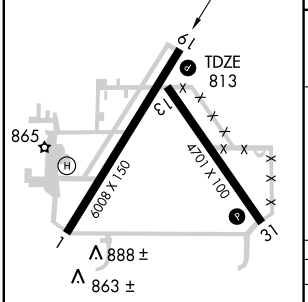
PASO ROBLES MUNI (PRB)

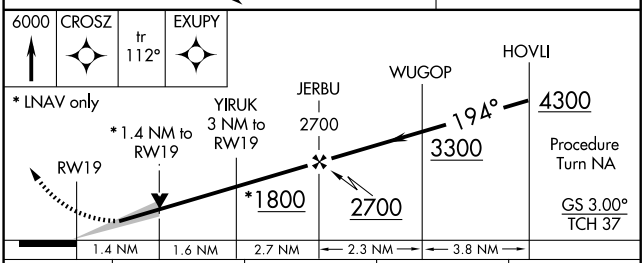
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CROSZ and on track 112° to EXUPY and hold, continue climb-in-hold to 6000.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1013-¾ 200 (200-¾)			
LNAV/VNAV DA	1190-1½ 377 (400-1½)			
LNAV MDA	1300-1 487 (500-1)		1300-1¼ 487 (500-1¼)	1300-1½ 487 (500-1½)
CIRCLING	1300-1 460 (500-1)		1340-1½ 500 (500-1½)	1560-2¼ 720 (800-2¼)

REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

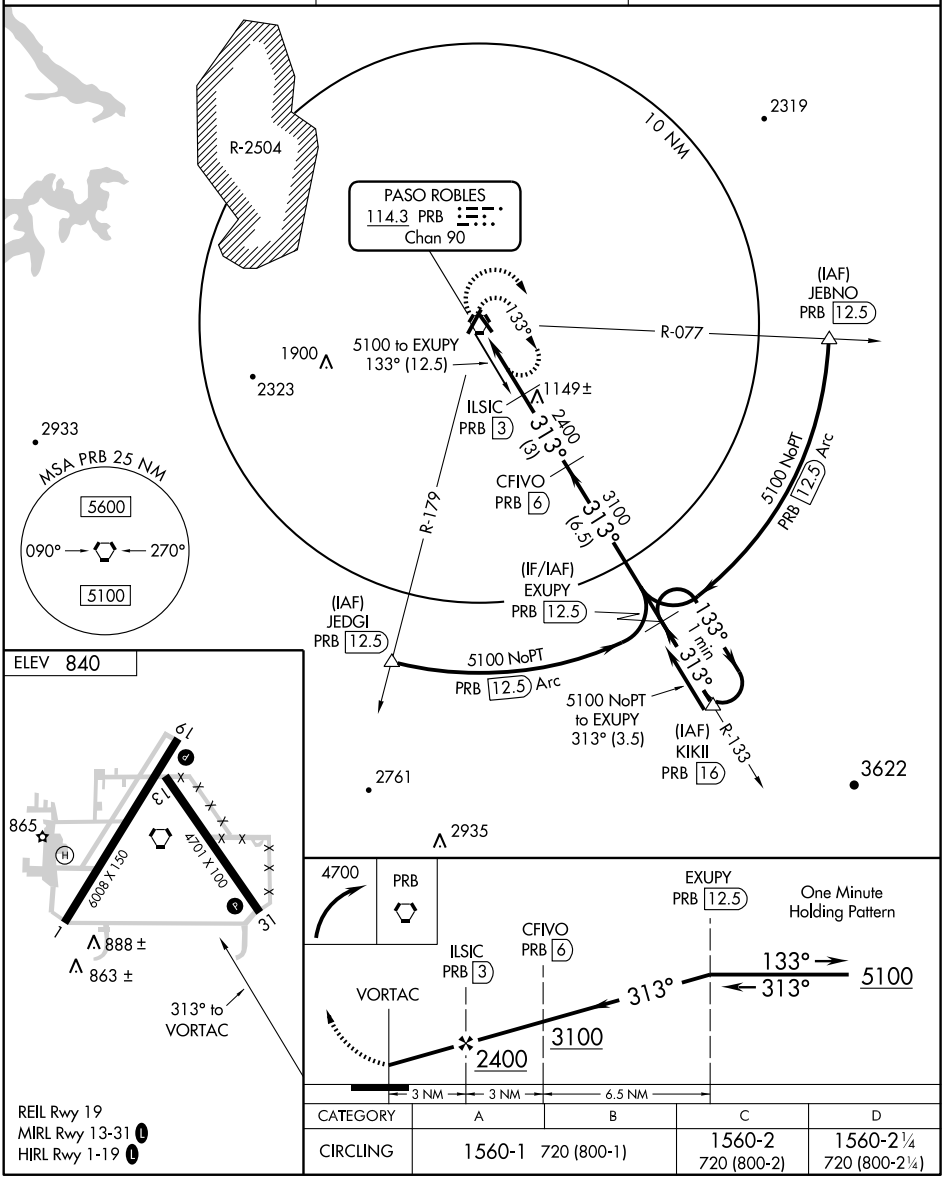
VORTAC PRB	APP CRS	Rwy Idg	N/A
114.3	313°	TDZE	N/A
Chan 90		Apt Elev	840

VOR/DME-B

PASO ROBLES MUNI (PRB)

MISSED APPROACH: Climbing right turn to 4700 in PRB VORTAC holding pattern.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L



REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	1560-1 720 (800-1)		1560-2 720 (800-2)	1560-2¼ 720 (800-2¼)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

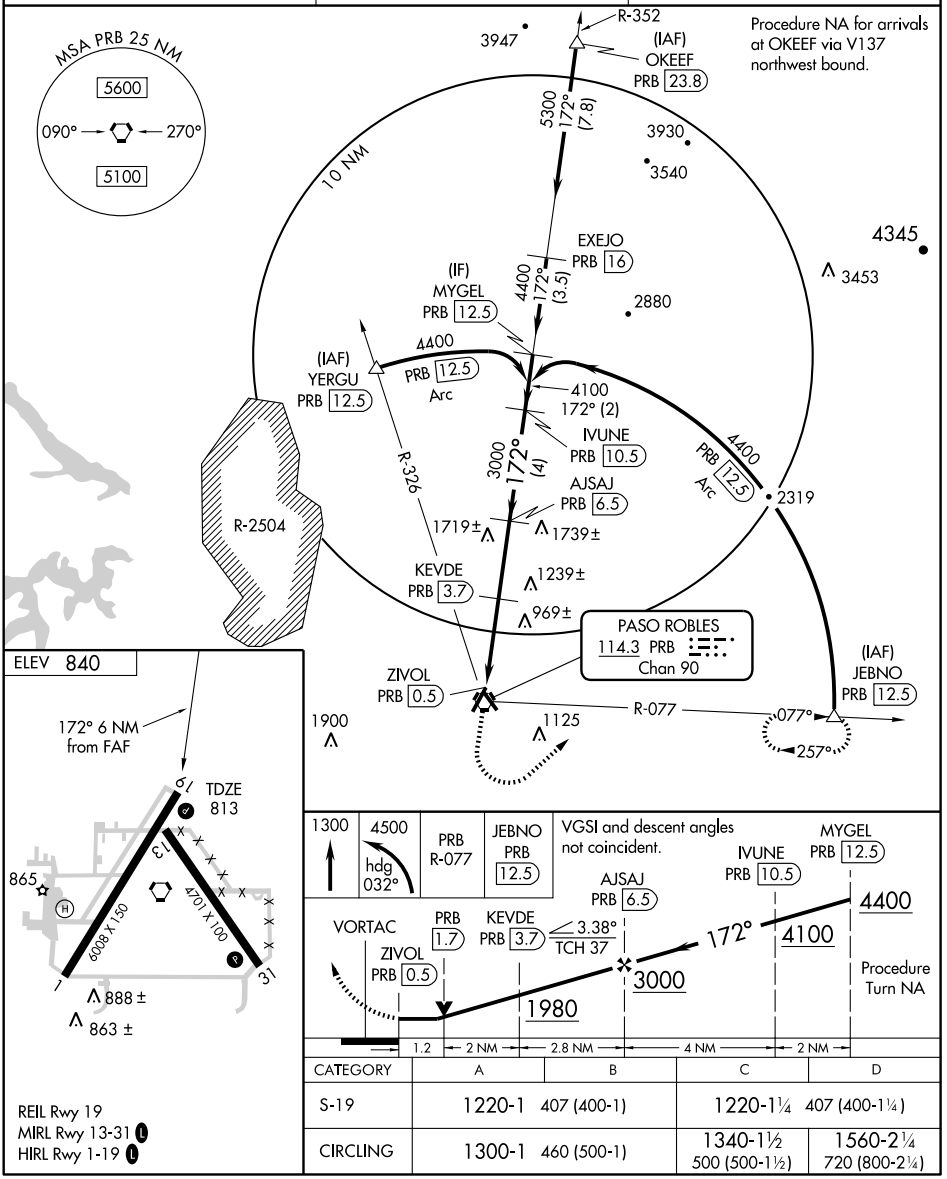
VORTAC PRB 114.3 Chan 90	APP CRS 172°	Rwy Idg 6008 TDZE 813 Apt Elev 840

VOR/DME RWY 19

PASO ROBLES MUNI (PRB)

MISSED APPROACH: Climb to 1300 then climbing left turn to 4500 on heading 032° and PRB R-077 to JEBNO/PRB 12.5 DME and hold, continue climb-in-hold to 4500.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-19	1220-1 407 (400-1)		1220-1¼ 407 (400-1¼)	
CIRCLING	1300-1 460 (500-1)		1340-1½ 500 (500-1½)	1560-2¼ 720 (800-2¼)

REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

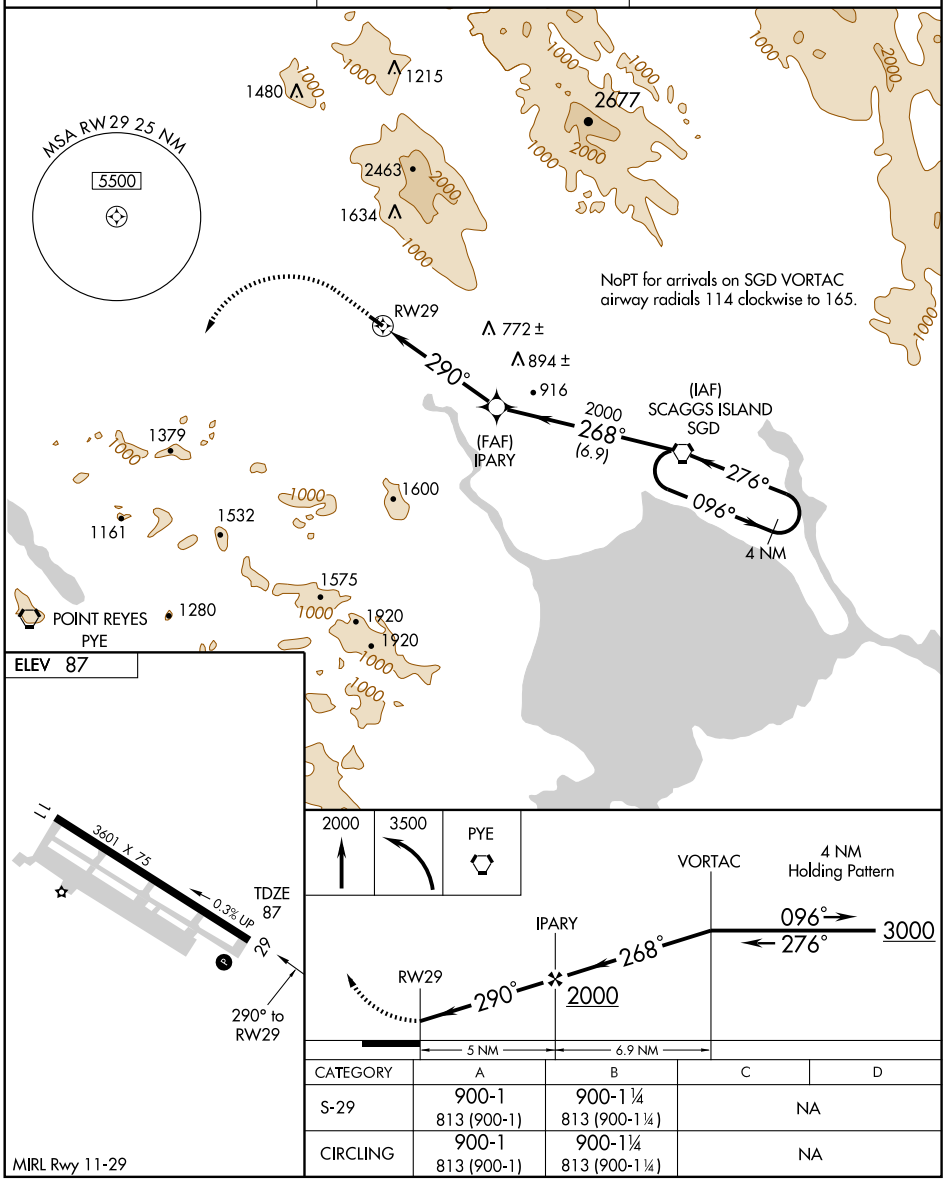
APP CRS	Rwy Idg	3601
290°	TDZE	87
	Apt Elev	87

GPS RWY 29
PETALUMA MUNI (O69)

T NA — Use Santa Rosa altimeter setting; when not received procedure not authorized.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct to PYE VORTAC.

AWOS-3	OAKLAND CENTER	UNICOM
132.325	127.8 353.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-29	900-1 813 (900-1)	900-1 ¼ 813 (900-1 ¼)	NA	
CIRCLING	900-1 813 (900-1)	900-1¼ 813 (900-1 ¼)	NA	

MIRL Rwy 11-29

SW-2, 21 OCT 2010 to 18 NOV 2010

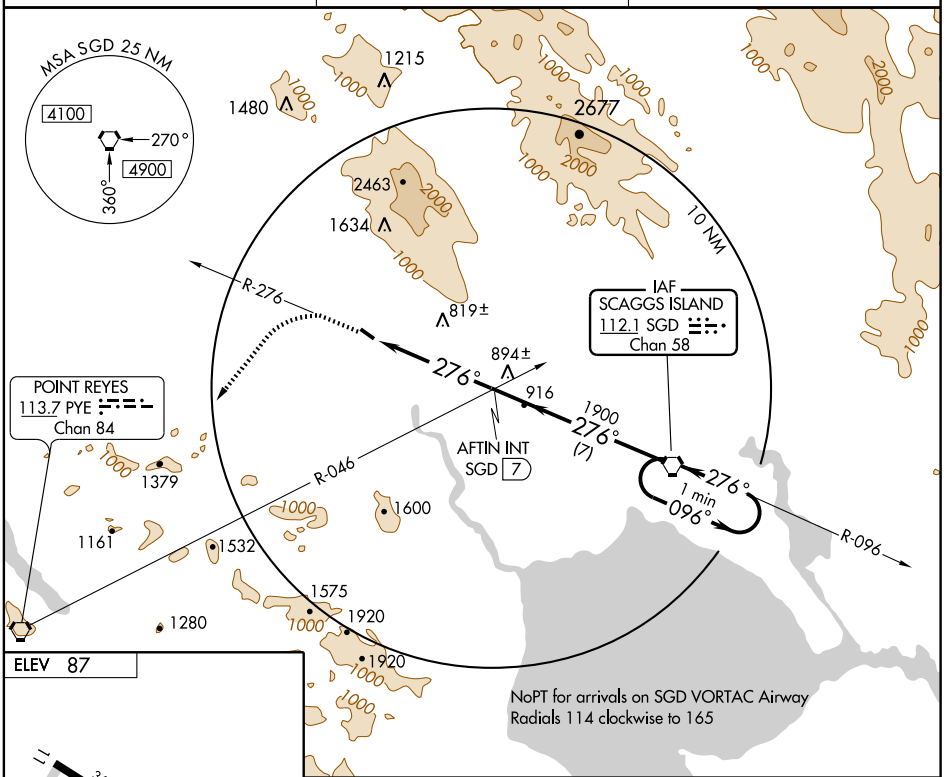
VORTAC SGD 112.1 Chan 58	APP CRS 276°	Rwy Idg 3601 TDZE 87 Apt Elev 87

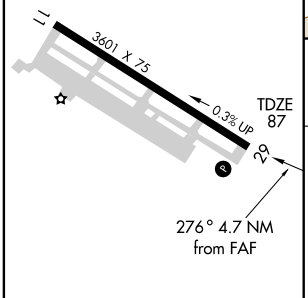
VOR RWY 29
PETALUMA MUNI (O69)

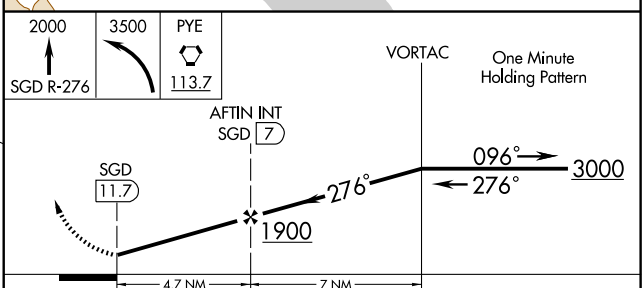
T NA Use Santa Rosa altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 2000 via SGD R-276 then climbing left turn to 3500 direct PYE VORTAC.

AWOS-3	OAKLAND CENTER	UNICOM
132.325	127.8 353.5	122.7 (CTAF) L







MIRL Rwy 11-29

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-29	1260-1¼ 1173 (1200-1¼)	1260-1½ 1173 (1200-1½)	NA	
CIRCLING	1260-1¼ 1173 (1200-1¼)	1260-1½ 1173 (1200-1½)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4201
046°	TDZE	2585
	Apt Elev	2585

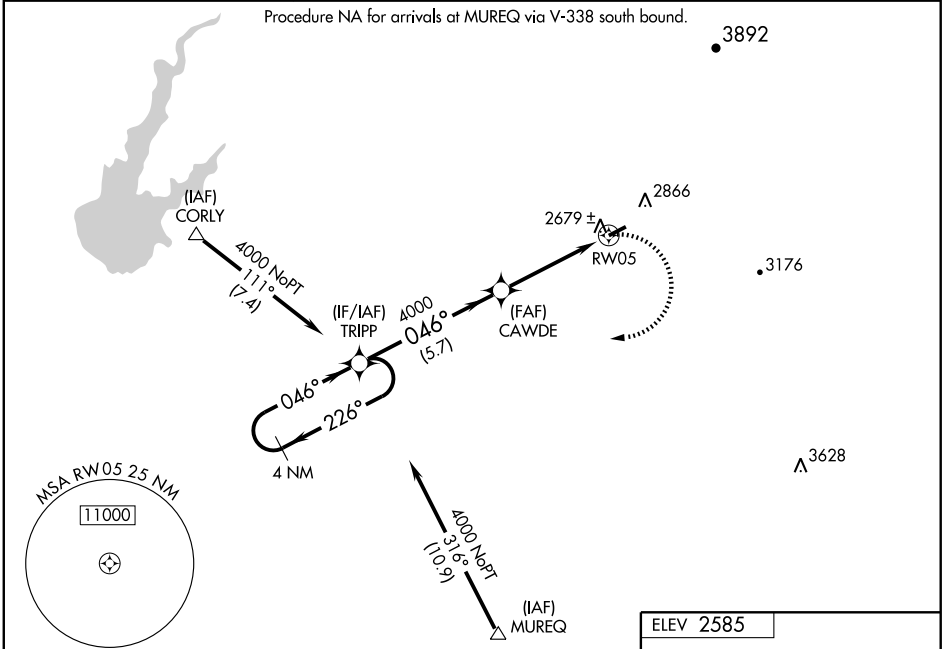
RNAV (GPS) RWY 5
PLACERVILLE (PVF)

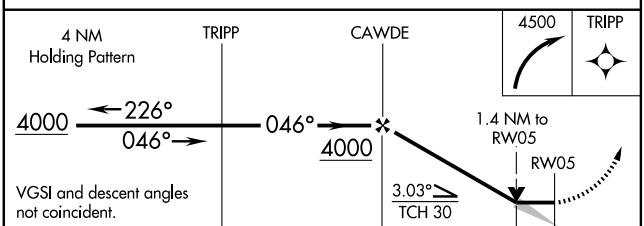
Circling NA northwest of Rwy 5-23.
DME/DME RNP- 0.3 NA.
NA Obtain local altimeter setting on CTAF, when not received use Sacramento Mather altimeter setting.
VDP NA with Sacramento Mather altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 direct TRIPP and hold.

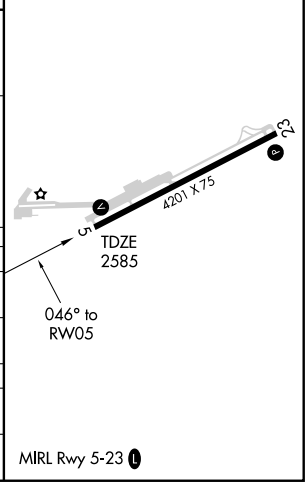
AWOS-3	NORCAL APP CON	UNICOM
128.125	127.4 317.5	122.8 (CTAF) L

Procedure NA for arrivals at MUREQ via V-338 south bound.





CATEGORY	A	B	C	D
LNAV MDA	3040-1 455 (500-1)		NA	
CIRCLING	3040-1 455 (500-1)	3280-1 695 (700-1)	NA	
SACRAMENTO MATHER ALTIMETER SETTING MINIMUMS				
LNAV MDA	3440-1 855 (900-1)	3440-1¼ 855 (900-1¼)	NA	
CIRCLING	3460-1 875 (900-1)	3700-1½ 1115 (1200-1½)	NA	



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

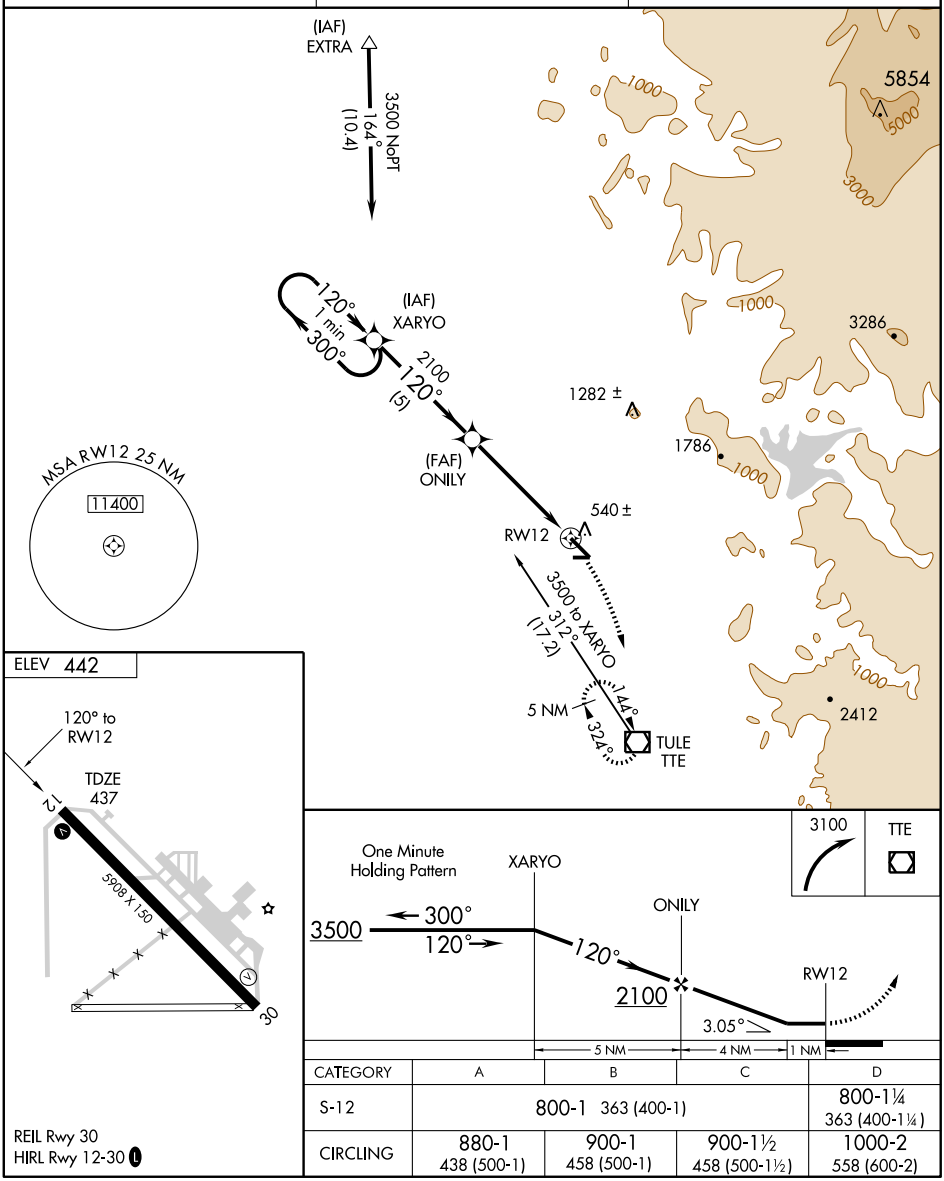
APP CRS	Rwy Idg	5908
120°	TDZE	437
	Apt Elev	442

GPS RWY 12
PORTERVILLE MUNI (PTV)

NA

MISSED APPROACH: Climbing right turn to 3100 direct TTE VOR/DME and hold.

AWOS-3	BAKERSFIELD APP CON ★	UNICOM
134.625	120.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	800-1 363 (400-1)			800-1¼ 363 (400-1¼)
CIRCLING	880-1 438 (500-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1000-2 558 (600-2)

REIL Rwy 30
HIRL Rwy 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5908
314°	TDZE	442
	Apt Elev	442

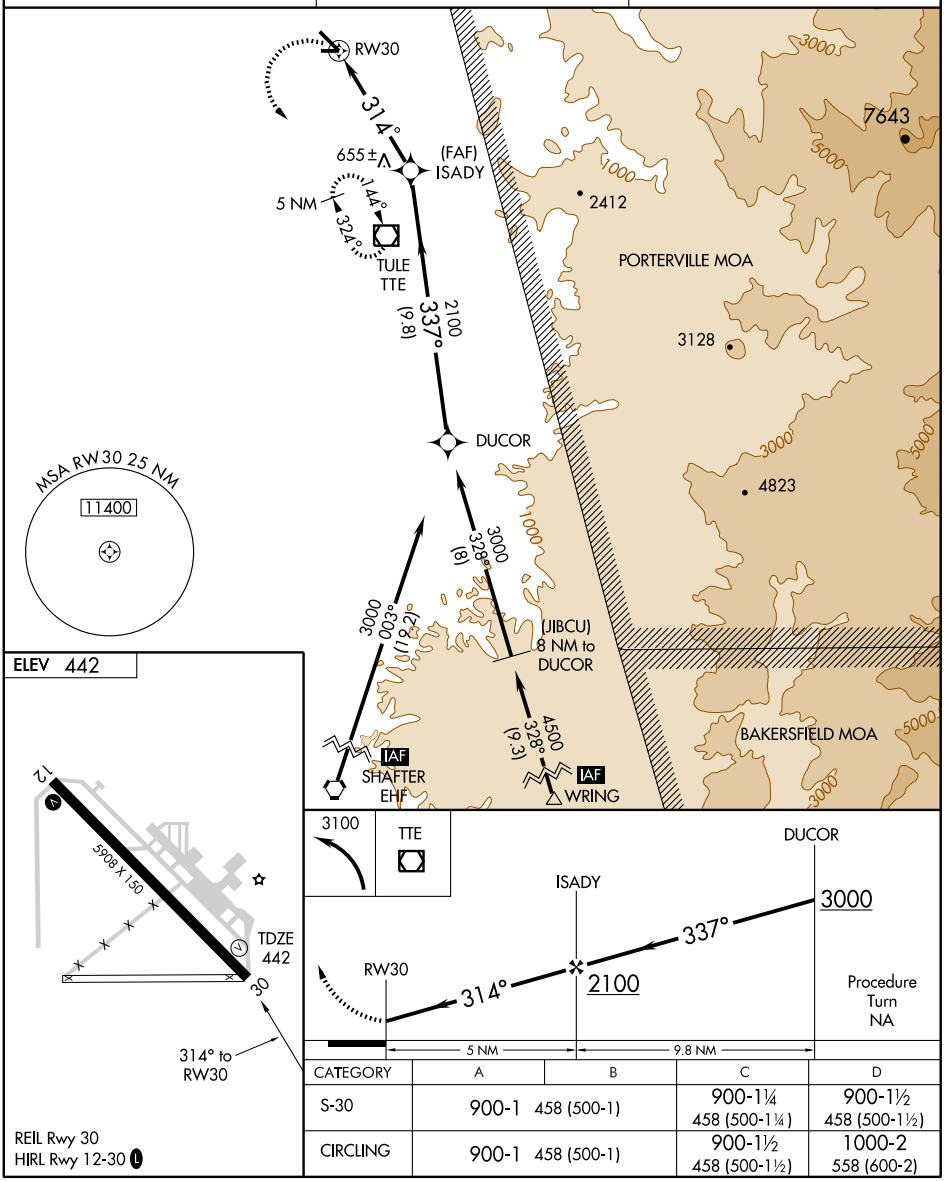
GPS RWY 30
PORTERVILLE MUNI (PTV)

NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 3100 direct TTE VOR/DME and hold.

AWOS-3	BAKERFIELD APP CON★	UNICOM
134.625	120.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-30	900-1 458 (500-1)		900-1¼ 458 (500-1¼)	900-1½ 458 (500-1½)
CIRCLING	900-1 458 (500-1)		900-1½ 458 (500-1½)	1000-2 558 (600-2)

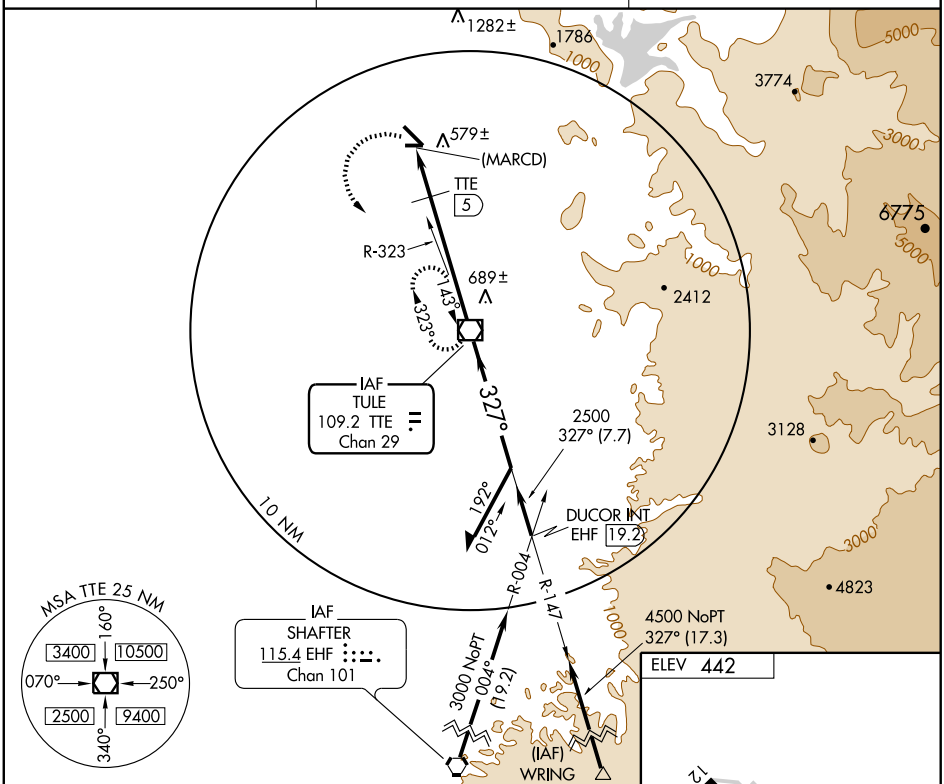
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

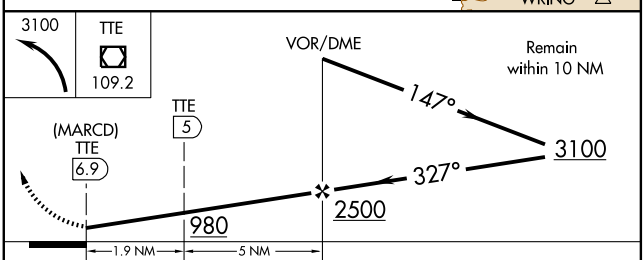
VOR/DME TTE	APP CRS	Rwy Idg	N/A
109.2	327°	TDZE	N/A
Chan 29		Apt Elev	442

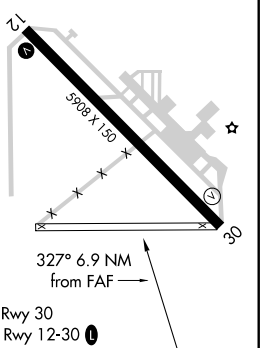
VOR or GPS-A
PORTERVILLE MUNI (PTV)

MISSED APPROACH: Climbing left turn to 3100 direct TTE VOR/DME and hold.

AWOS-3	BAKERFIELD APP CON*	UNICOM
134.625	120.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	980-1 538 (600-1)		980-1½ 538 (600-1½)	1000-2 558 (600-2)
DME MINIMA				
CIRCLING	880-1 438 (500-1)	900-1 458 (500-1)	900-1½ 458 (600-1½)	1000-2 558 (600-2)

REIL Rwy 30
HIRL Rwy 12-30 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

ATIS
132.025
RAMONA TOWER ★
119.875
GND CON
121.65

RWY 09-27
S-75, D-95, 2D-170

VAR 12.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TRANSIENT PARKING

HANGARS

FBO

HANGARS

TWR
1437 ±

33°02.5′N

A5

A

A4

A3

A2

A1

A

A

A

B

B

6

27

ELEV
1386

087.7°

267.7°

5001 X 150

FIELD
ELEV
1395

FBO MAINTENANCE
HANGARS

HANGAR

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

33°02.0′N

116°55.5′W

116°55.0′W

116°54.5′W

AL-6667 (FAA)

RAMONA, CALIFORNIA
RAMONA (RNM)

AIRPORT DIAGRAM

10210

RAMONA, CALIFORNIA
RAMONA (RNM)

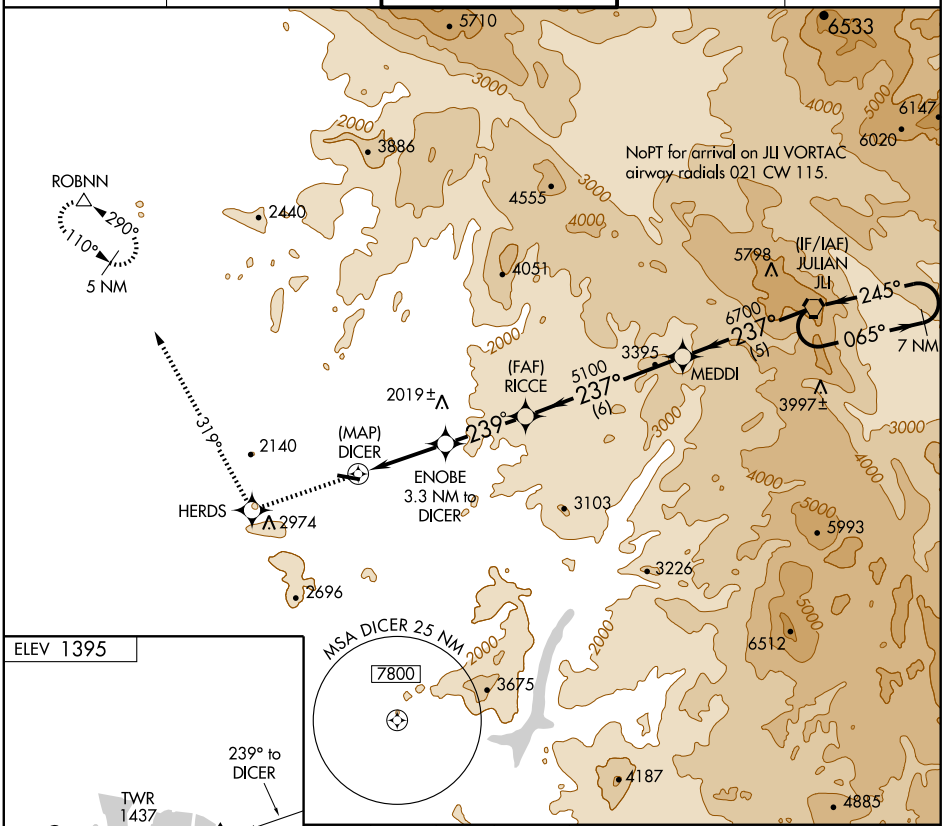
APP CRS	Rwy Idg	N/A
239°	TDZE	N/A
	Apt Elev	1395

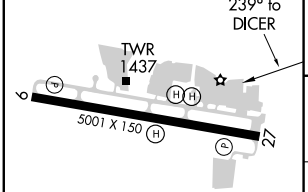
RNAV (GPS)-B
RAMONA (RNM)

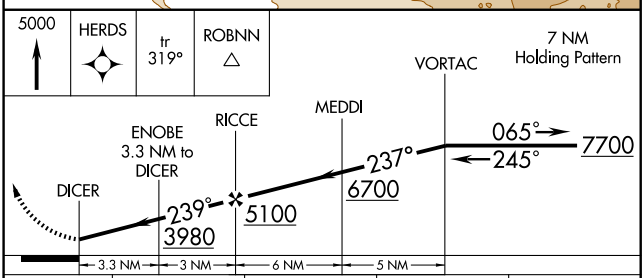
DME/DME RNP- 0.3 NA.
Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Field altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climb to 5000 direct HERDS and via track 319° to ROBNN and hold.

ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95







CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1385 (1400-1¼)	2780-1½ 1385 (1400-1½)	2780-3 1385 (1400-3)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
088°	Rwy Idg	5001
	TDZE	1389
	Apt Elev	1395

RNAV (GPS) RWY 9

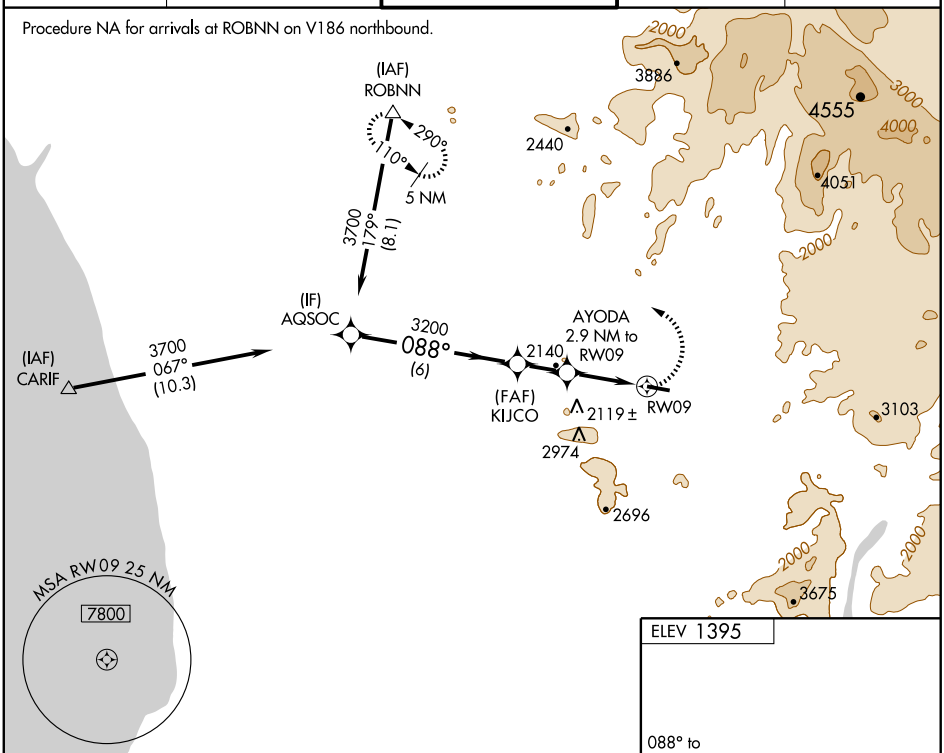
RAMONA (RNM)

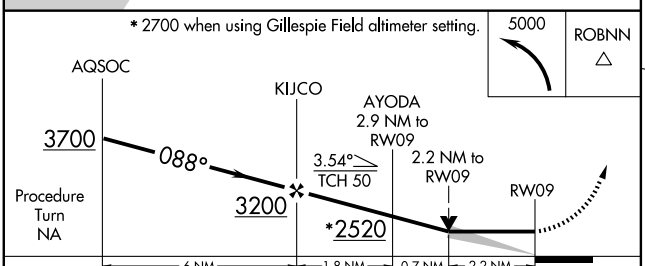
Circling NA north of Rwy 9-27. DME/DME RNP -0.3 NA.
LNAV minima NA when using Gillespie Field altimeter setting.
When local altimeter setting not received, use Gillespie Field altimeter setting and increase all circling MDA 180 feet and increase circling visibility Cats A and B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN and hold.

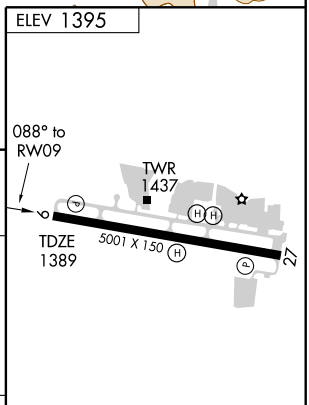
ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95

Procedure NA for arrivals at ROBNN on V186 northbound.





CATEGORY	A	B	C	D
LNAV MDA	2240-1 851 (900-1)	2240-1¼ 851 (900-1¼)	2240-2½ 851 (900-2½)	NA
CIRCLING	2240-1 845 (900-1)	2240-1¼ 845 (900-1¼)	2240-2½ 845 (900-2½)	NA



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

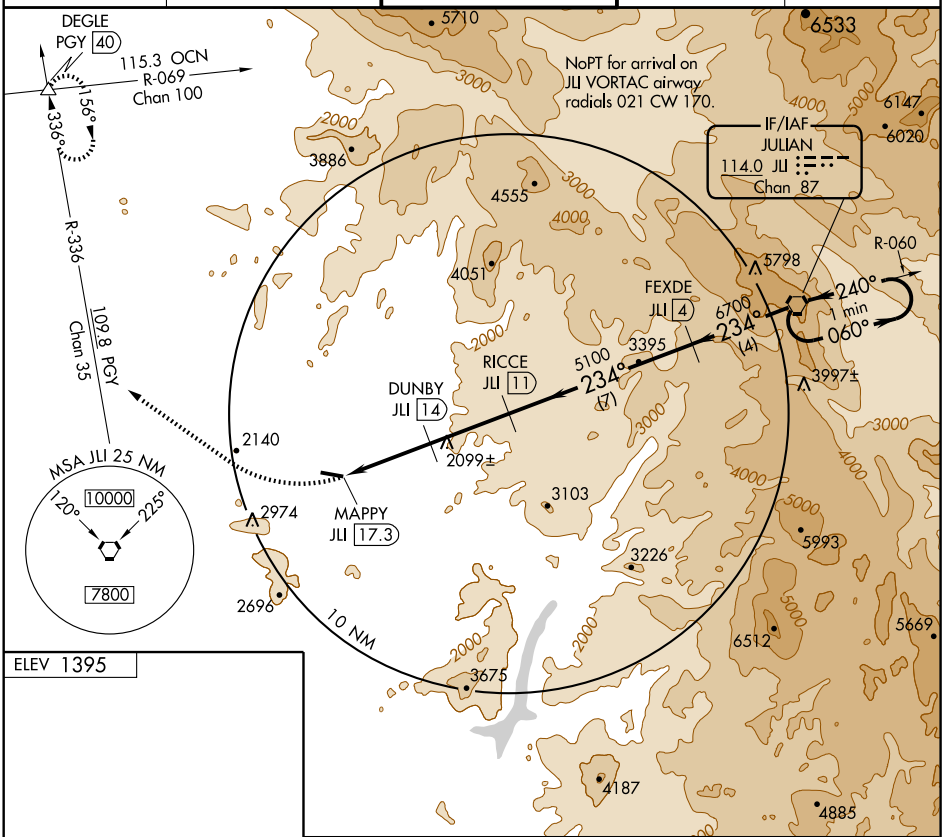
VORTAC JLI 114.0 Chan 87	APP CRS 234°	Rwy Idg N/A TDZE N/A Apt Elev 1395

VOR/DME-A
RAMONA (RNM)

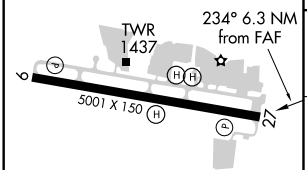
Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Field altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing right turn to 5000 via heading 290° and PGY VORTAC R-336 to DEGLE/PGY 40 DME and hold.

ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95

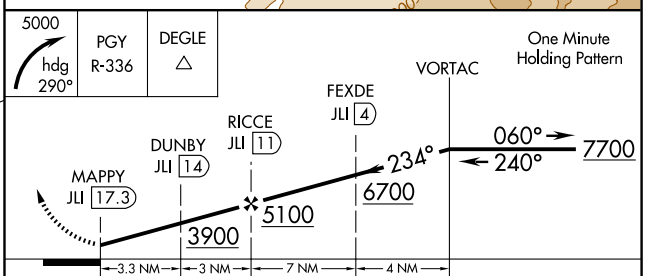


ELEV 1395



REIL Rwy 27 L
MIRL Rwy 9-27 L

5000 hdg 290°	PGY R-336	DEGLE △



CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1185 (1200-1¼)	2580-1½ 1185 (1200-1½)	2580-3 1185 (1200-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 73008	151°	TDZE	352
W15A		Apt Elev	352

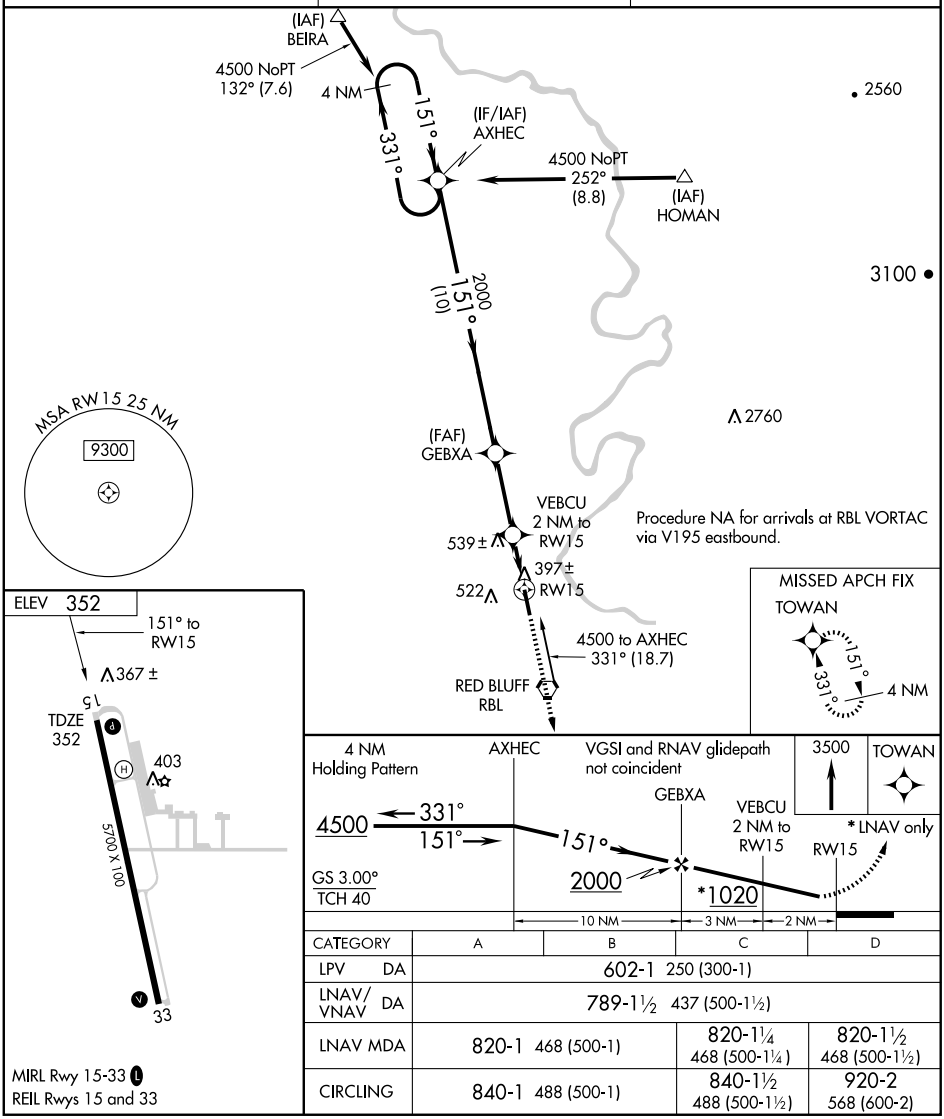
RNAV (GPS) RWY 15

RED BLUFF MUNI (RBL)

Baro-VNAV NA when using Redding altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received; use Redding altimeter setting and increase all DA/MDA 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/ VNAV visibility ¼ mile all Cats, LNAV visibility ¼ mile Cat C and D.

MISSED APPROACH: Climb to 3500 direct TOWAN and hold.

ASOS	OAKLAND CENTER	UNICOM
120.775	132.2 350.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	602-1 250 (300-1)			
LNAV/ VNAV DA	789-1½ 437 (500-1½)			
LNAV MDA	820-1 468 (500-1)		820-1¼ 468 (500-1¼)	820-1½ 468 (500-1½)
CIRCLING	840-1 488 (500-1)		840-1½ 488 (500-1½)	920-2 568 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 42609	331°	TDZE	352
W33A		Apt Elev	352

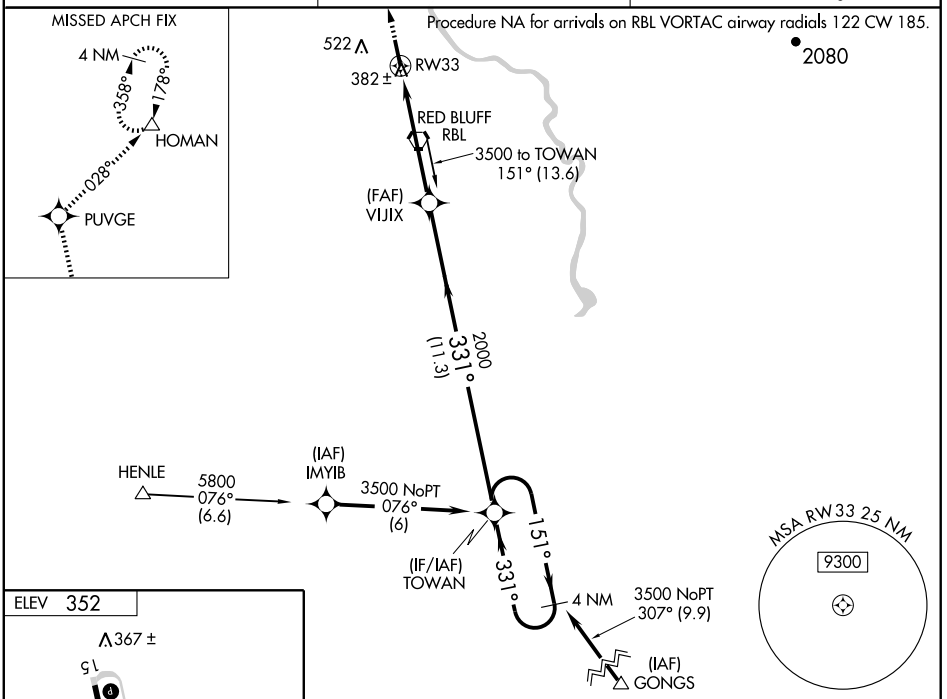
RNAV (GPS) RWY 33

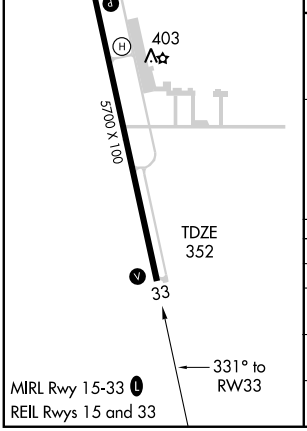
RED BLUFF MUNI (RBL)

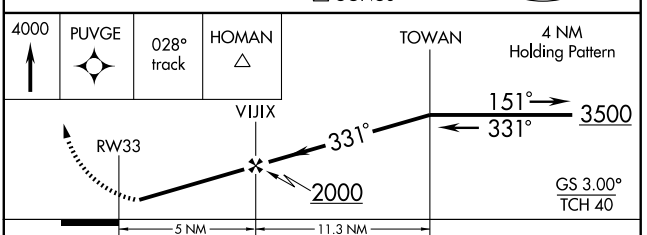
Baro-VNAV NA when using Redding altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Redding altimeter setting and increase all DA/MDA 80 feet and increase visibilities LPV ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct PUVGE and via 028° track to HOMAN and hold.

ASOS	OAKLAND CENTER	UNICOM
120.775	132.2 350.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	602-1 250 (300-1)			
LNAV/VNAV DA	718-1¼ 366 (400-1¼)			
LNAV MDA	780-1 428 (500-1)		780-1¼ 428 (500-1¼)	780-1½ 428 (500-1½)
CIRCLING	840-1 488 (500-1)		840-1½ 488 (500-1½)	920-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RBL 115.7 Chan 104	APP CRS 149°	Rwy Idg 5700 TDZE 352 Apt Elev 352

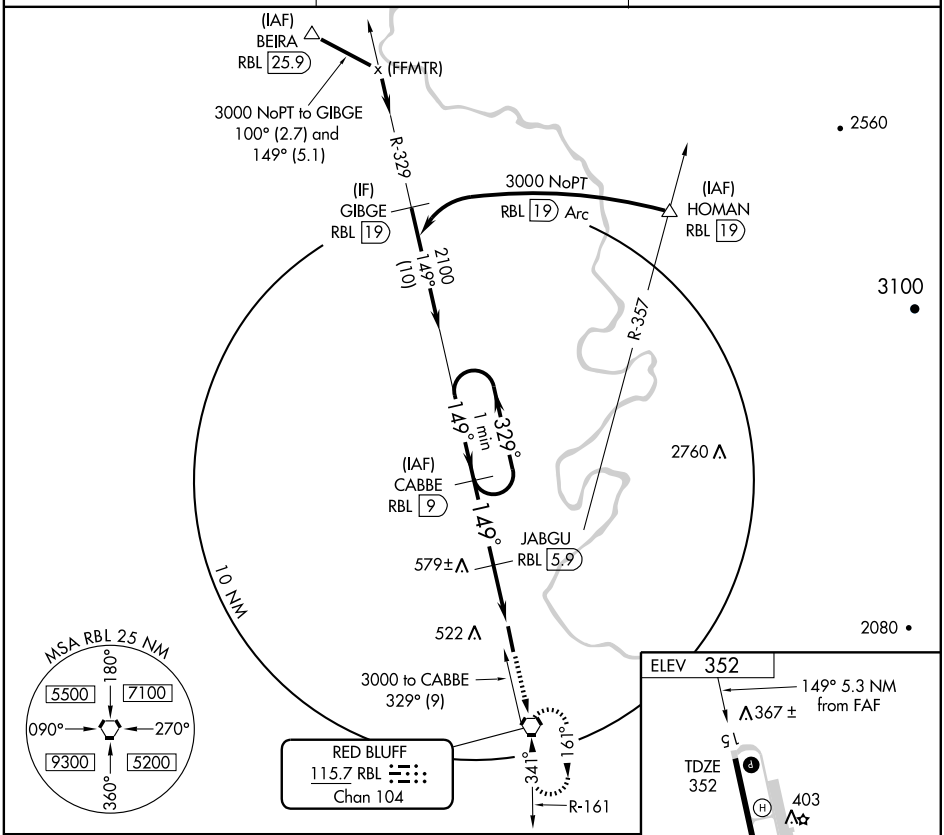
VOR/DME RWY 15

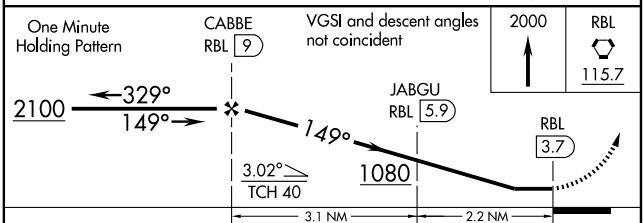
RED BLUFF MUNI (RBL)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Redding altimeter setting and increase all MDA 80 feet, and increase visibilities S-15 Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct RBL VORTAC and hold.

ASOS	OAKLAND CENTER	UNICOM
120.775	132.2 350.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	840-1 488 (500-1)		840-1¼ 488 (500-1¼)	840-1½ 488 (500-1½)
CIRCLING	840-1 488 (500-1)		840-1½ 488 (500-1½)	920-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

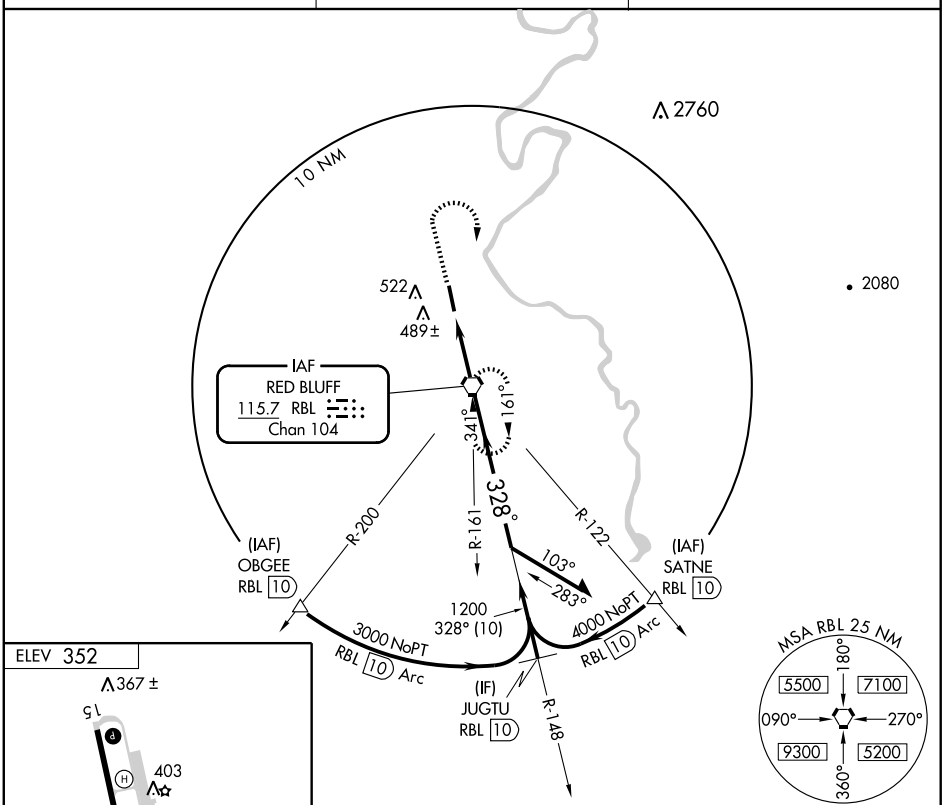
VORTAC RBL	APP CRS	Rwy Idg	5700
115.7	328°	TDZE	352
Chan 104		Apt Elev	352

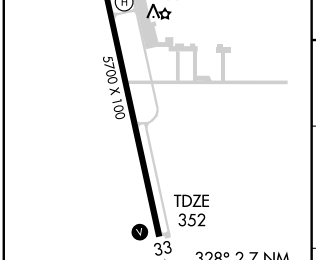
VOR RWY 33
RED BLUFF MUNI (RBL)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Redding altimeter setting and increase all MDA 80 feet, and increase visibilities S-33 Cat C and D ¼ mile.

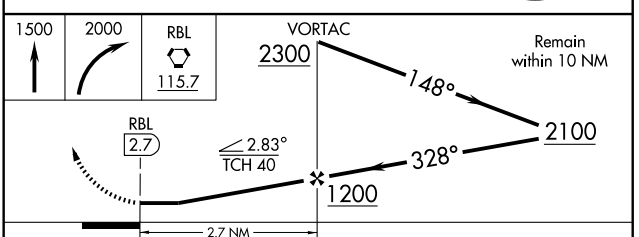
MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RBL VORTAC and hold.

ASOS	OAKLAND CENTER	UNICOM
120.775	132.2 350.3	123.0 (CTAF) L



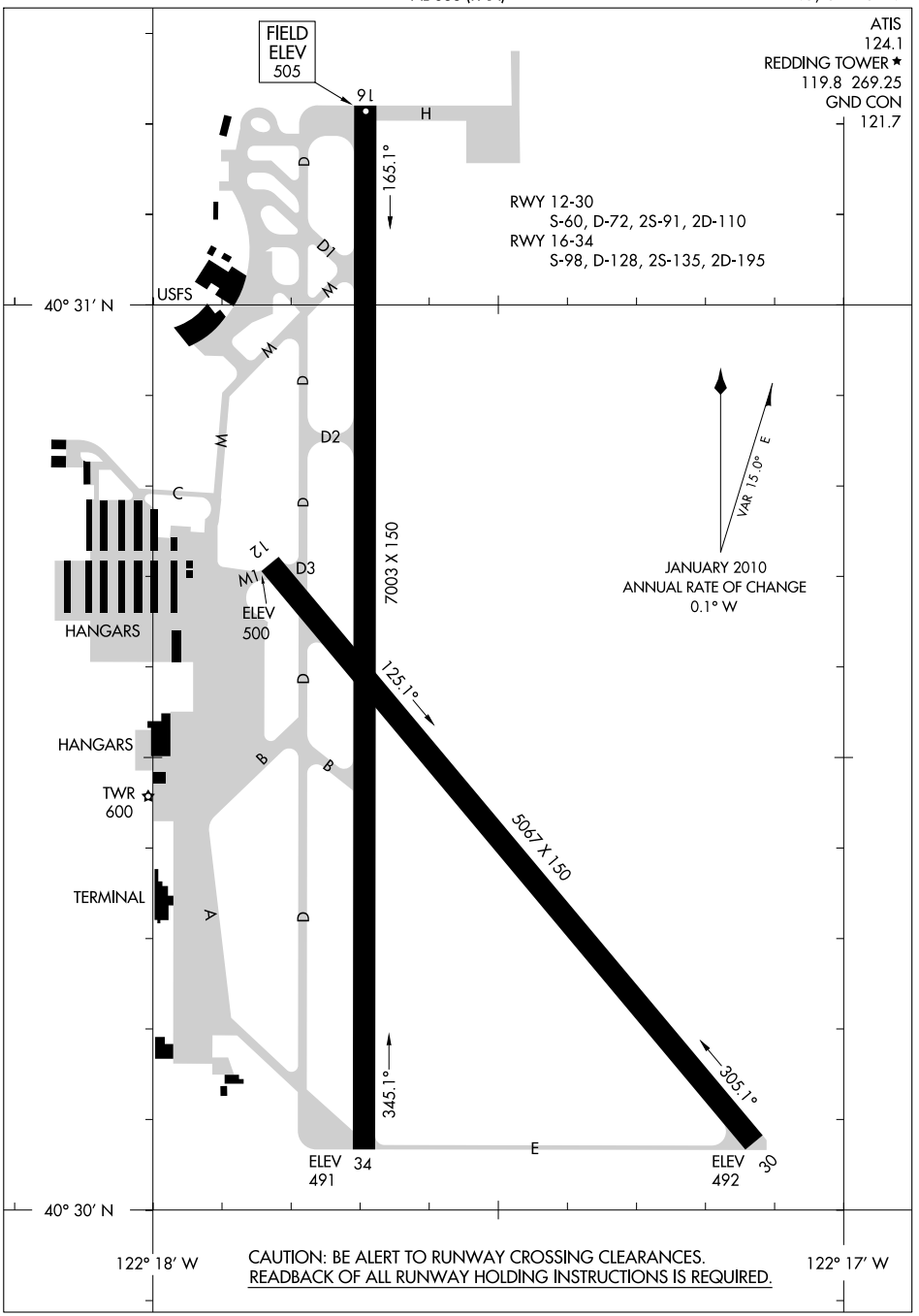


FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54



CATEGORY	A	B	C	D
S-33	740-1 388 (400-1)			740-1¼ 388 (400-1¼)
CIRCLING	840-1 488 (500-1)		840-1½ 488 (500-1½)	920-2 568 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



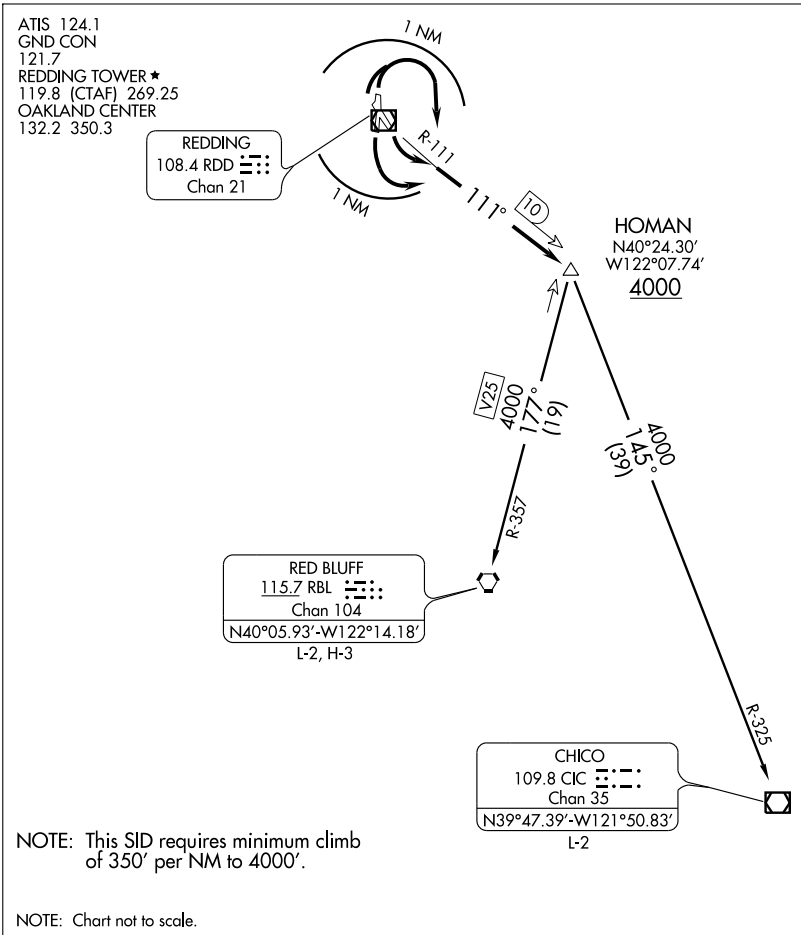
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

HOMAN TWO DEPARTURE

SL-688 (FAA)

REDDING MUNI (RDD)
REDDING, CALIFORNIA



NOTE: This SID requires minimum climb of 350' per NM to 4000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12, 16: Turn left within 1 NM, thence....
TAKE-OFF RUNWAYS 30,34: Turn right within 1 NM, thence....

....Intercept the RDD R-111, direct HOMAN INT, cross HOMAN INT at or above 4000'; then via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

CHICO TRANSITION (HOMAN2.CIC): From over HOMAN INT via CIC R-325 to CIC VOR/DME.
RED BLUFF TRANSITION (HOMAN2.RBL): From over HOMAN INT via RBL R-357 to RBL VORTAC.

LOC/DME I-RDD	APP CRS	Rwy Idg 7003
108.7	342°	TDZE 499
Chan 24		Apt Elev 505

ILS or LOC/DME RWY 34

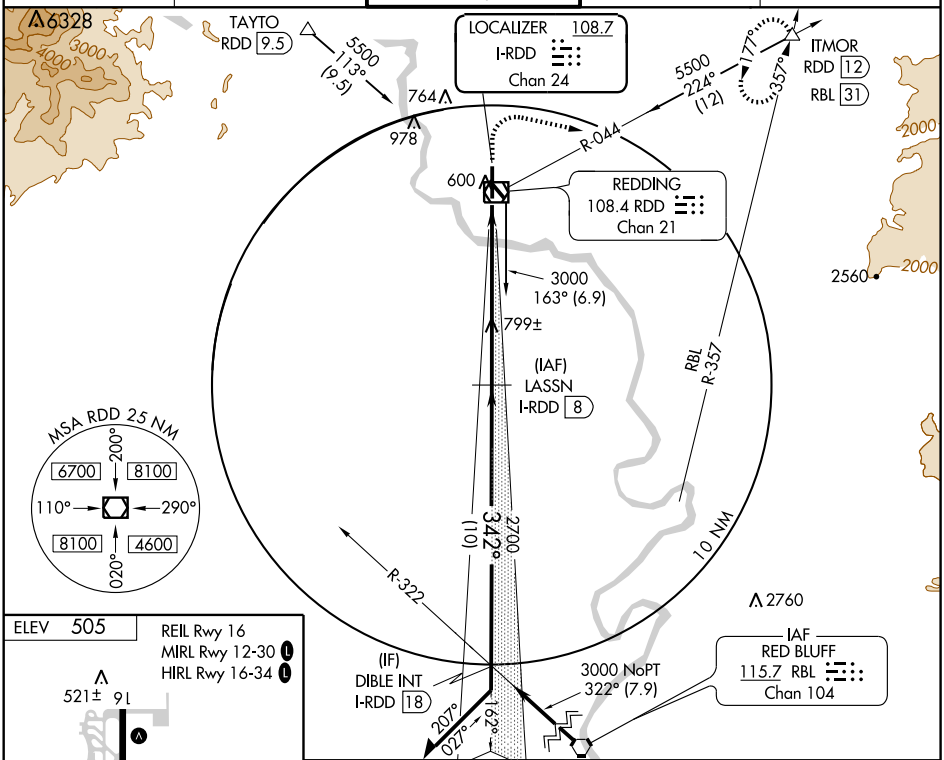
REDDING MUNI (RDD)

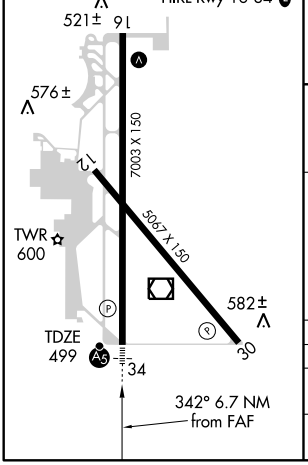
When local altimeter setting not received, use Red Bluff altimeter setting and increase all DAs/MDAs 80 feet, S-LOC 34 Cats. C, D, and E visibility ¼ mile, and Circling Cat. C and D visibility ¼ mile. VDP NA when using Red Bluff altimeter setting. For inoperative MALSR, increase S-ILS 34 Cat. E visibility to ¾ mile, S-LOC 34 Cat. E visibility to 2¼ mile. When using Red Bluff altimeter setting increase S-ILS 34 all Cats. visibility to 1 mile, and S-LOC 34 Cat. E visibility to 2½ mile.

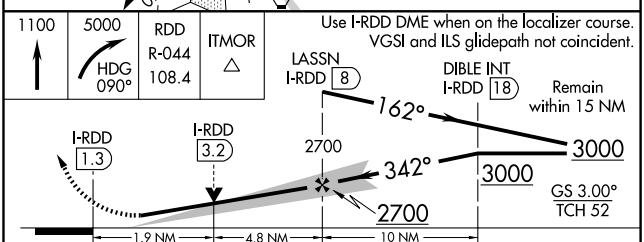
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 090° and RDD R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.

ATIS	OAKLAND CENTER	REDDING TOWER ★	GND CON	UNICOM
124.1	132.2 350.3	119.8 (CTAF) 269.25	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 34	699-½ 200 (200-½)				
S-LOC 34	1140-½ 641 (700-½)		1140-1¼ 641 (700-1¼)	1140-1½ 641 (700-1½)	1140-1¾ 641 (700-1¾)
CIRCLING	1140-1 635 (700-1)		1140-1¾ 635 (700-1¾)	1140-2 635 (700-2)	1340-3 835 (900-3)

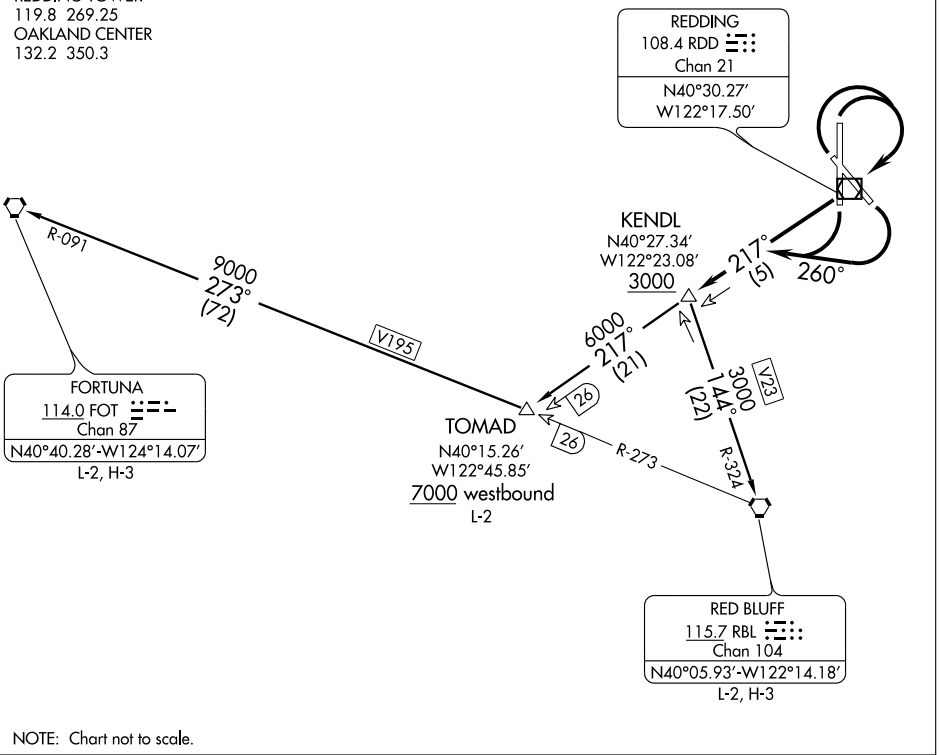
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

KENDL ONE DEPARTURE

SL-688 (FAA)

REDDING MUNI (RDD)
REDDING, CALIFORNIA

ATIS 124.1
GND CON
121.7
REDDING TOWER★
119.8 269.25
OAKLAND CENTER
132.2 350.3



NOTE: Chart not to scale.

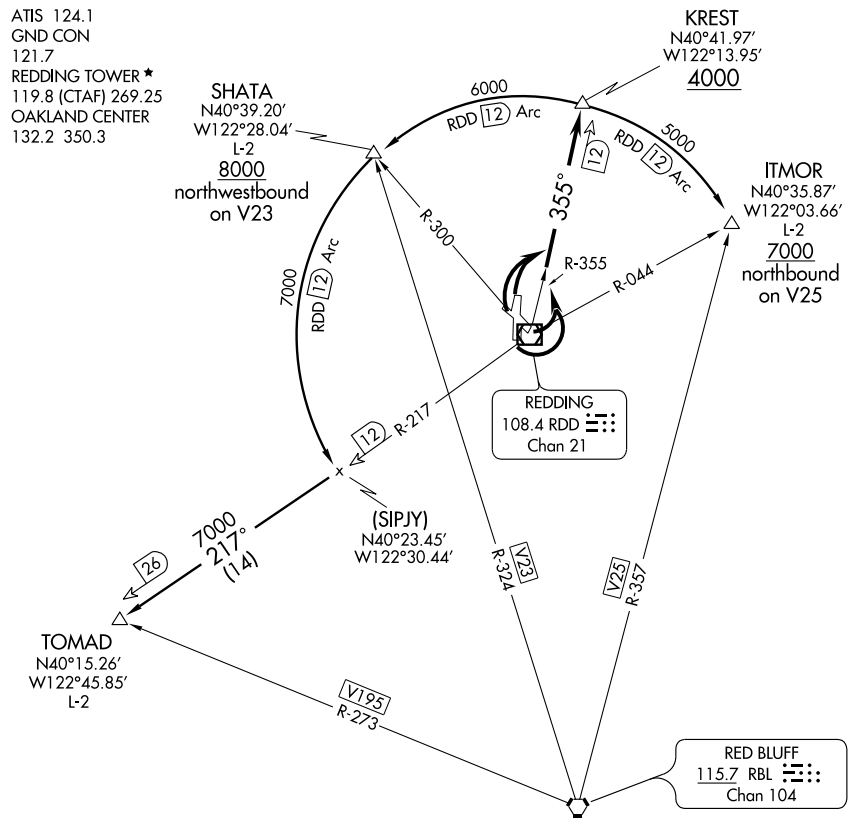
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12 and 16: Cats. A and B: turn right heading 260° to intercept and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000, thence via (transition) or (assigned route). Cats. C and D: not authorized.
TAKE-OFF RUNWAYS 30 and 34: Turn right to cross RDD VOR/DME and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000 thence via (transition) or (assigned route).

FORTUNA TRANSITION (KENDL1.FOT): From over KENDL INT via RDD R-217 to TOMAD INT, thence via RBL R-273 and FOT R-091 to FOT VORTAC.
RED BLUFF TRANSITION (KENDL1.RBL): From over KENDL INT via RBL R-324 to RBL VORTAC.
TOMAD TRANSITION (KENDL1.TOMAD): From over KENDL INT via RDD R-217 to TOMAD INT.

KREST THREE DEPARTURE

SL-688 (FAA)



NOTE: Rwys 12, 16 and 30 departures require minimum climb of 300′ per NM to 4000′.
NOTE: Rwy 34 departure requires minimum climb of 320′ per NM to 4000′.
NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12 and 16: Turn left immediately after departure to intercept and proceed via the RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).
TAKE-OFF RUNWAYS 30 and 34: Turn right immediately after departure to intercept and proceed via RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).

ITMOR TRANSITION (KREST3.ITMOR): From over KREST DME Fix via RDD 12 DME Arc clockwise to ITMOR INT.
SHATA TRANSITION (KREST3.SHATA): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to SHATA INT.
TOMAD TRANSITION (KREST3.TOMAD): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to RDD R-217, thence via RDD R-217 to TOMAD INT.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME BC RWY 16

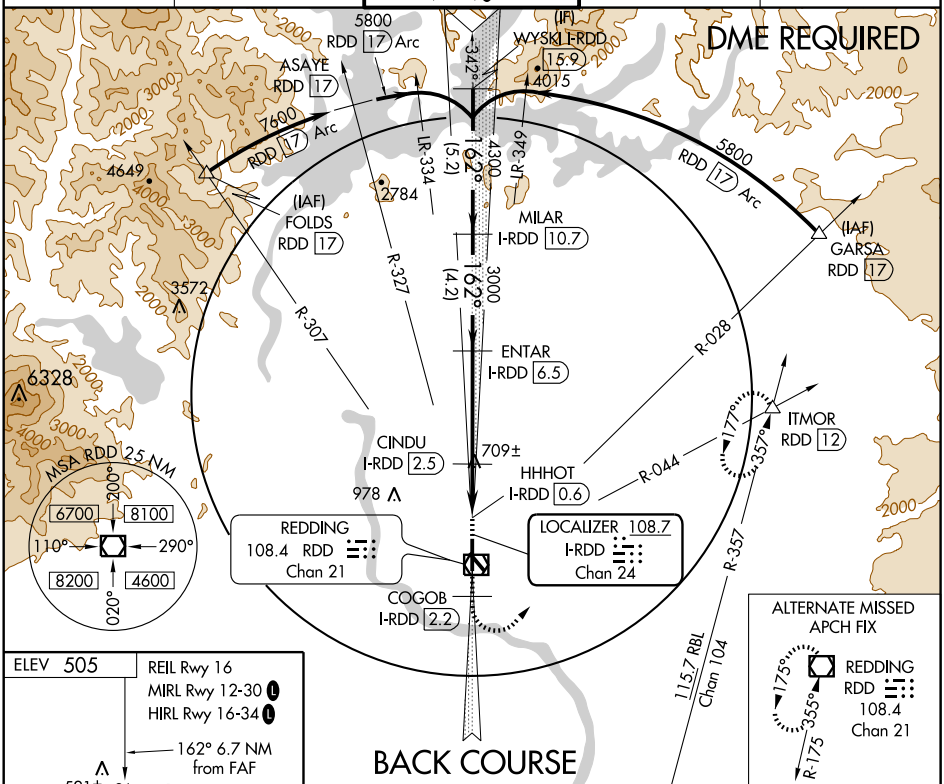
REDDING MUNI (RDD)

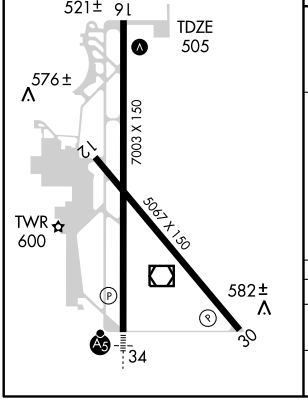
LOC/DME I-RDD	APP CRS	Rwy Idg	7003
108.7	162°	TDZE	505
Chan 24		Apt Elev	505

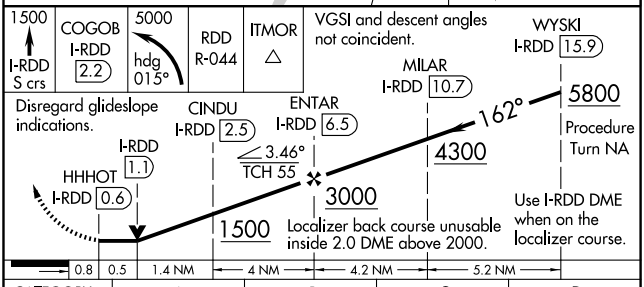
Visibility reduction by helicopters NA. When local altimeter setting not received, use Red Bluff altimeter setting and increase all MDA 80 feet and S-16 Cats. C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1500 via I-RDD S course to COGOB/I-RDD 2.2 DME then climbing left turn to 5000 via heading 015° and RDD R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.

ATIS	OAKLAND CENTER	REDDING TOWER ★	GND CON	UNICOM
124.1	132.2 350.3	119.8 (CTAF) 269.25	121.7	122.95







CATEGORY	A	B	C	D
S-16	940-1 435 (500-1)		940-1¼ 435 (500-1¼)	940-1½ 435 (500-1½)
CIRCLING	960-1 455 (500-1)		980-1½ 475 (500-1½)	1060-2 555 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56402 W34A	APP CRS 342°	Rwy Idg 7003 TDZE 499 Apt Elev 505

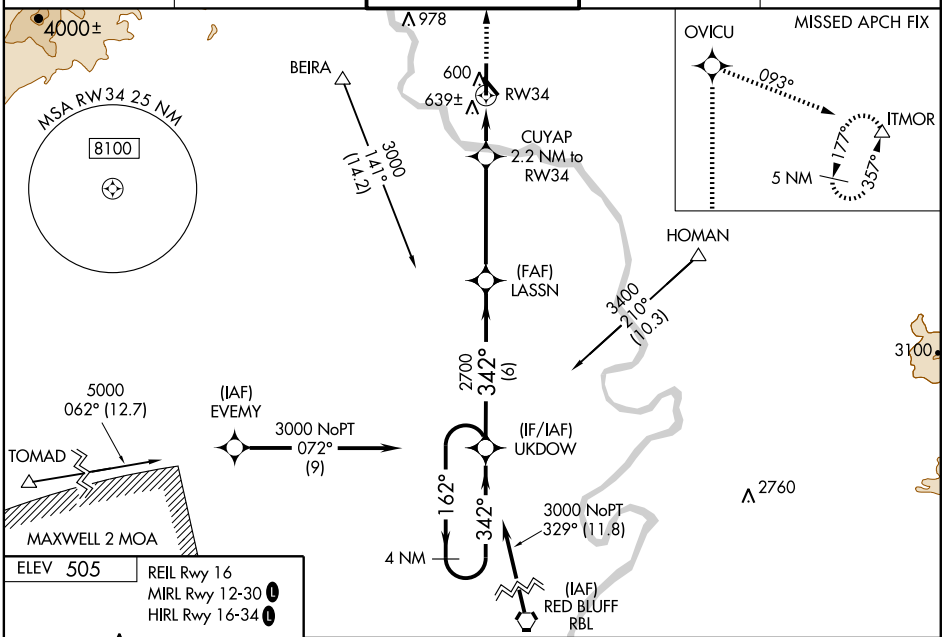
RNAV (GPS) RWY 34
REDDING MUNI (RDD)

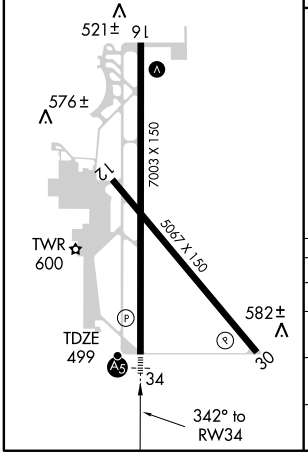
DME/DME RNP-0.3 NA. Circling to Rwy 12 NA at night. For inoperative MALSR, increase LPV all Cats. visibility to 1 mile. When using Red Bluff altimeter setting increase LPV all Cats. visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Red Bluff altimeter setting. When local altimeter setting not received, use Red Bluff altimeter setting and increase all DAs/MDAs 80 feet, and increase LPV visibility ¼ mile all Cats., LNAV/VNAV visibility ¼ mile all Cats., and LNAV visibility Cat. C/D ¼ mile.

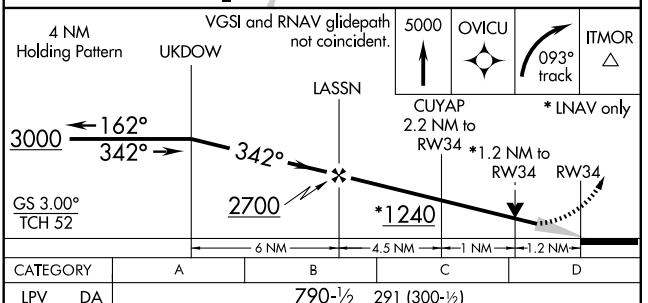
MALSR

MISSED APPROACH: Climb to 5000 direct OVICU and right turn via 093° track to ITMOR and hold, continue climb-in-hold to 5000.

ATIS	OAKLAND CENTER	REDDING TOWER ★	GND CON	UNICOM
124.1	132.2 350.3	119.8 (CTAF) L 269.25	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	790-½ 291 (300-½)			
LNAV/VNAV DA	944-1 445 (500-1)			
LNAV MDA	940-½ 441 (500-½)		940-¾ 441 (500-¾)	940-1 441 (500-1)
CIRCLING	1000-1 495 (500-1)		1000-1½ 495 (500-1½)	1060-2 555 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RDD	APP CRS	Rwy Idg	7003
108.4	355°	TDZE	496
Chan 21		Apt Elev	502

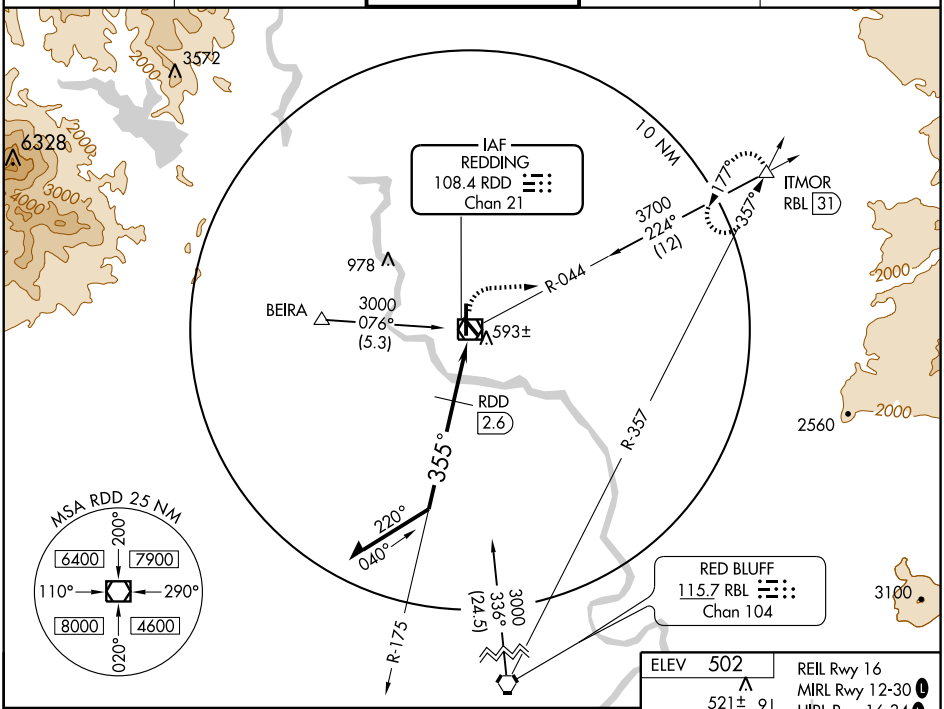
VOR RWY 34
REDDING MUNI (RDD)

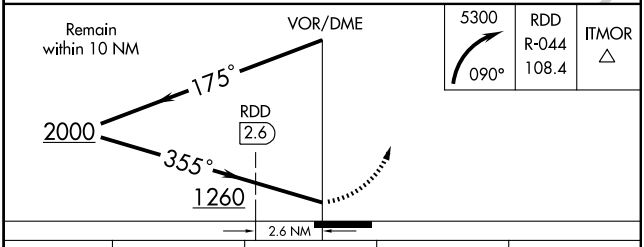
Cat. D S-34 DME minimums visibility increased ¼ mile for inoperative MALSR.

MALSR

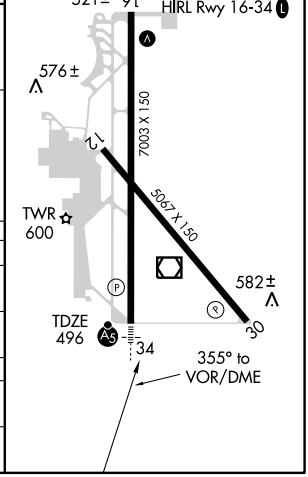
MISSED APPROACH: Climbing right turn to 5300 via heading 090° and RDD R-044 to ITMOR INT and hold.

ATIS	OAKLAND CENTER	REDDING TOWER ★	GND CON	UNICOM
124.1	132.2 350.3	119.8 (CTAF) L 269.25	121.7	122.95





CATEGORY	A	B	C	D
S-34	1260-½ 764 (800-½)	1260-¾ 764 (800-¾)	1260-1¾ 764 (800-1¾)	1260-2 764 (800-2)
CIRCLING	1260-1 758 (800-1)	1260-1¼ 758 (800-1¼)	1260-2¼ 758 (800-2¼)	1260-2½ 758 (800-2½)
DME MINIMUMS				
S-34	860-½ 364 (400-½)			860-1 364 (400-1)
CIRCLING	920-1 418 (500-1)	960-1 458 (500-1)	960-1½ 458 (500-1½)	1060-2 558 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

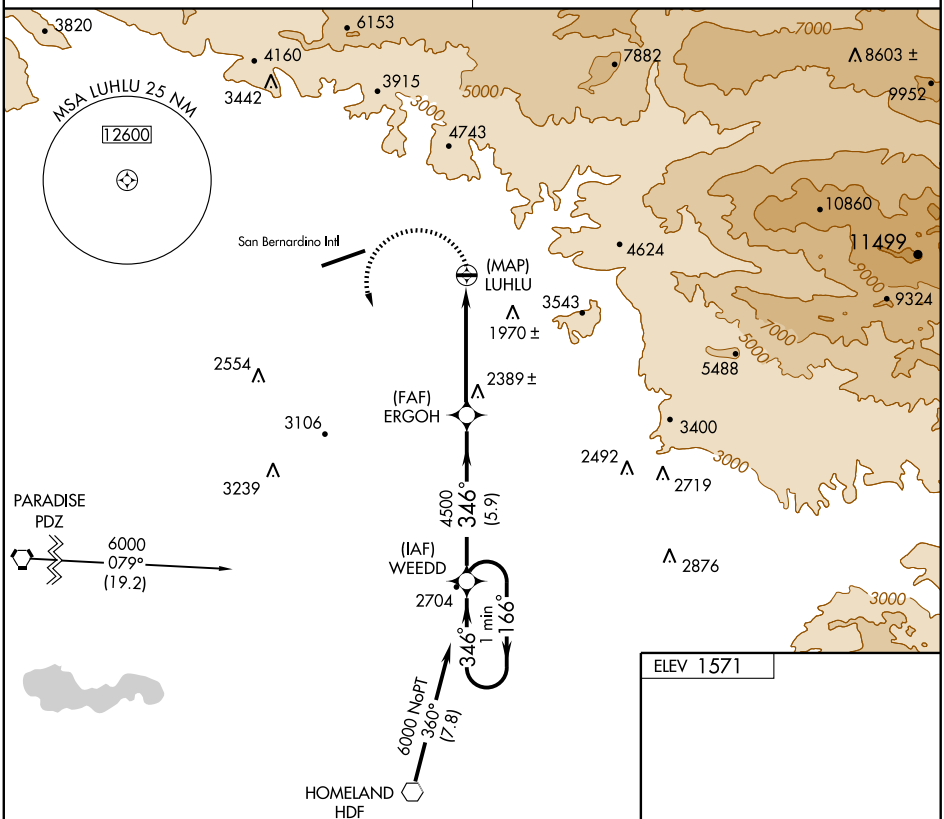
APP CRS	Rwy Idg	N/A
346°	TDZE	N/A
	Apt Elev	1571

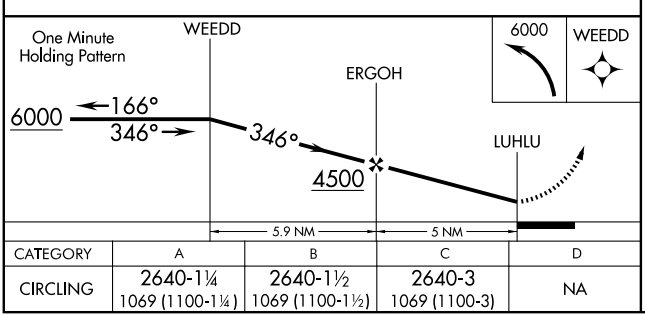
GPS-A
REDLANDS MUNI (REI)

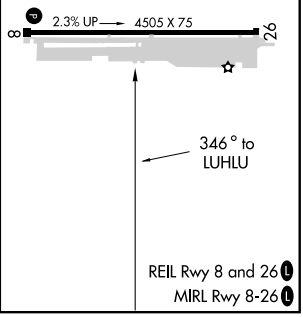
Use San Bernardino Intl altimeter setting; when not received, use Ontario Intl altimeter setting and increase all MDAs 160 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 6000 direct WEEDD WP and hold.

SOCAL APP CON	UNICOM
127.25 318.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2640-1¼ 1069 (1100-1¼)	2640-1½ 1069 (1100-1½)	2640-3 1069 (1100-3)	NA

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

NDB SB 397	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 1455

NDB or GPS-A

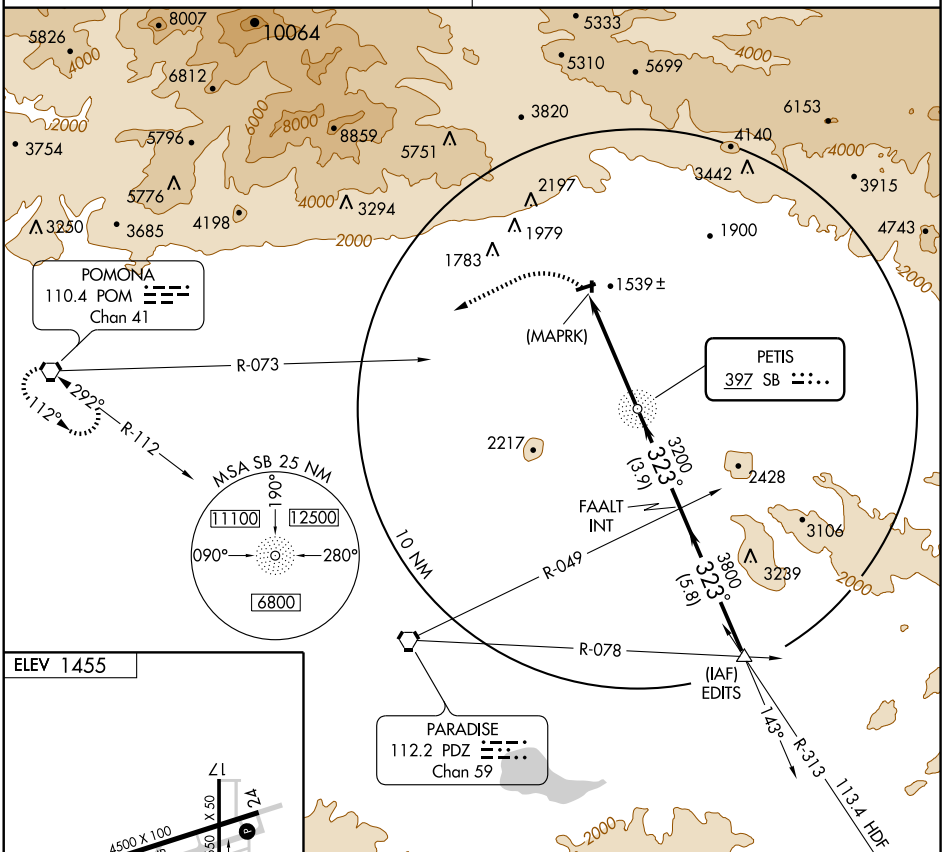
RIALTO MUNI (MIRO FIELD) (L67)

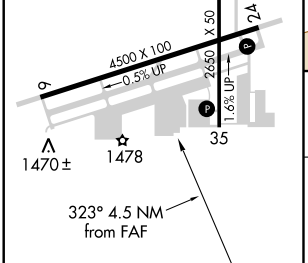
Use Ontario Intl altimeter setting.

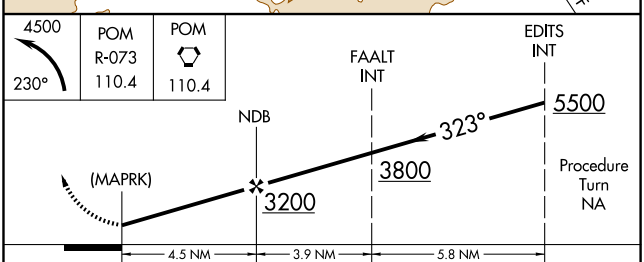
NA

MISSED APPROACH: Climbing left turn to 4500 via heading 230° and POM R-073 to POM VORTAC and hold.

SOCAL APP CON	UNICOM
127.25 318.2	122.8 (CTAF) L







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

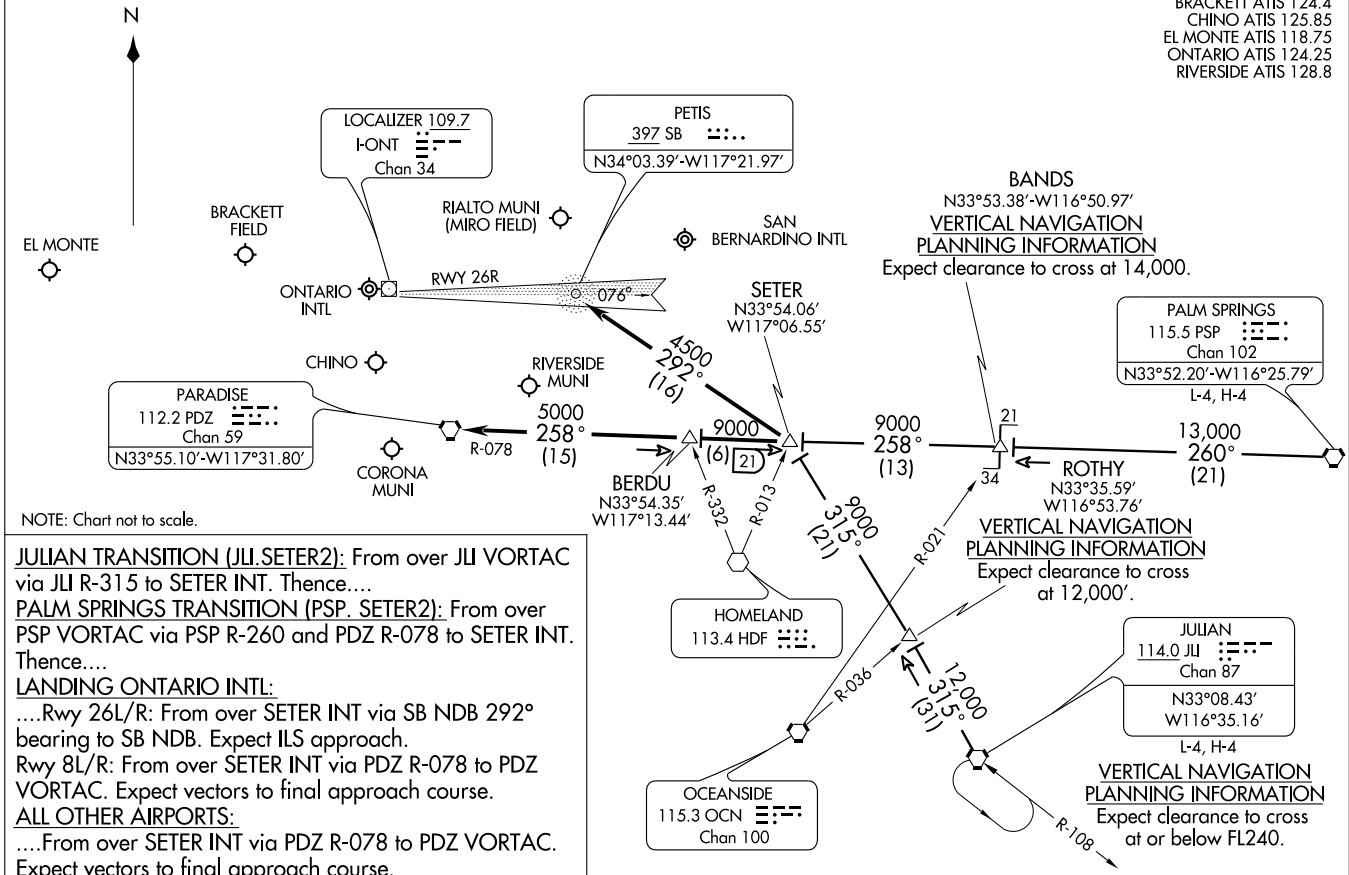
CATEGORY	A	B	C	D
CIRCLING	2080-1 625 (700-1)	2120-1 665 (700-1)	2160-2 705 (800-2)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

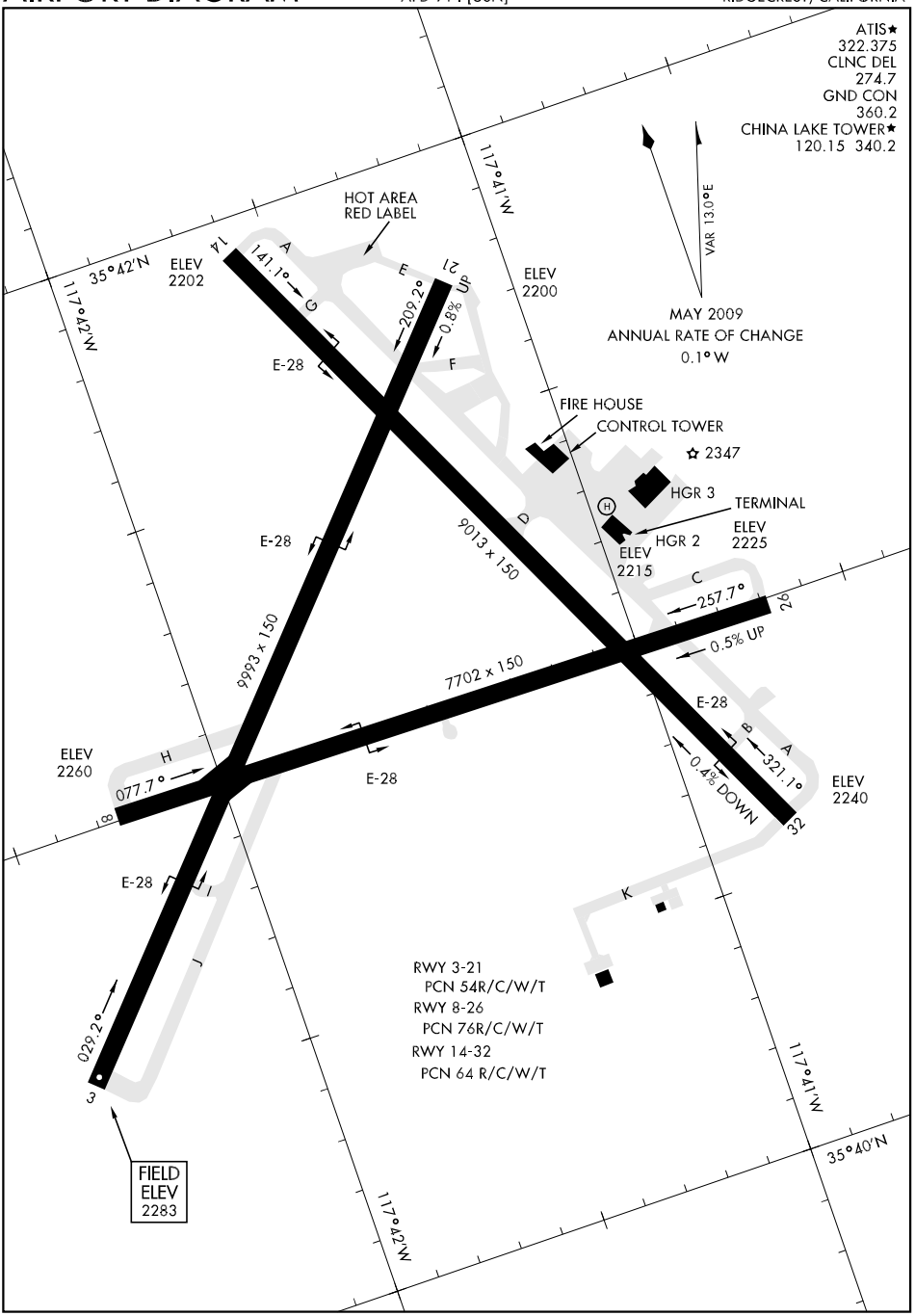
. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN	NID	APCH CRS	Rwy ldg	9013
Chan	53	314°	TDZE	2240
			Arpt Elev	2283

JAL-914 [USN] CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

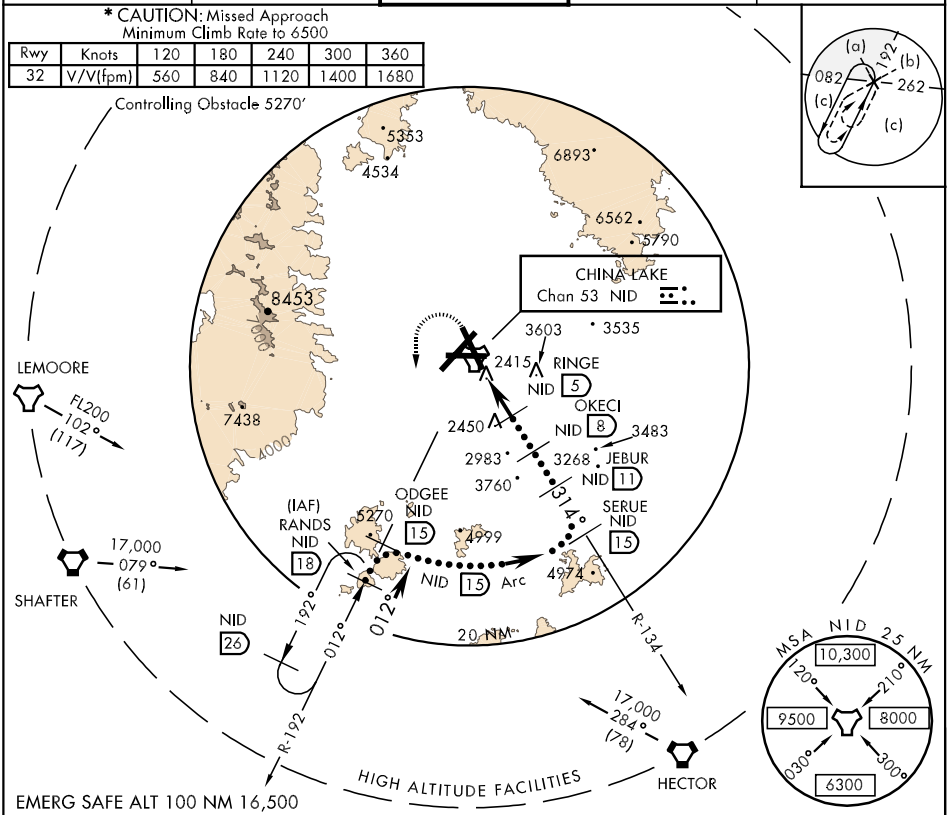
T
** CAT E circling not authorized E of Rwy 14-32.

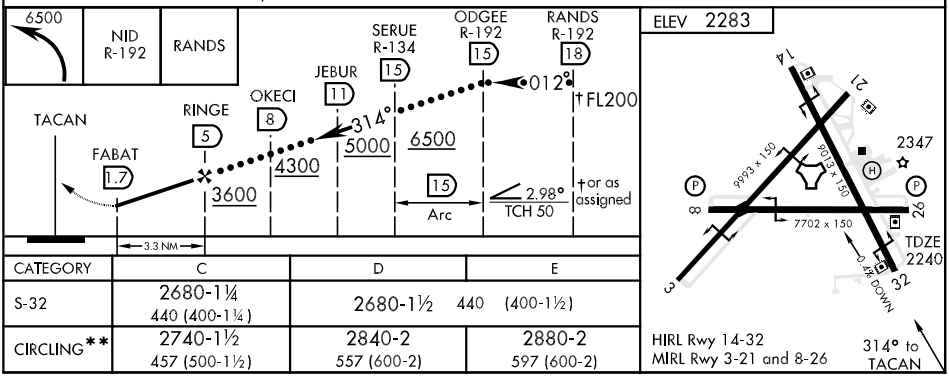
* MISSED APPROACH: Climbing left turn to 6500, intercept NID R-192 to RANDS and hold.

ATIS *	JOSHUA APP CON	CHINA LAKE TOWER *	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	360.2	274.7

* CAUTION: Missed Approach Minimum Climb Rate to 6500

Rwy	Knots	120	180	240	300	360
32	V/V(fpm)	560	840	1120	1400	1680





CATEGORY	C	D	E
S-32	2680-1¼ 440 (400-1¼)	2680-1½ 440 (400-1½)	
CIRCLING**	2740-1½ 457 (500-1½)	2840-2 557 (600-2)	2880-2 597 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

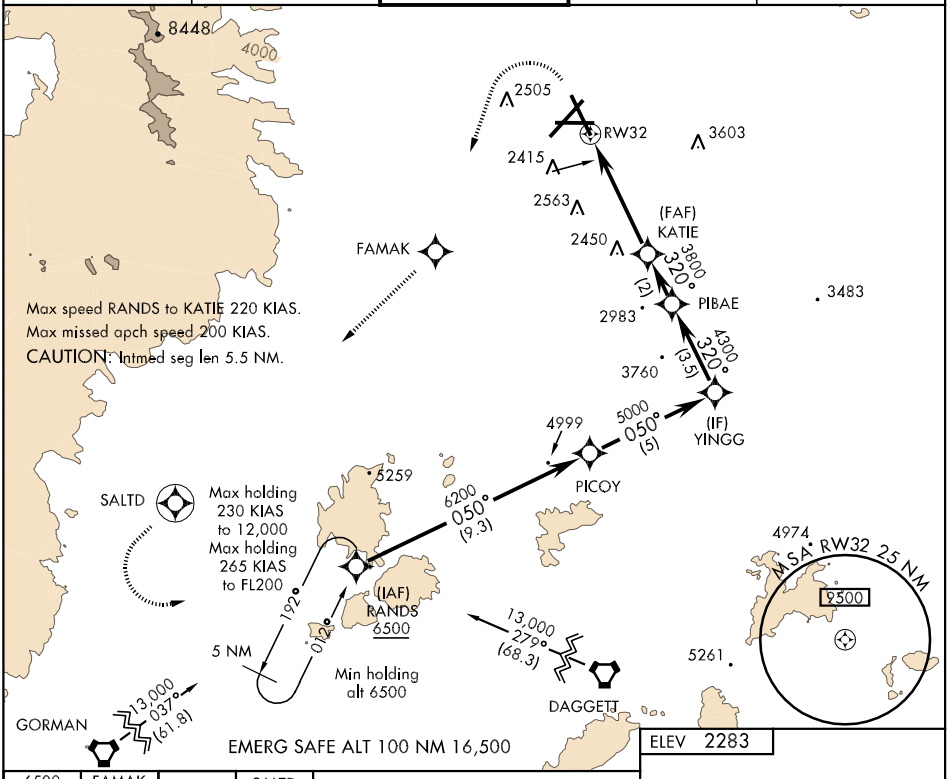
APCH CRS	Rwy ldg	9013
320°	TDZE	2240
	Arpt Elev	2283

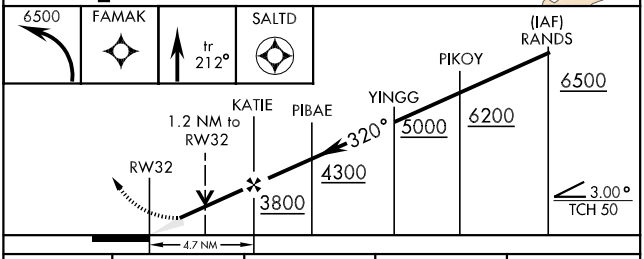
AL-914 [USN] CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

DME/DME RNP-0.3 NA.
For uncompensated Baro VNAV systems, LNAV/VNAV NA below -19°C (-3°F) or above 29°C (85°F).

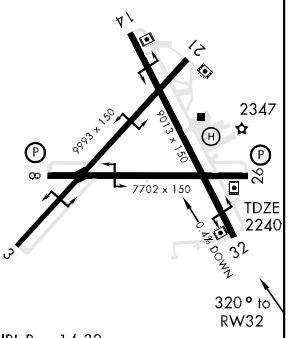
MISSED APPROACH: Climbing left turn to 6500 direct FAMAK, then via track 212° to SALTD, then turn left direct RANDS and hold.

ATIS ★	JOSHUA APP CON	CHINA LAKE TOWER ★	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	360.2	274.7





ELEV 2283



HIRL Rwy 14-32
MIRL Rwys 3-21 and 8-26

CATEGORY	A	B	C	D
LNAV MDA	2680-1 440 (400-1)		2680-1¼ 440 (400-1¼)	2680-1½ 440 (400-1½)
LNAV/VNAV DA	2576-1¼ 336 (400-1¼)			
CIRCLING	2720-1¼ 437 (500-1¼)	2740-1¼ 457 (500-1¼)	2740-1½ 457 (500-1½)	2840-2 557 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ROSIE ONE (RNAV) DEPARTURE (ROSIE1.ROSIE)

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

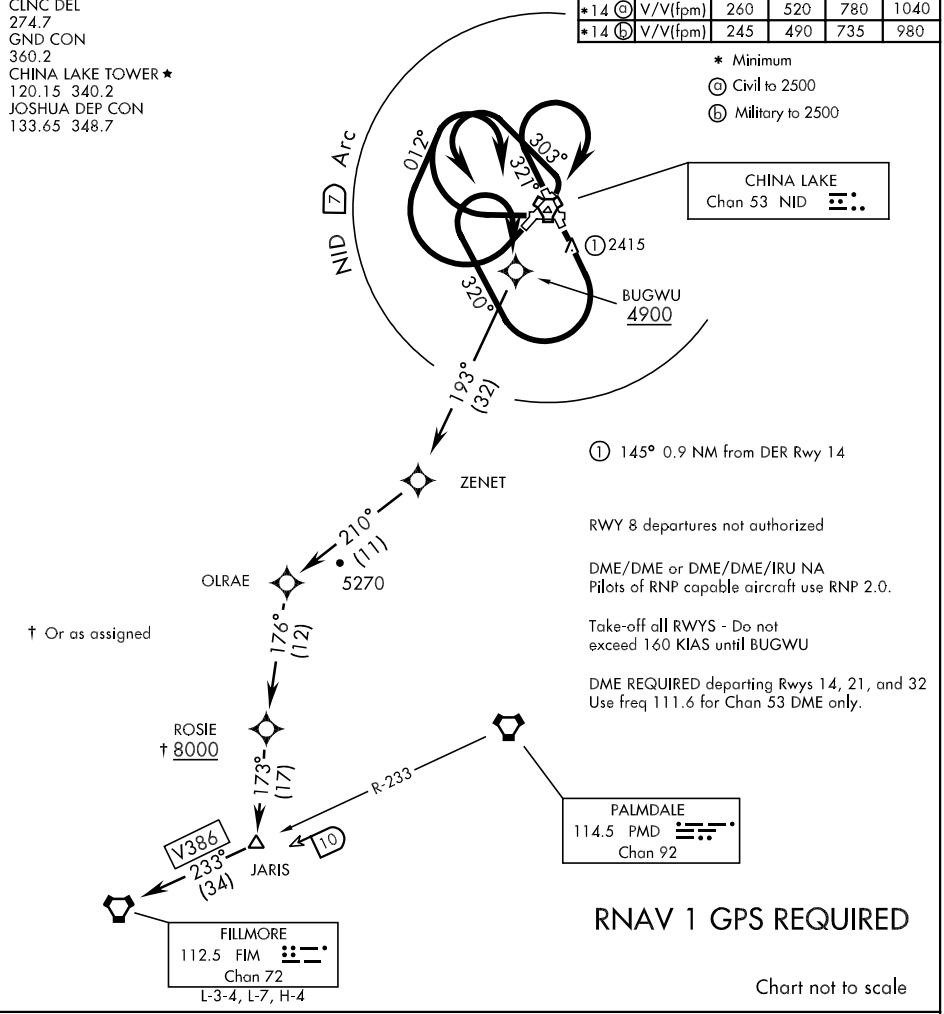
SL-914 [USN]

RIDGECREST, CALIFORNIA

ATIS ★ 322.375
CLNC DEL
274.7
GND CON
360.2
CHINA LAKE TOWER ★
120.15 340.2
JOSHUA DEP CON
133.65 348.7

Rwy	Knots	60	120	180	240
*14 ⓐ	V/V(fpm)	260	520	780	1040
*14 ⓑ	V/V(fpm)	245	490	735	980

* Minimum
ⓐ Civil to 2500
ⓑ Military to 2500



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 3500 via heading 303°, then continue climbing left turn direct BUGWU. Cross BUGWU at or above 4900. Thence...

TAKE-OFF RWY 14: Climbing right turn to 4800 via heading 320°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

TAKE-OFF RWY 21: Climbing right turn to 3900 via heading 012°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

(Continued on next page)

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 26: Climbing right turn to 3500 via heading 012°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Thence...
TAKE-OFF RWY 32: Climb via heading 321°to 2900 or NID TACAN 4 DME, then climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

...from over BUGWU proceed via track 193°to ZENET, then via track 210°to OLRAE, then via track 176°to ROSIE climbing to 8000 or as assigned.

FILLMORE TRANISITION (ROSIE1.FIM): From over ROSIE via track 173° to JARIS, then via track 233° (V386) to FIM.

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

SALTD FOUR DEPARTURE (SALTD4.SALTD)

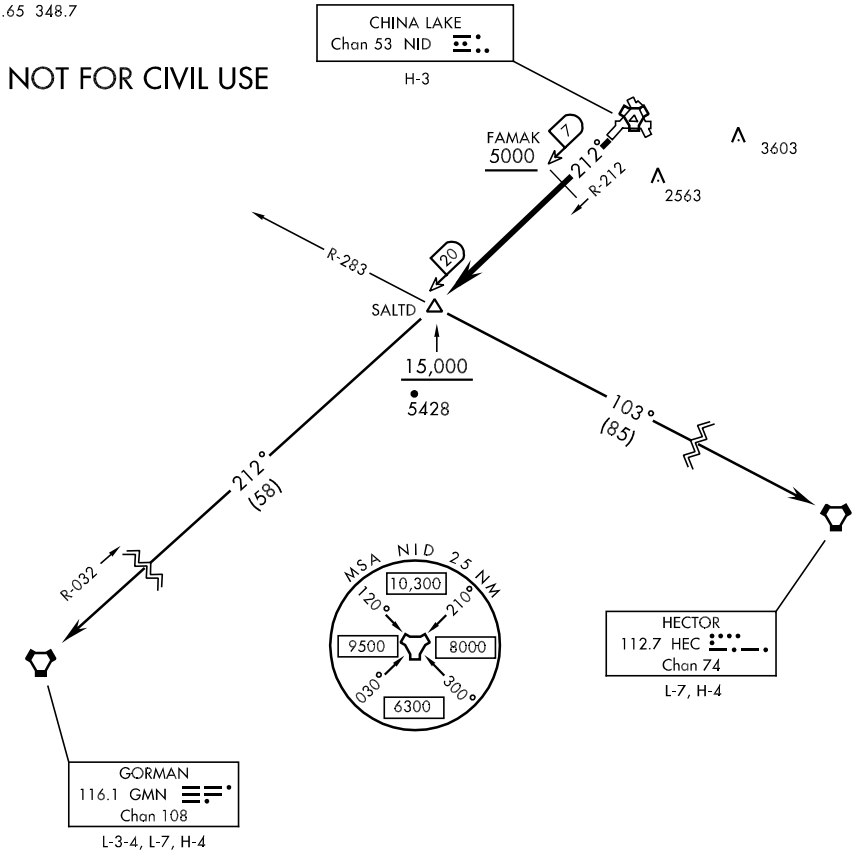
RIDGECREST, CALIFORNIA

ATIS ★322.375
CLNC DEL
274.7
GND CON
360.2
CHINA LAKE TOWER ★
120.15 340.2
JOSHUA DEP CON
133.65 348.7

SH-914 [USN]

Rwy	Knots	120	180	240	300	360
†21 ⓒ	V/V(fpm)	1350	2025	2700	3375	4050

† ATC Climb Rate
ⓒ to 15,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb via NID R-212 to SALTD. From SALTD, proceed via assigned transition or expect radar vectors to join assigned route. Cross FAMAK at or above 5000. Cross SALTD at or above 15,000.

GORMAN TRANSITION (SALTD4.GMN): Via GMN R-032 to GMN.

HECTOR TRANSITION (SALTD4.HEC): Via HEC R-283 to HEC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

TACAN NID Chan 53	APCH CRS 314°	Rwy Idg 9013 TDZE 2240 Arpt Elev 2283

AL-914 [USN] CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

* MISSED APPROACH: Climbing left turn to 6500, intercept NID R-192 to RANDS and hold.

ATIS *	JOSHUA APP CON	CHINA LAKE TOWER *	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	360.2	274.7

8453

* CAUTION: Missed Approach Minimum Climb Rate to 6500

Rwy	Knots	60	120	180	240
32	V/V (fpm)	280	560	840	1120

Controling Obstacle 5270'

CHINA LAKE Chan 53 NID

3535

3603

2415

RINGE NID 5

2450

OKECI NID 8

3483

2983

3268

3760

10 NM

JEBUR NID 11

314°

SERUE NID 15

4999

ODGEE NID 15

5270

Min holding alt 6500
Max holding 230 KIAS to 12,000, 265 KIAS to FL200

012°

NID 15 Arc

R-134

4974

MSA NID 2.5 NM
10,300
120°
210°
9500
8000
300°
030°
6300

(IAF) RANDS NID 18

192°

012°

NID 23

13,000 037° (61.8)

13,000 279° (68.3)

5261

DAGGETT

R-192

GORMAN

EMERG SAFE ALT 100 NM 16,500

ELEV 2283

6500 NID R-192

RANDS R-192/ 18

SERUE R-134 15

ODGEE R-192 15

RANDS R-192 18

JEBUR 11

OKECI 8

RINGE 5

TACAN

FABAT 1.7

314°

012°

6500

6500

5000

4300

3600

15 Arc

2.98° TCH 50

3.3

14

21

2347

9993 x 150

9013 x 150

8

26

7702 x 150

TDZE 2240

3

32

0.4% DOWN

314° to TACAN

CATEGORY	A	B	C	D
S-32	2680-1 440 (400-1)		2680-1¼ 440 (400-1¼)	2680-1½ 440 (400-1½)
CIRCLING	2720-1 437 (500-1)	2740-1 457 (500-1)	2740-1½ 457 (500-1½)	2840-2 557 (600-2)

HIRL Rwy 14-32
MIRL Rwys 3-21 and 8-26

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
265°	TDZE	23
	Apt Elev	23

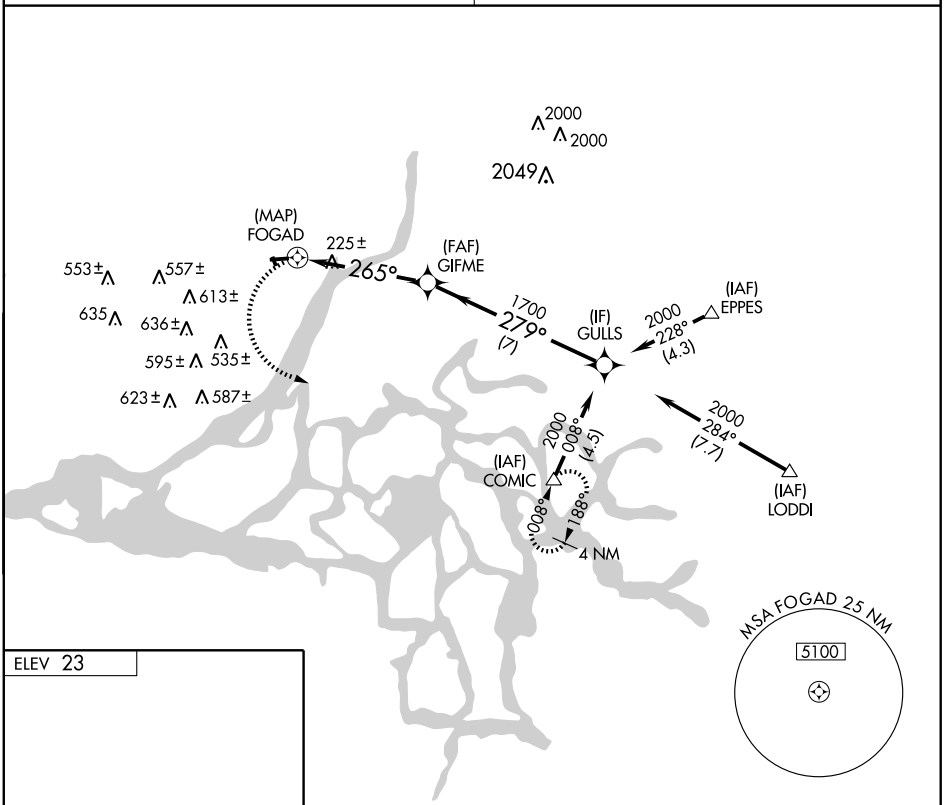
RNAV (GPS) RWY 25

RIO VISTA MUNI (O88)

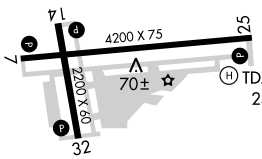
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Travis AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct COMIC and hold.

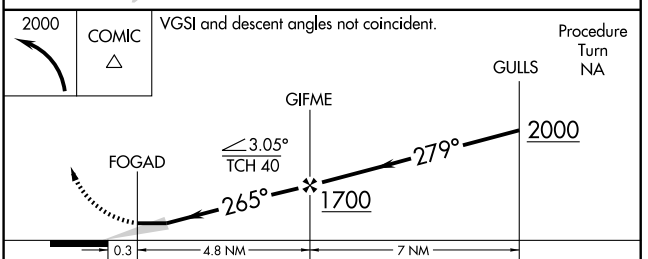
NORCAL APP CON	UNICOM
125.25 257.9	122.725 (CTAF) L



ELEV 23



MIRL Rwys 7-25 and 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 537 (600-1)		560-1½ 537 (600-1½)	NA
CIRCLING	560-1 537 (600-1)	580-1 557 (600-1)	620-1½ 597 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SAC 115.2 Chan 99	APP CRS 189°	Rwy Idg N/A TDZE N/A Apt Elev 23

VOR/DME-A

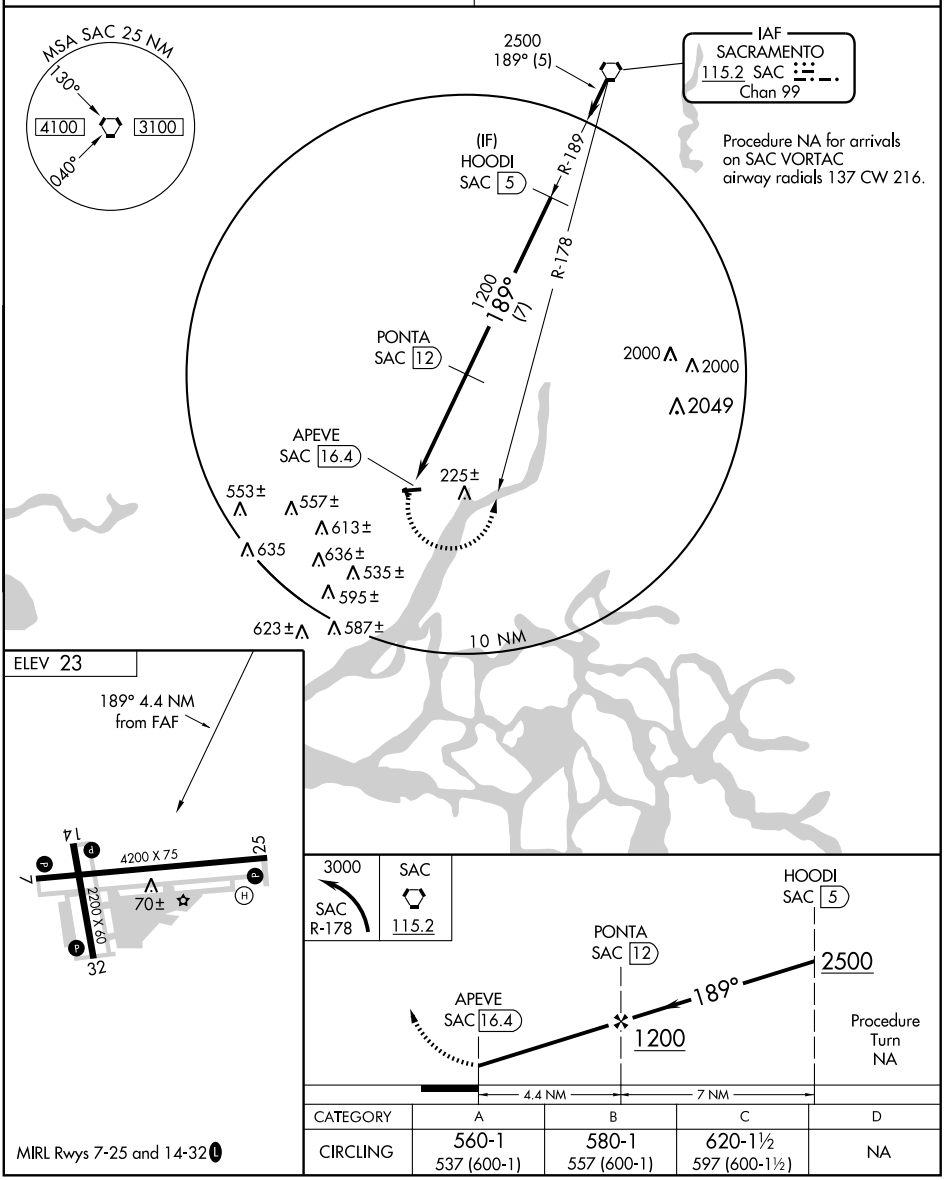
RIO VISTA MUNI (O88)

T
A NA — Use Travis AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via SAC VORTAC R-178 to SAC VORTAC.

NORCAL APP CON
125.25 257.9

UNICOM
122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 *537 (600-1)*	580-1 *557 (600-1)*	620-1½ *597 (600-1½)*	NA

MIRL Rwys 7-25 and 14-32 L

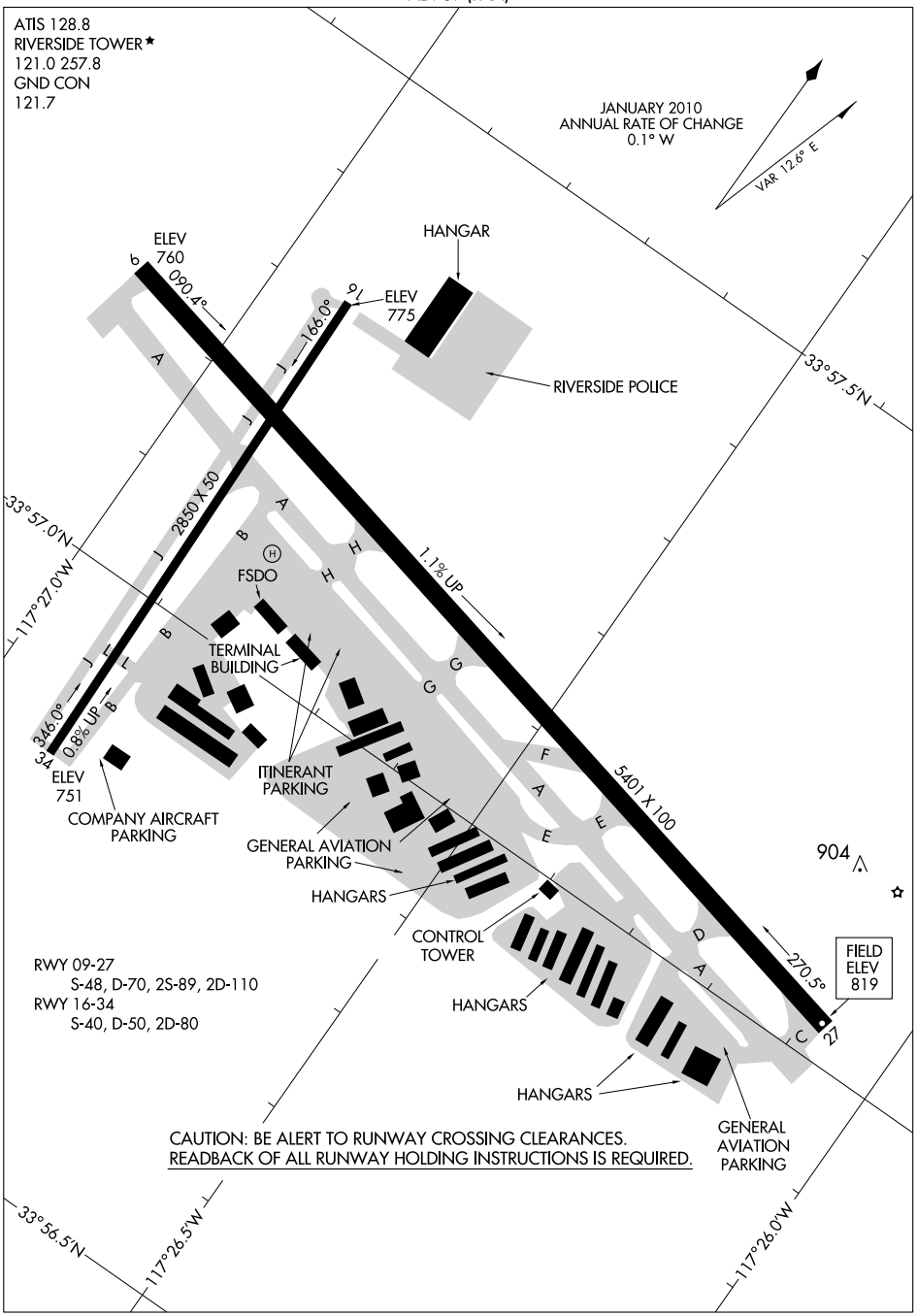
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

RIVERSIDE MUNI (RAL)
RIVERSIDE, CALIFORNIA

AL-769 (FAA)

SW-3, 21 OCT 2010 to 18 NOV 2010



LOC I-RAL	APP CRS	Rwy Idg	5401
110.9	089°	TDZE	794
		Apt Elev	818

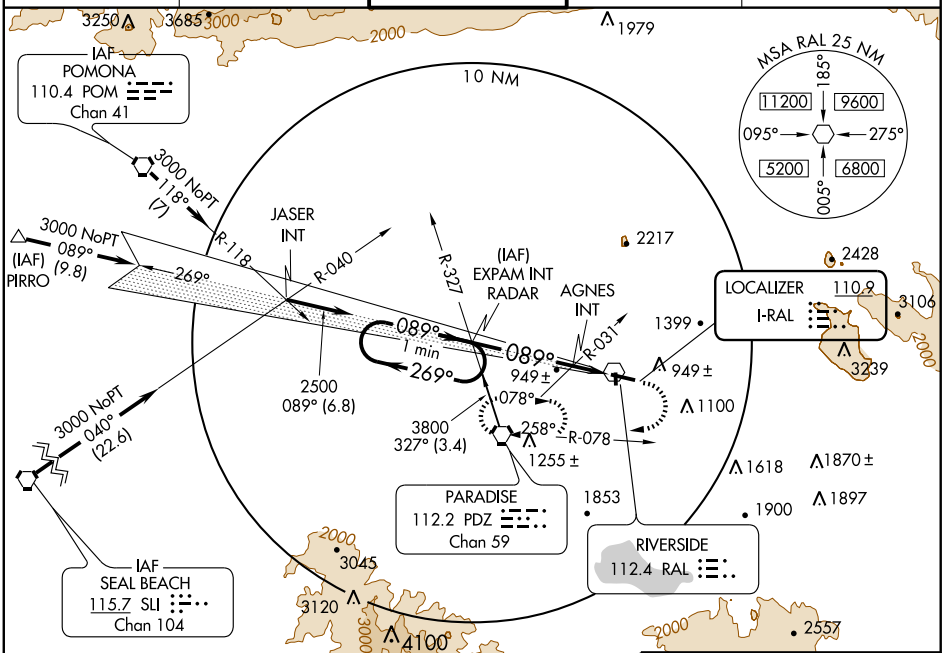
ILS or LOC RWY 9
RIVERSIDE MUNI (RAL)

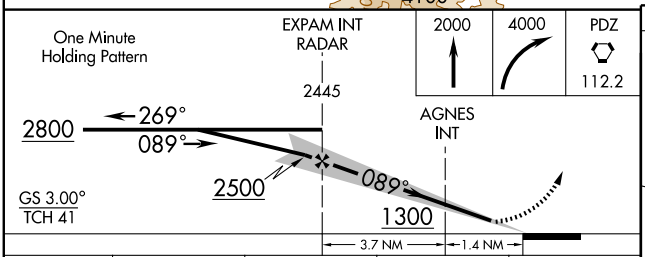
For inoperative MALSR increase AGNES FIX MINIMUMS S-LOC Cat D visibility to 1¼ . Autopilot coupled approach NA below 1440. Circling NA north of Rwy 9-27 for Cat D.

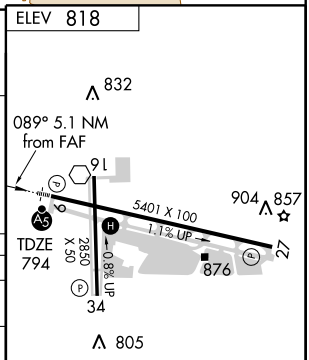
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 9	994-½ 200 (200-½)			994-¾ 200 (200-¾)
S-LOC 9	1300-½ 506 (500-½)		1300-1 506 (500-1)	
CIRCLING	1300-1 482 (500-1)	1360-1 542 (600-1)	1620-2¼ 802 (900-2¼)	1620-2½ 802 (900-2½)
AGNES FIX MINIMUMS				
S-LOC 9	1200-½ 406 (400-½)		1200-¾ 406 (400-¾)	1200-1 406 (400-1)
CIRCLING	1260-1 442 (500-1)	1360-1 542 (600-1)	1620-2¼ 802 (900-2¼)	1620-2½ 802 (900-2½)

REIL Rwy 27
MIRL Rwys 9-27 and 16-34 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5401
CH 50203	089°	TDZE	795
W09A		Apt Elev	819

RNAV (GPS) RWY 9

RIVERSIDE MUNI (RAL)

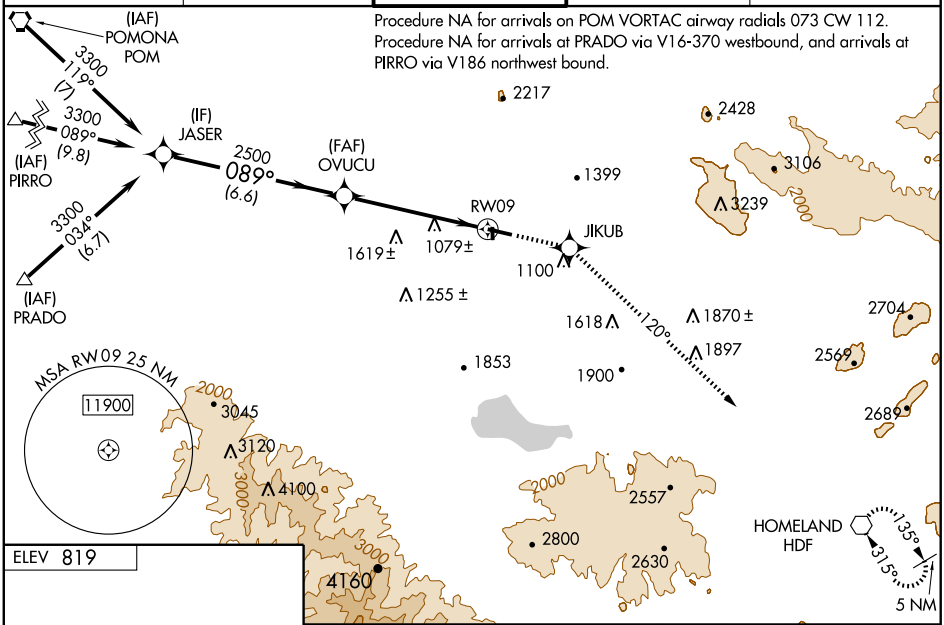
T Circling NA for Cat D north of Rwy 9-27.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
When local altimeter setting not received, use Chino altimeter setting and increase all DAs/MDAs 60 feet, and LPV and LNAV/VNAV all visibilities ¼ mile.
VDP and Baro-VNAV NA when using Chino altimeter setting.
When VGSI inoperative, circling to Rwy 34 NA at night.
For inoperative MALSR, increase LPV all Cats visibility to 1¼. When using Chino altimeter setting increase LPV all Cats visibility to 1½.

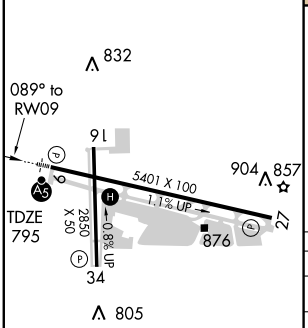
MALSR

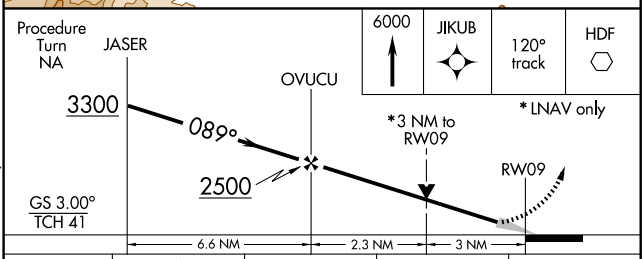
MISSED APPROACH: Climb to 6000 direct JIKUB and via 120° track to HDF VOR and hold, continue climb-in-hold 6000.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95

Procedure NA for arrivals on POM VORTAC airway radials 073 CW 112.
Procedure NA for arrivals at PRADO via V16-370 westbound, and arrivals at PIRRO via V186 northwest bound.







CATEGORY	A	B	C	D
LPV DA	1120-¾ 325 (400-¾)			
LNAV/VNAV DA	1473-2 678 (700-2)			
LNAV MDA	1760-¾ 965 (1000-¾)	1760-1 965 (1000-1)	1760-2½ 965 (1000-2½)	
CIRCLING	1760-1¼ 941 (1000-1¼)	1760-1½ 941 (1000-1½)	1760-3 941 (1000-3)	

REIL Rwy 27
MIRL Rwys 9-27 and 16-34 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82201 W27A	APP CRS 269°	Rwy Idg 5401 / TDZE 818 / Apt Elev 818

RNAV (GPS) RWY 27
RIVERSIDE MUNI (RAL)

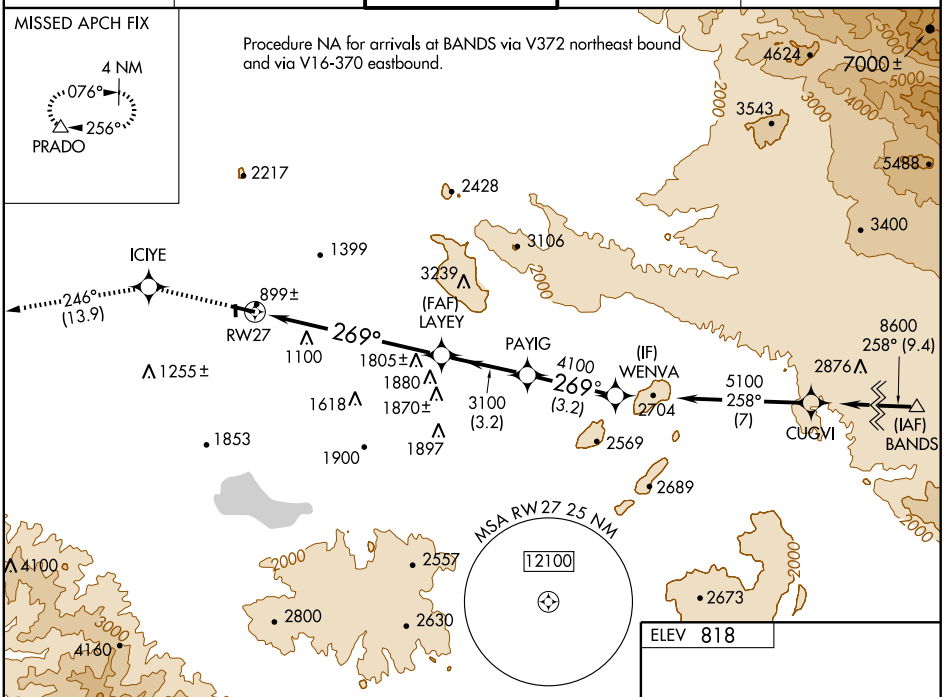
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (116°F).
Circling NA for Cat D north of Rwy 9-27.
Visibility reduction by helicopters NA.

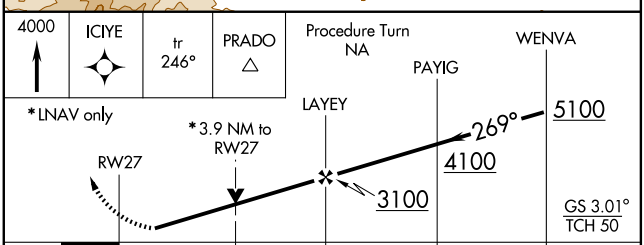
MISSED APPROACH: Climb to 4000 direct ICIYE and via 246° track to PRADO and hold.

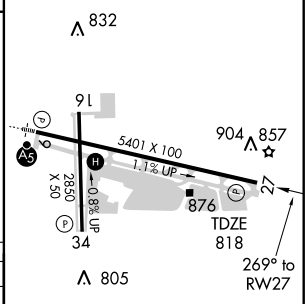
ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95

MISSED APCH FIX
4 NM
076°
256°
PRADO

Procedure NA for arrivals at BANDS via V372 northeast bound and via V16-370 eastbound.







CATEGORY	A	B	C	D
LPV DA	1236-1½ 418 (500-1½)			
LNAV/VNAV DA	1368-2 550 (600-2)			
LNAV MDA	2100-1¼ 1282 (1300-1¼)	2100-1½ 1282 (1300-1½)	2100-3 1282 (1300-3)	
CIRCLING	2100-2 1282 (1300-2)		2100-3 1282 (1300-3)	

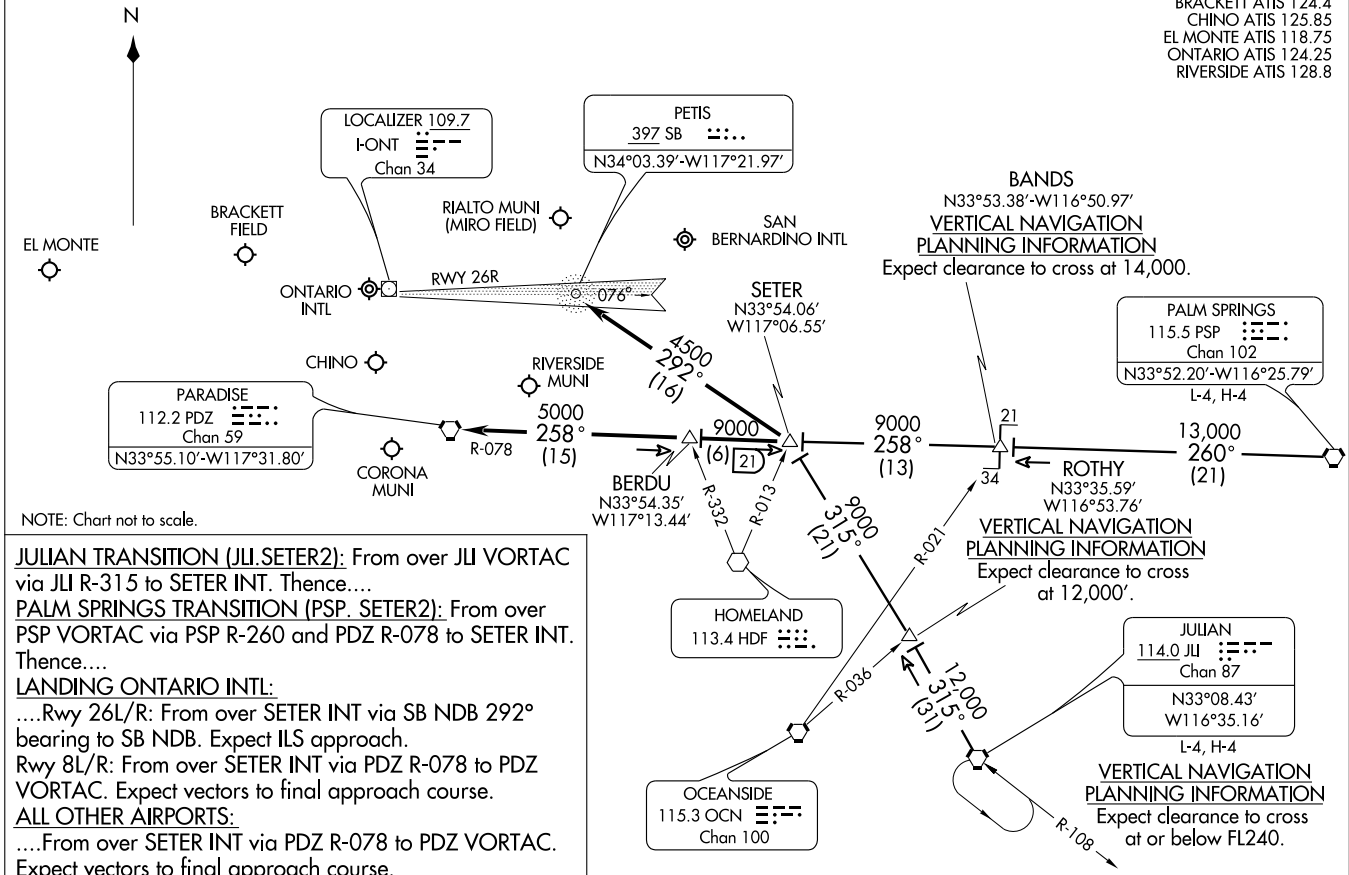
REIL Rwy 27
MIRL Rwys 9-27 and 16-34 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

VOR RAL 112.4	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 819

VOR-A
RIVERSIDE MUNI (RAL)

When VGSI inoperative, circling Rwy 34 NA at night.
When local altimeter setting not received, use Chino altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4500 direct PDZ VORTAC and hold, continue climb-in-hold to 4500.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95

Procedure NA for arrivals at HDF VOR via V283-587 southbound.

MSA RAL 25 NM
11300
210°
11900
030°
300°
7000

10 NM

RIVERSIDE
112.4 RAL

PARADISE
112.2 PDZ
Chan 59

IAF
HOMELAND
113.4 HDF

BOBBE INT

(IF)
DANNL INT

089°
R-089
R-090
R-311
R-343
343°
270°
(6)
(7.6)
3600
5000

ELEV 819

9 L
5401 X 100
1.1% UP
0.8% UP
2650 X 50
27
34
876
904
857
805
832

270° 6.4 NM from FAF

REIL Rwy 27
MIRL Rwys 9-27 and 16-34 L

4500
PDZ
112.2

DANNL INT
BOBBE INT
270°
5000
3600
Procedure Turn NA
6.4 NM
6 NM

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

CATEGORY	A	B	C	D
CIRCLING	2300-1¼ 1481 (1500-1¼)	2300-1½ 1481 (1500-1½)	2300-3 1481 (1500-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

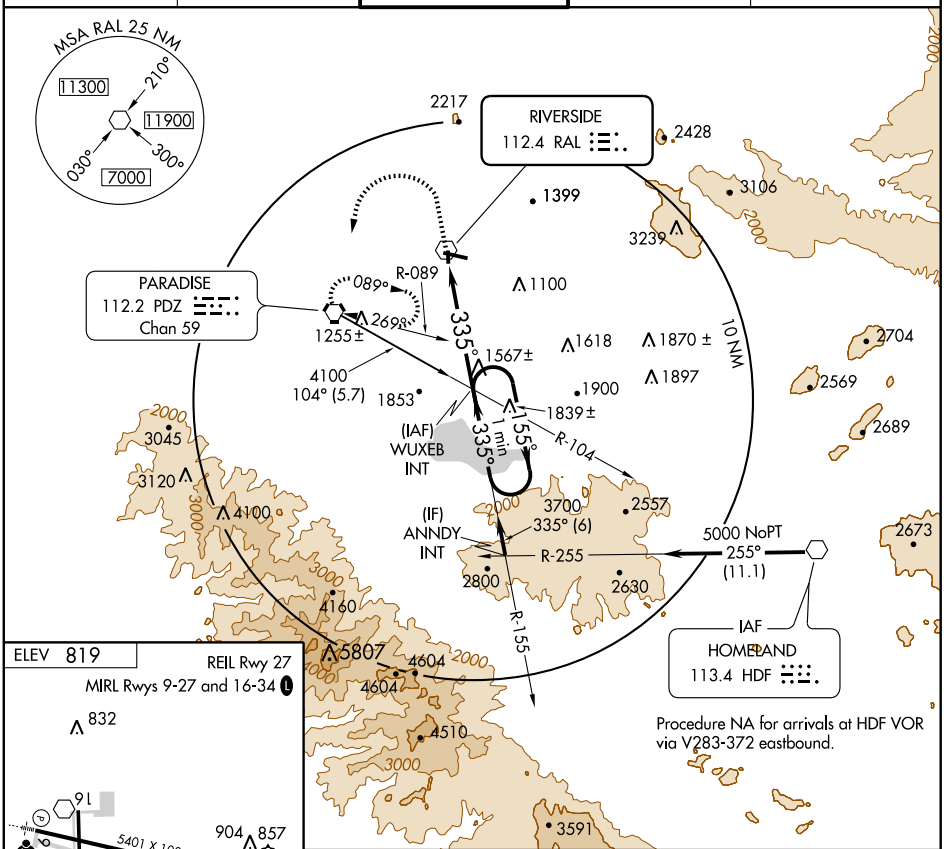
VOR RAL 112.4	APP CRS 335°	Rwy Idg N/A TDZE N/A Apt Elev 819

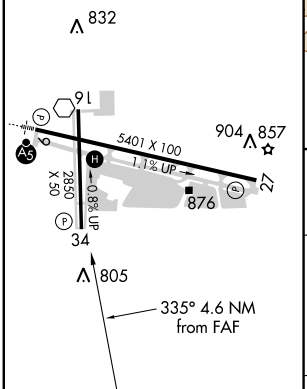
VOR-B
RIVERSIDE MUNI (RAL)

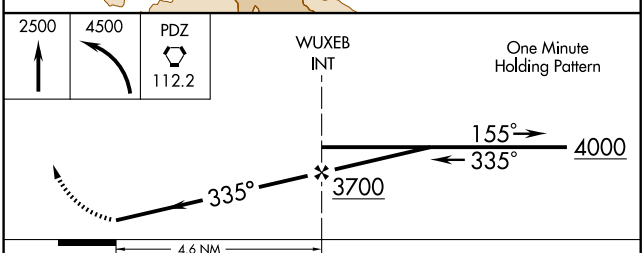
When VGSI inoperative, circling Rwy 34 NA at night.
Circling NA for Cat D north of Rwy 9-27.
When local altimeter setting not received, use Chino altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4500 direct PDZ VORTAC and hold, continue climb-in-hold to 4500.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1181 (1200-1¼)	2000-1½ 1181 (1200-1½)	2000-3 1181 (1200-3)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR RAL 112.4	APP CRS 079°	Rwy Idg 5401 TDZE 795 Apt Elev 819

VOR RWY 9
RIVERSIDE MUNI (RAL)

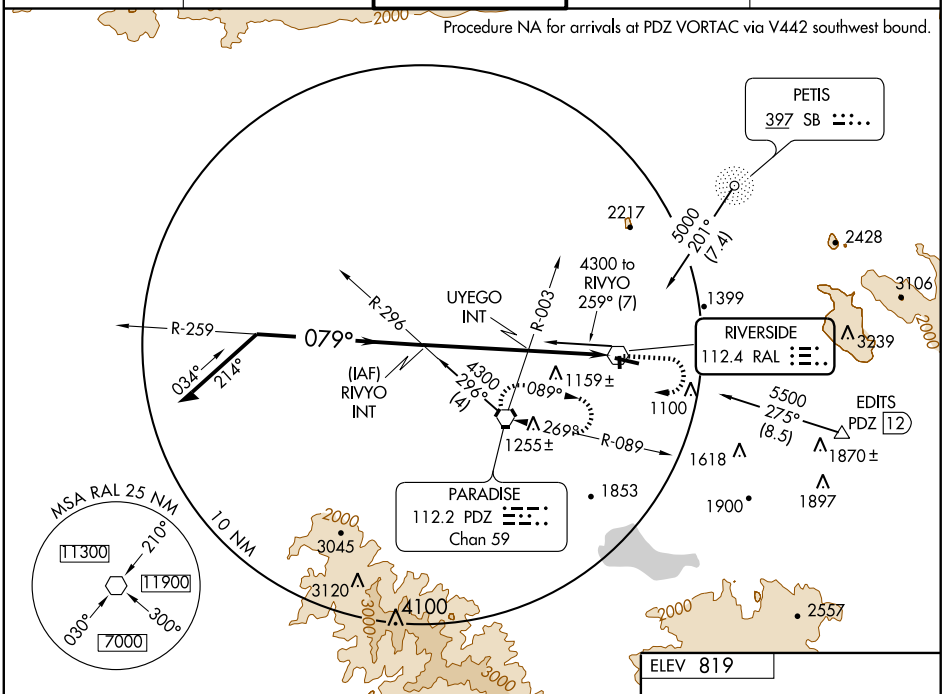
When VGSI inoperative, circling Rwy 34 NA at night.
When local altimeter setting not received, use Chino altimeter setting and increase all MDAs 60 feet.

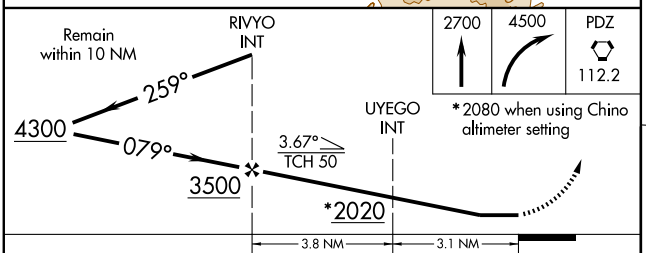
MALSR

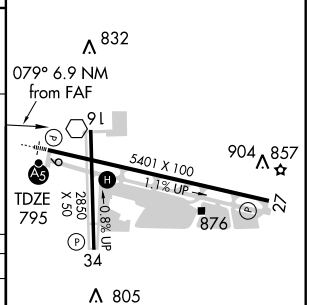
MISSED APPROACH: Climb to 2700 then climbing right turn to 4500 direct PDZ VORTAC and hold, continue climb-in-hold to 4500.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95

Procedure NA for arrivals at PDZ VORTAC via V442 southwest bound.







CATEGORY	A	B	C	D
S-9	2020-¾ 1225 (1300-¾)	2020-1 1225 (1300-1)	2020-2½ 1225 (1300-2½)	NA
CIRCLING	2020-1¼ 1201 (1300-1¼)	2020-1½ 1201 (1300-1½)	2020-3 1201 (1300-3)	NA
UYEGO FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-9	1740-¾ 945 (1000-¾)		1740-2¼ 945 (1000-2¼)	NA
CIRCLING	1740-1¼ 921 (1000-1¼)		1740-2¾ 921 (1000-2¾)	NA

REIL Rwy 27
MIRL Rwys 9-27 and 16-34 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

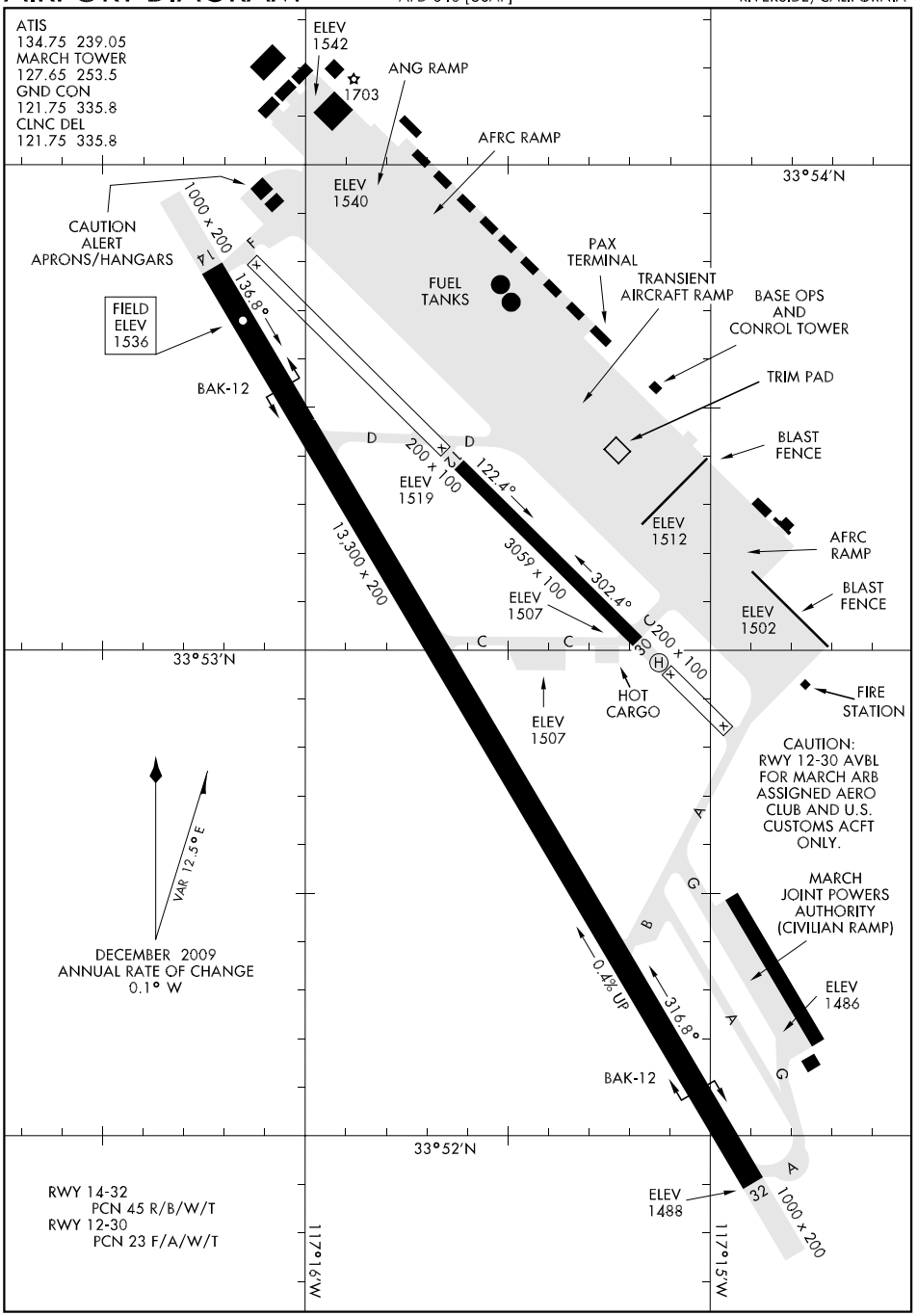
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MARCH ARB (KRIV)

AFD-348 [USAF]

RIVERSIDE, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

RIVERSIDE, CALIFORNIA
MARCH ARB (KRIV)

HI-ILS or LOC/DME RWY 32

LOC I-RIV	APCH CRS	Rwy ldg 13,300 TDZE 1497 Arpt Elev 1536
110.1	315°	

JAL-348 [USAF] MARCH ARB (KRIV)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½.

ALSF-1

MISSED APPROACH: Climb direct RIV TACAN. Then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

*** Circling not authorized NE of Rwy 14-32.
Rapid rising terrain.

CAUTION:
Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

CAUTION:
Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

LOCALIZER 110.1 I-RIV

MARCH Chan 77 RIV

PARADISE 112.2 PDZ Chan 59

R-124

DEGNE RIV /RADAR 9.2

PERRIS VALLEY ARPT

HEMET-RYAN ARPT

BOGLE RIV 11

RIV 18

Min holding alt 5000
Max holding alt 6000

CEMBO RIV 19

BEMLE RIV 28

† Dead reckoning course to intercept localizer.

R-138

20 NM

MSA RIV 25 NM
200°
290°
020°
10,700
12,800
6600

EMERG SAFE ALT 100 NM 13,800 FROM "RIV" TACAN

OCEANSIDE 115.3 OCN Chan 100

R-074

(IAF) HENSA RIV 45

Max holding alt FL240
Max holding 265 KIAS

R-137

11,500 10,834 6292 6672 4717 3178 2811 1951 1958 1632 2483 5720 4604 3725 1703 1645

ELEV 1536

TDZL/CL Rwy 32
HIRL Rwy 14-32

13,300 x 200
3039 x 100
0.4% UP

TDZE 1497

315°6.4 NM from FAF

FAF to MAP 5.9 NM

Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

5000 RIV

RIV R-138

BOGLE RIV 11

DEGNE RIV /RADAR 9.2

Intcp Lczr CEMBO RIV 19

BEMLE RIV 28

HENSA RIV/ 45

FL240

12,000

6000

3600

RIV TACAN

RIV 3.9

KIMDE RIV 3.3

GS 3.00°
TCH 59

5.9 NM

CATEGORY	C	D	E
S-ILS 32 *	1697/24 200 (200-½)		
S-LOC 32 **	1920/40 423 (400-¾)		1920/50 423 (400-1)
CIRCLING***	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264 (1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 14

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
RIV Chan 77	106°	13,300	1536	1536

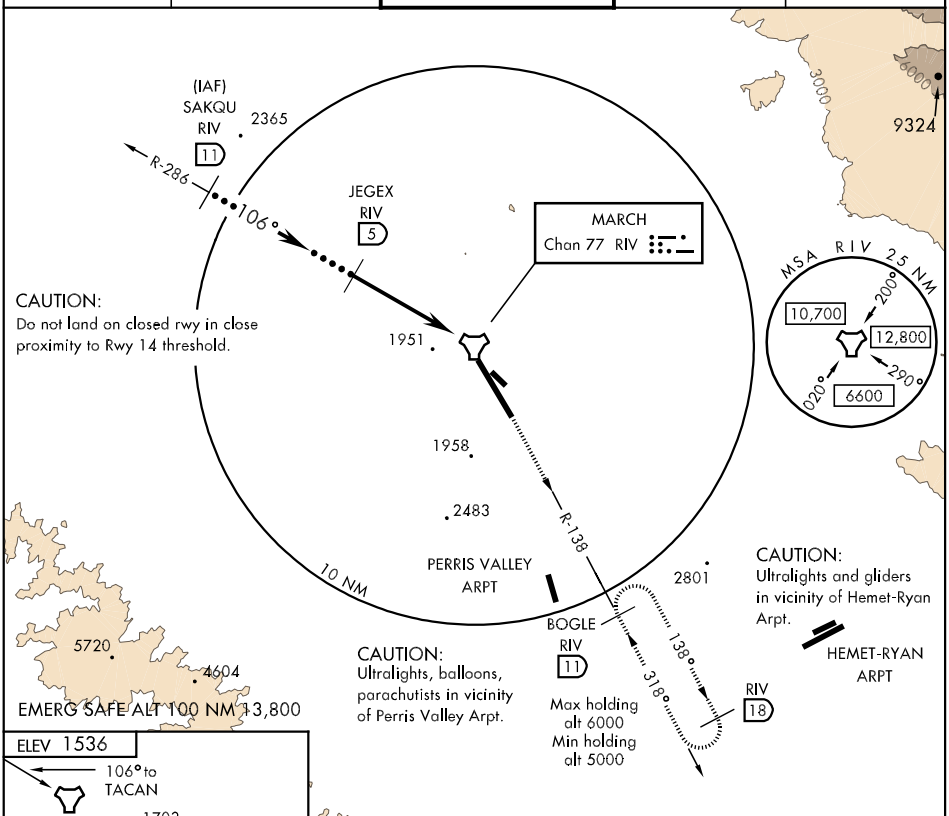
AL-348 [USAF]

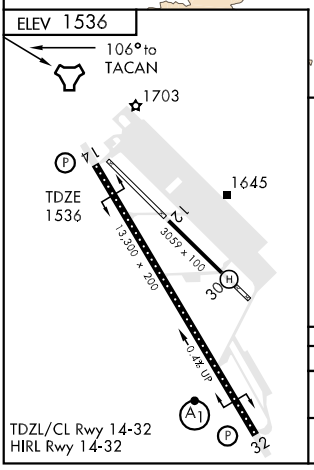
MARCH ARB (KRIV)

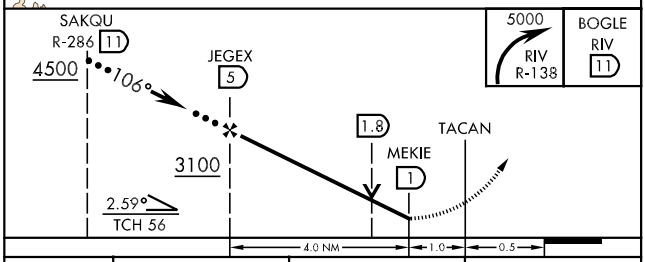
* Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

MISSED APPROACH: Climb out RIV TACAN R-138 direct BOGLE continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8







CATEGORY	C	D	E
S-14	2200-2 664 (700-2)		2200-2¼ 664 (700-2¼)
CIRCLING *	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264 (1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 32

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
RIV Chan 77	318°	13,300	1497	1536

JAL-348 [USAF] MARCH ARB (KRIV)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

ALSF-1 A1

MISSED APPROACH: Climb on RIV TACAN R-138 to 5000. At .6 DME South of RIV, turn left to intercept RIV R-138 direct BOGLE continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

** Circling not authorized NE of Rwy 14-32.
Rapid rising terrain.

PARADISE
112.2 PDZ
Chan 59

MARCH
Chan 77 RIV

MSA RIV 25 NM
200°
10,700
12,800
020°
290°
6600

R-125

1951
1874
1958
2686
2483
2683
1640
2811
OSTOR
RIV
9
Min holding alt 5000
Max holding alt 6000

PERRIS VALLEY ARPT
BOGLE RIV 11
318°
138°
RIV 18
HEMET-RYAN ARPT
2811
3103
4717
10,834
CAUTION: Ultralights and gliders in vicinity of Hemet-Ryan Arpt.
5720
4604
3725
ZALUR RIV 19
HUGDI RIV 28
CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.
20 NM

OCEANSIDE
115.3 OCN
Chan 100

EMERG SAFE ALT 100 NM
13,800 FROM "RIV" TACAN

R-075

6082
Max holding alt FL240
Max holding 265 KIAS
6672
5699
(IAF) ANOTE RIV 45
RIV 53
R-138

ELEV 1536
TDZL/CL Rwy 32
HIRL Rwy 14-32
1703
1645
13,300 x 200
3059 x 100
0.4% up
TDZE 1497
318° to TACAN

5000
RIV R-138
0.6 S of RIV
BOGLE RIV 11

TACAN
CULAX 3.3
4.3
OSTOR 9
3600
ZALUR 19
6000
HUGDI 28
12,000
ANOTE 45
FL240
318°
3.11°
TCH 73
.5
5.7 NM

CATEGORY	C	D	E
S-32 *	2040/50 543 (600-1)	2040/60 543 (600-1¼)	2040-1½ 543 (600-1½)
CIRCLING **	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264 (1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR RWY 32

MARCH ARB (KRIV)

VOR HDF 113.4	APCH CRS 315°	Rwy ldg 13,300 TDZE 1497 Arpt Elev 1536

JAL-348 [USAF]

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.
** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

ALSF-1

MISSED APPROACH: Climb on HDF VOR R-315 to 5000. Crossing the PDZ VORTAC R-080 turn left direct HDF, continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

PARADISE
112.2 PDZ
Chan 59

HOMELAND
113.4 HDF

PERRIS VALLEY ARPT

HEMET-RYAN ARPT

COMGA/ RADAR Fix

WAYLE/ RADAR

WAREK/ RADAR

OCEANSIDE
115.3 OCN
Chan 100

JULIAN
114.0 JLI
Chan 87
IAF

Max holding alt 6000
Min holding alt 5000

Max holding 265 KIAS
Max holding alt FL240

CAUTION:
Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

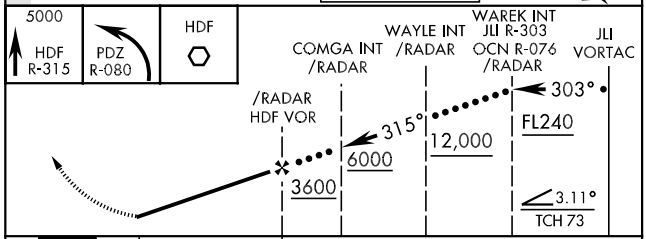
CAUTION:
Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

EMERG SAFE ALT 100 NM
13,800 FROM "HDF" VOR

M.S.A. HDF 2.5 NM
9200
12,800
7100
8900

ELEV 1536
TDZL/CL Rwy 32
HIRL Rwy 14-32
TDZE 1497
13,300 x 200
3039 x 100
0.4% UP
315°6.2 NM from FAF

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

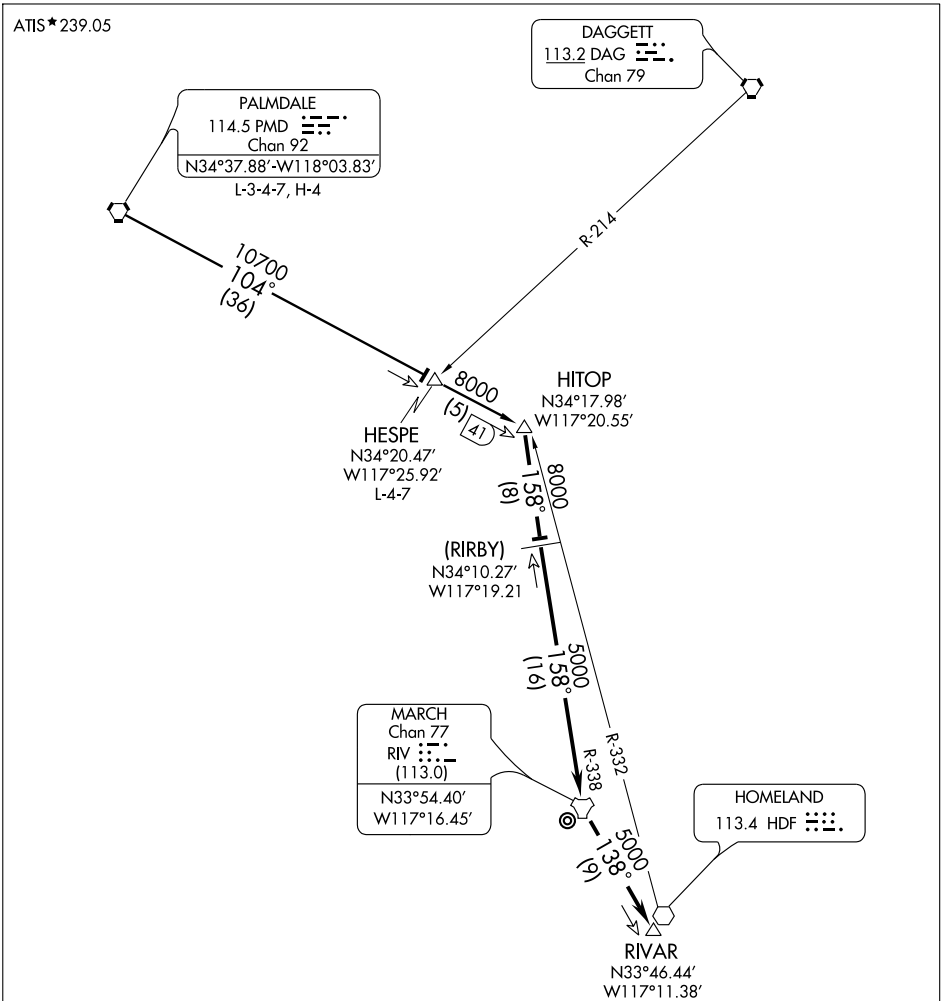


CATEGORY	C	D	E
S-32 *	2040/50 543 (600-1)	2040/60 543 (600-1¼)	2040-1½ 543 (600-1½)
CIRCLING **	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264 (1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HITOP ONE ARRIVAL

ST-348 (FAA)



NOTE: TACAN equipped aircraft only.

NOTE: Chart not to scale.

HESPE TRANSITION (HESPE.HITOP1): From over HESPE INT via PMD R-104 to HITOP INT. Thence . . . .

PALMDALE TRANSITION (PMD.HITOP1): From over PMD VORTAC via PMD R-104 to HITOP INT. Thence . . . .

. . . . From over HITOP INT via RIV R-338 to RIV TACAN. Thence via RIV R-138 to RIVAR DME. Expect radar vectors to final approach course.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC RWY 32

MARCH ARB (KRIV)

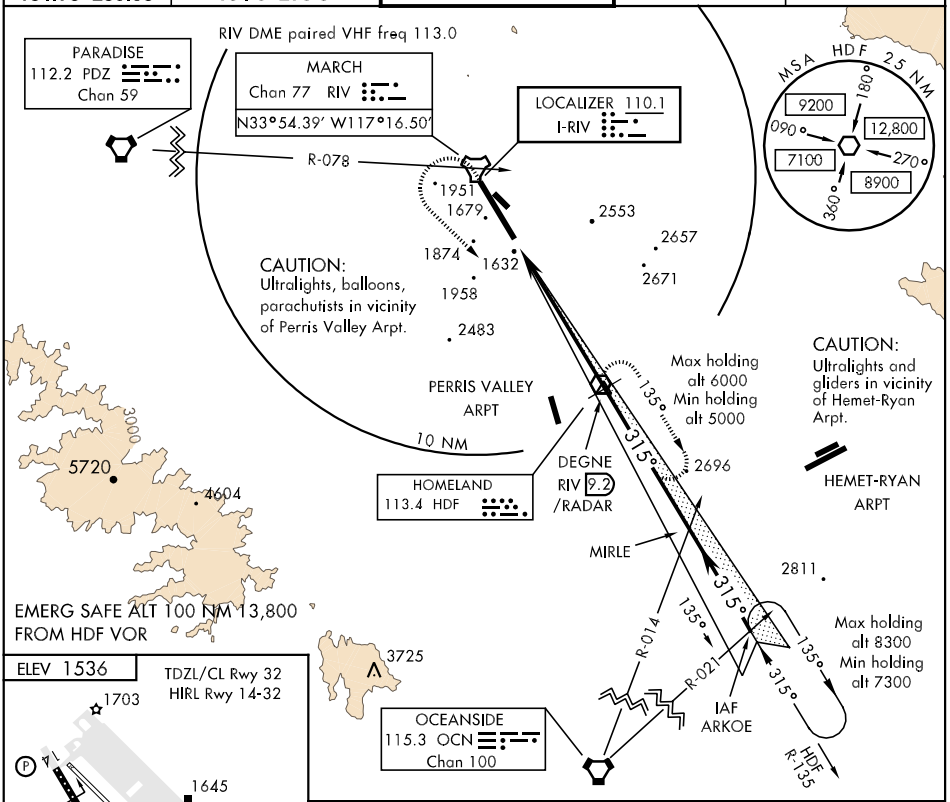
LOC I-RIV	APCH CRS	Rwy ldg 13,300 / TDZE 1497 / Arpt Elev 1536
110.1	315°	AL-348 [USAF]

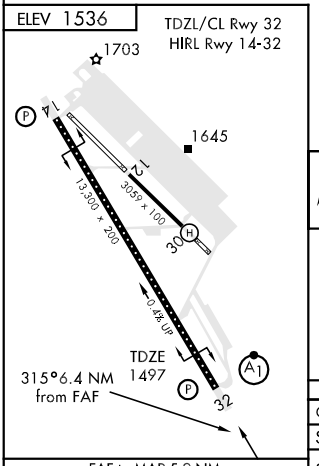
▼* When ALS inop, increase CAT A-E RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT A-B RVR to 50 and vis to 1, CAT C-D RVR to 60 and vis is to 1¼, CAT E vis to 1½.
*** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

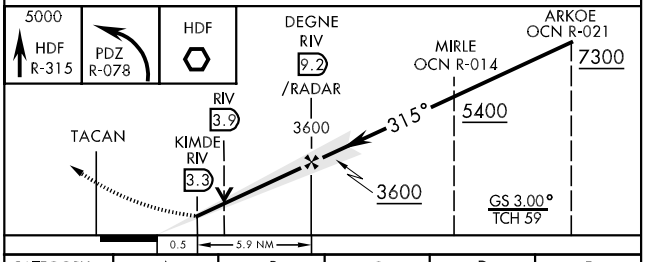
ALSF-1 (A1)

MISSED APPROACH: Climb on HDF VOR R-315 to 5000. Crossing PDZ VORTAC R-078 turn left direct HDF continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8







CATEGORY	A	B	C	D	E
S-ILS 32 *	1697/18 200 (200-½)		1697/24 200		(200-½)
S-LOC 32 **	1920/24 423 (400-½)		1920/40 423 (400-¾)		1920/50 423 (400-1)
CIRCLING ***	2180-1 644 (700-1)	2220-1 684 (700-1)	2260-2 724 (800-2)	2260-2¼ 724 (800-2 ¼)	2800-3 1264(1300-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS Y RWY 32 (CAT II)

LOC I-RIV	APCH CRS	Rwy ldg 13,300 / TDZE 1497 / Arpt Elev 1536
110.1	315°	

AL-348 [USAF]

MARCH ARB (KRIV)

ALSF-1

MISSED APPROACH: Climb on HDF VOR R-315 to 5000. Crossing PDZ VORTAC R-078 turn left direct HDF continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

RIV DME paired VHF freq 113.0

PARADISE 112.2 PDZ Chan 59

MARCH Chan 77 RIV N33°54.39′ W117°16.50′

LOCALIZER 110.1 I-RIV

R-078

1951

2704

2569

IM

3250

CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

MSA HDF 2.5 NM
180°
9200
090°
12,800
270°
7100
8900
360°

DEGNE RIV 9.2 /RADAR

CAUTION: Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

2557

PERRIS VALLEY ARPT

2673

2696

HEMET-RYAN ARPT

2800

10 NM

3000

5720

4604

HOMELAND 113.4 HDF

Max holding alt 6000 Min holding alt 5000

135°

315°

MIRLE

2811

EMERG SAFE ALT 100 NM 13,800 FROM HDF VOR

R-014

R-021

Max holding alt 8300 Min holding alt 7300

IAF ARKOE

3725

OCEANSIDE 115.3 OCN Chan 100

ELEV 1536

TDZL/CL Rwy 32
HIRL Rwy 14-32

1703

1645

1586

13,300 × 200

305° × 100

0.4% UP

TDZE 1497

1494

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

5000 HDF R-315

PDZ R-078

HDF

DEGNE RIV 9.2 /RADAR

MIRLE OCN R-014

ARKOE OCN R-021

3600

7300

TACAN

DH RA 119

IM

315°

5400

1490 MSL

1488 MSL

3600

GS 3.00° TCH 59

1119′ 1031 359′ 6.2 NM

CATEGORY	A	B	C	D	E
S-ILS 32	RA 118/12		100	DA 1597	

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 32

LOC I-RIV 110.1	APCH CRS 315°	Rwy Idg 13,300 / TDZE 1497 / Arpt Elev 1536

AL-348 [USAF]

MARCH ARB (KRIV)

▼ * When ALS inop, increase CAT A-E RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ mile.

ALSF-1 (A1)

MISSED APPROACH: Climb direct RIV TACAN, then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

*** Circling not authorized NE of RWY 14-32. Rapidly rising terrain.

MARCH Chan 77 RIV

LOCALIZER 110.1 I-RIV

MSA RIV 25 NM
200°
10,700
12,800
290°
020°
6600

1951
1679
1874
1958
1632
2483

DEGNE RIV /RADAR 9.2

2811

CAUTION: Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

PERRIS VALLEY ARPT

10 NM

HEMET-RYAN ARPT

2696

138°

BOGLE RIV 11

DEHAM RIV 15.2

315°

318°

RIV 18

2811

Max holding alt 8300 Min holding alt 7300

135°

CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

Max holding alt 6000 Min holding alt 5000

5720 3000

4604

EMERG SAFE ALT 100 NM 13,800 FROM "RIV" TACAN

3725

(IAF) CEMBO RIV 19

R-138

315°

RIV 26

R-135

ELEV 1536

TDZL/CL Rwy 32
HIRL Rwy 14-32

1703

1645

14
32
13,300 x 200
3039 x 100
0.4% up
TDZE 1497

315°6.4 NM from FAF

5000 RIV

RIV R-138

BOGLE RIV 11

DEGNE 9.2 /RADAR

DEHAM 15.2

RIV R-135 CEMBO 19

3600

315°

7300

5500

TACAN

KIMDE 3.9

3.3

315°

3600

GS 3.00°
TCH 59

0.5

5.9 NM

CATEGORY	A	B	C	D	E
S-ILS 32 *	1697/18 200 (200-½)		1697/24 200		(200-½)
S-LOC 32 **	1920/24 423 (400-½)		1920/40 423 (400-¾)		1920/50 423 (400-1)
CIRCLING ***	2180-1 644 (700-1)	2220-1 684 (700-1)	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264(1300-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

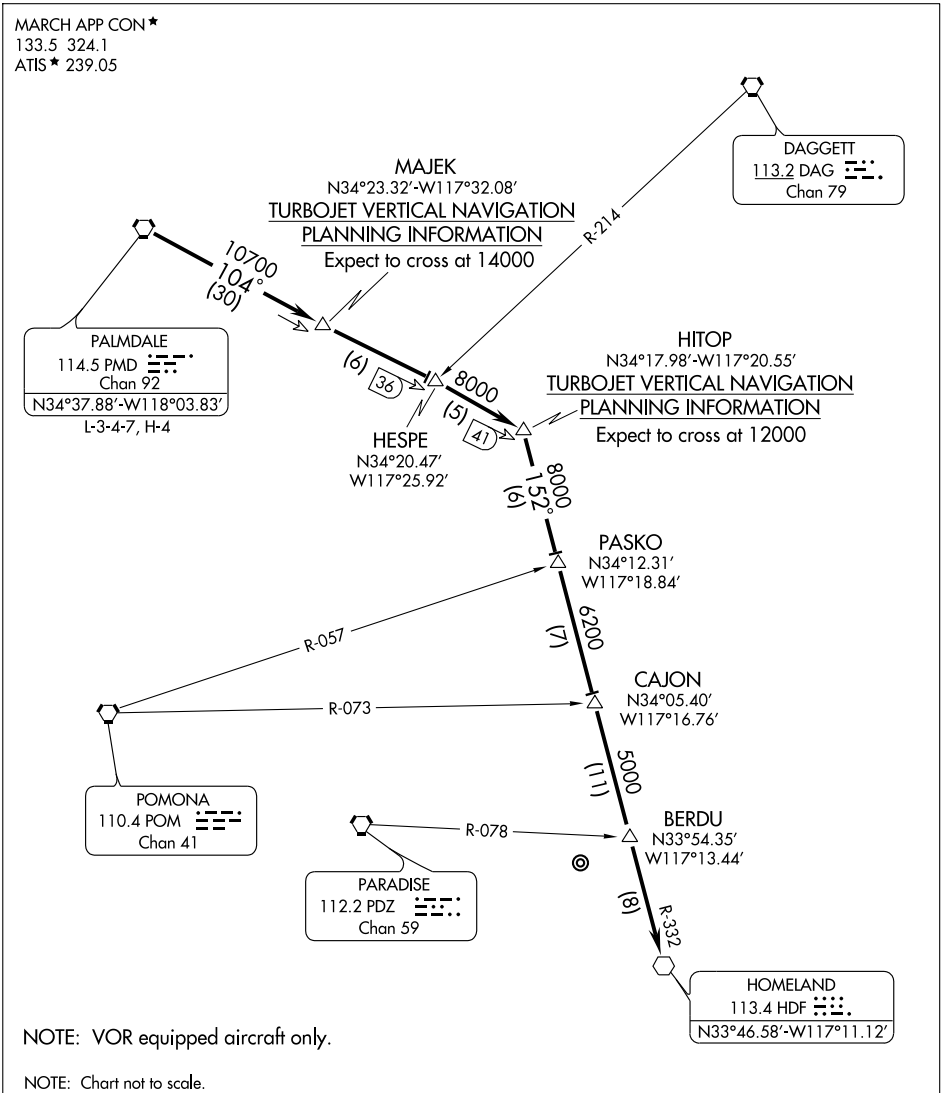
ILS Z or LOC/DME RWY 32

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

MARCH FOUR ARRIVAL

SW-3, 21 OCT 2010 to 18 NOV 2010



NOTE: VOR equipped aircraft only.

NOTE: Chart not to scale.

From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.

SKYES-ONE DEPARTURE (SKYES 1•SKYES)

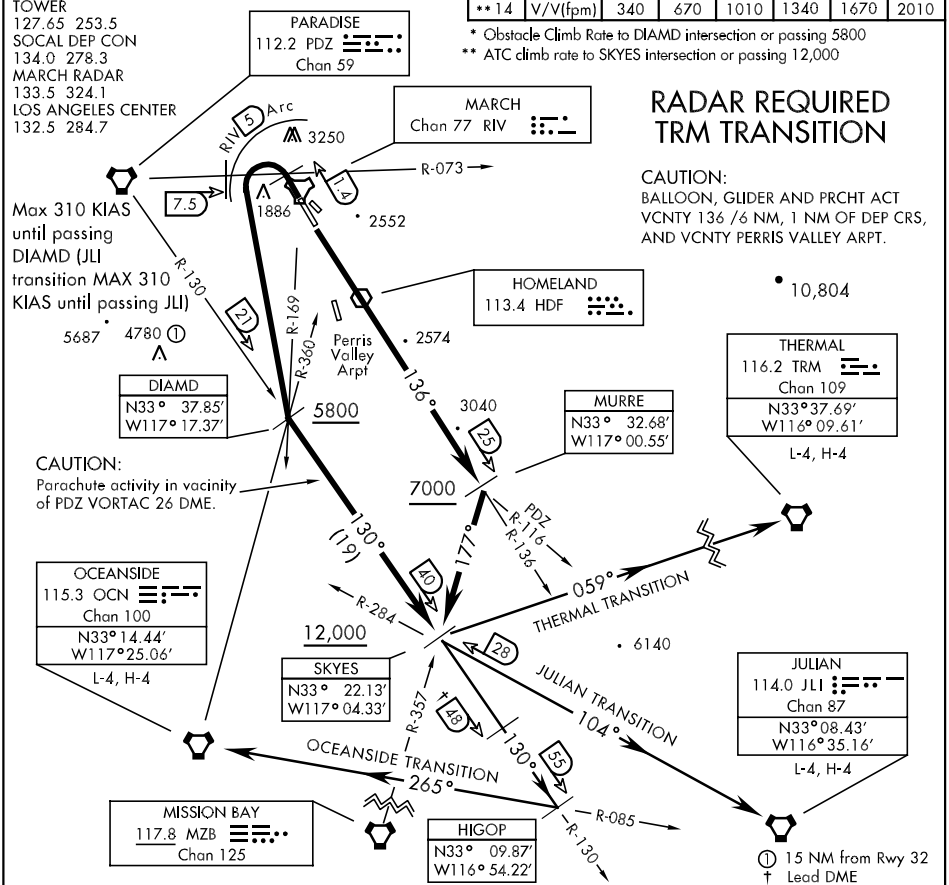
SHL-348 [USAF]

RIVERSIDE, CALIFORNIA

ATIS 134.75 239.05
GND CON/CLNC DEL
121.75 335.8
TOWER
127.65 253.5
SOCAL DEP CON
134.0 278.3
MARCH RADAR
133.5 324.1
LOS ANGELES CENTER
132.5 284.7

Rwy	Knots	60	120	180	240	300	360
*32	V/V(fpm)	250	500	750	1000	1250	1500
**32	V/V(fpm)	310	620	920	1230	1530	1840
**14	V/V(fpm)	340	670	1010	1340	1670	2010

* Obstacle Climb Rate to DIAMD intersection or passing 5800
** ATC climb rate to SKYES intersection or passing 12,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, Cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

TAKE-OFF RWY 32: Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

JULIAN TRANSITION (SKYES 1 • JLI): JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC

OCEANSIDE TRANSITION (SKYES 1 • OCN): Via SKYES direct HIGOP intercept OCN VORTAC R-085 to OCN.

THERMAL TRANSITION (SKYES 1 • TRM): TRM VORTAC bearing 059° to TRM (Radar required)

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
RIV Chan 77	106°	13,300	1536	1536

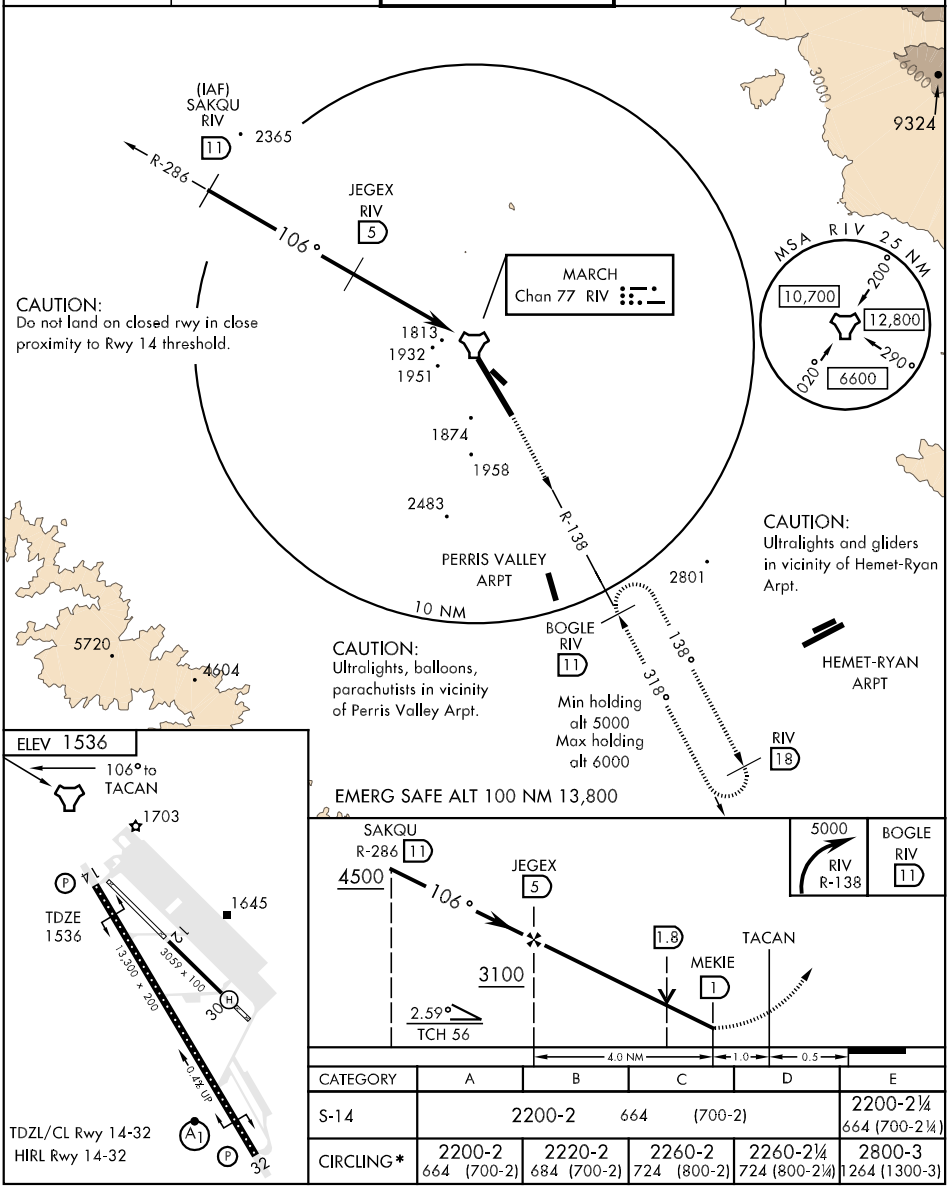
AL-348 [USAF]

MARCH ARB (KRIV)

* Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

MISSED APPROACH: Climb out RIV TACAN R-138 direct BOGLE, continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8



CATEGORY	A	B	C	D	E
S-14	2200-2 664 (700-2)				2200-2¼ 664 (700-2¼)
CIRCLING*	2200-2 664 (700-2)	2220-2 684 (700-2)	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264 (1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
RIV Chan 77	318°	13,300	1497	1536

AL-348 [USAF]

MARCH ARB (KRIV)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ and CAT E vis to 2.
**Circling not authorized NE of Rwy 14-32.
Rapid rising terrain.

ALSF-1

MISSED APPROACH: Climb on RIV TACAN R-138 to 5000. At 0.6 DME South of RIV, turn left to intercept RIV R-138 direct BOGLE. Continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

MARCH
Chan 77 RIV

MSA RIV 25 NM
200°
10,700
12,800
290°
020°
6600

1951
1874
1958
2683
2483
1640
2811
OSTOR RIV 9
PERRIS VALLEY ARPT
10 NM
3000
5720
4604
3725
EMERG SAFE ALT 100 NM 13,800

CAUTION:
Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

HEMET-RYAN ARPT

BOGLE RIV 11
2696
138°
Min holding alt 5000
Max holding alt 6000
AKOME RIV 15
318°
RIV 18
2803
(IAF) ZALUR RIV 19
138°
318°
RIV 26
Min holding alt 7300
Max holding alt 8300
R-138

CAUTION:
Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

ELEV 1536
TDZL/CL Rwy 32
HIRL Rwy 14-32
1703
1645
13,300 x 200
3059 x 100
0.4% Up
TDZE 1497
318° to TACAN

5000
RIV R-138
0.6 S of RIV
BOGLE RIV 11

ZALUR 19
7300
AKOME 15
OSTOR 9
318°
TACAN
CULAX
4.3
3.3
5400
3600
3.11°
TCH 73
.5
5.7 NM

CATEGORY	A	B	C	D	E
S-32 *	2040/24 543 (600-½)		2040/50 543 (600-1)	2040/60 543 (600-1¼)	2040-1½ 543 (600-1½)
CIRCLING **	2180-1 644 (700-1)	2220-1 684 (700-1)	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264(1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 32

MARCH ARB (KRIV)

VOR HDF 113.4	APCH CRS 315°	Rwy Idg 13,300 TDZE 1497 Arpt Elev 1536

AL-348 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

ALSF-1 (A1)

MISSED APPROACH: Climb on HDF VOR R-315 to 5000. Crossing PDZ VORTAC R-080 turn left direct HDF continue climb in hold to 5000.

ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8

PARADISE
112.2 PDZ
Chan 59

R-315
R-080
2651
1951
1874
1958
1771
2657
2821
2568
2483
2686
3000
4604
4678
4717
3178

MSA HDF 2.5 NM
180°
9200
090°
12,800
270°
7100
8900
360°

CAUTION:
Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

PERRIS VALLEY ARPT

Max holding alt 6000
Min holding alt 5000

HEMET-RYAN ARPT

CAUTION:
Ultralights and gliders in vicinity of Hemet-Ryan Arpt.

IAF
HOMELAND
113.4 HDF

135°
315°
090°
270°
R-135

EMERG SAFE ALT 100 NM 13,800

10 NM

ELEV 1536

TDZL/CL Rwy 14-32
HIRL Rwy 14-32

1703
1645
13,300 x 200
3059 x 100
30
H
32
0.48 up

315°6.2 NM from FAF

TDZE 1497

A1

VGSI and descent angles not coincident

5000 HDF R-315	Crossing PDZ R-080	HDF

HDF VOR
Remain within 15 NM
5000
135°
5000
315°
3700
3.26°
TCH 73
1.0
5.2 NM

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

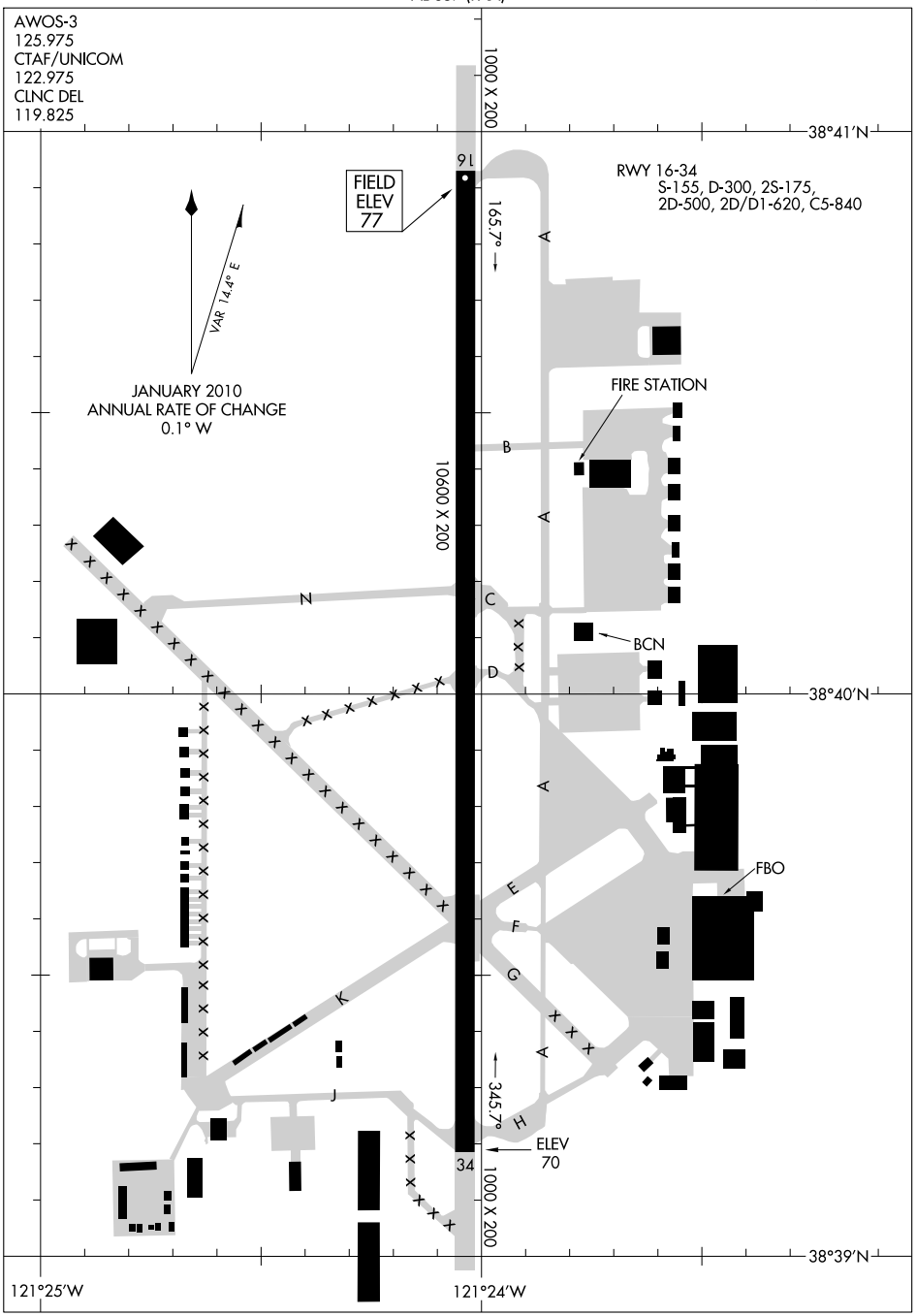
CATEGORY	A	B	C	D	E
S-32 *	2040/40 543 (600-¾)		2040/50 543 (600-1)	2040/60 543 (600-1¼)	2040-1½ 543 (600-1½)
CIRCLING **	2180-1¼ 644 (700-1¼)	2220-1¼ 684 (700-1¼)	2260-2 724 (800-2)	2260-2¼ 724 (800-2¼)	2800-3 1264(1300-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)
SACRAMENTO, CALIFORNIA

AL-357 (FAA)



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SACRAMENTO, CALIFORNIA
SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)

10210

LOC I-MCC	APP CRS	Rwy Idg	10600
109.7	163°	TDZE	75
		Apt Elev	75

ILS RWY 16

SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)

NA If local altimeter setting not received, use Sacramento Intl altimeter setting and increase all DH/MDAs 40 feet. DME from MCC VOR/DME.

SSALR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 via MCC VOR/DME R-344 to BONDZ/8 DME/RADAR and hold.

AWOS-3	NORCAL APP CON	CLNC DEL	UNICOM
125.975	127.4 317.5	119.825	122.975 (CTAF)

RADAR or DME REQUIRED

MARYSVILLE 110.8 MYV Chan 45

WILLIAMS 3000 067° (21.3)

2200 134° (16)

343°

MCC R-344

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

(IAF) DASHE MCC 12 RADAR

712

208°

028°

2200 NoPT 163° (4)

164°

344°

BONDZ MCC 8 RADAR (2.9)

1500

163°

(IAF) WOODO MCC 5.2 RADAR

3000 345° (5.2)

543

411

MC CLELLAN 109.2 MCC Chan 29

457

577

217±

LOCALIZER 109.7 I-MCC

MSA MCC 25 NM

3900

3000 010° (15.1)

3000 315° (40.2)

SACRAMENTO

LINDEN

ELEV 75

163° 4.3 NM from FAF

TDZE 75

10600 X 200

34

HIRL Rwy 16-34

Remain within 10 NM

WOODO MCC 5.2 /RADAR

343°

3000

163°

1500

163°

GS 3.00°

TCH 51

1500

4.3 NM

1200	2200	BONDZ MCC 8 RADAR
	MCC R-344 109.2	

CATEGORY	A	B	C	D
S-ILS 16	275/24 200 (200-½)			
S-LOC 16	460/24 385 (400-½)		460/40 385 (400-¾)	
CIRCLING	NA			

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

KATSO THREE DEPARTURE

(KATSO3.KATSO) 09127

SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

SACRAMENTO, CALIFORNIA

SL-357 (FAA)

NORCAL DEP CON
127.4 317.5
CLNC DEL
119.825
UNICOM 122.975 (CTAF)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 163° until crossing SAC VORTAC R-050, and left turn heading 120° to intercept SAC R-080 to KATSO INT. Thence...

TAKE-OFF RUNWAY 34: Climb heading 343° to 1000 then climbing right turn heading 050° to intercept HNW VOR/DME R-265 to HNW VOR/DME and via HNW R-150 to KATSO INT. Thence...

....via (transition) or (assigned route). Expect clearance to filed altitude after KATSO INT.

COALDALE TRANSITION (KATSO3.OAL): From over KATSO INT via SAC R-080 to IQIGO INT and OAL R-263 to OAL VORTAC.

MINA TRANSITION (KATSO3.MVA): From over KATSO INT via SAC R-080 to IQIGO INT and MVA R-242 to MVA VORTAC.

HANGTOWN
115.5 HNW
Chan 102
N38° 43.48'-W120° 44.96'

1000
343°
050°
085°
R-265
150°
(23)
163°
120°
R-050
R-080
080°
(25)
080°
(37)
11000*
*MOCA
9000
KLAYE
N38° 24.40'
W121° 10.46'
KATSO
N38° 21.11'
W120° 38.31'
18
43
80
101
J84
FL230
062°
(88)
R-242
FL200
083°
(101)
R-263
R-321
R-029
IQIGO
N38° 16.14'
W119° 52.27'

MINA
115.1 MVA
Chan 98
N38° 33.92'-W118° 01.97'
L-9, H-3

SACRAMENTO
115.2 SAC
Chan 99

LINDEN
114.8 LIN
Chan 95

COALDALE
117.7 OAL
Chan 124
N38° 00.20'-W117° 46.23'
L-9, H-3

TAKE-OFF MINIMUMS
Rwy 16, 34: Standard. ATC climb of 205' per NM to 9000.

NOTE: DME required for COALDALE and MINA transitions.

NOTE: Chart not to scale.

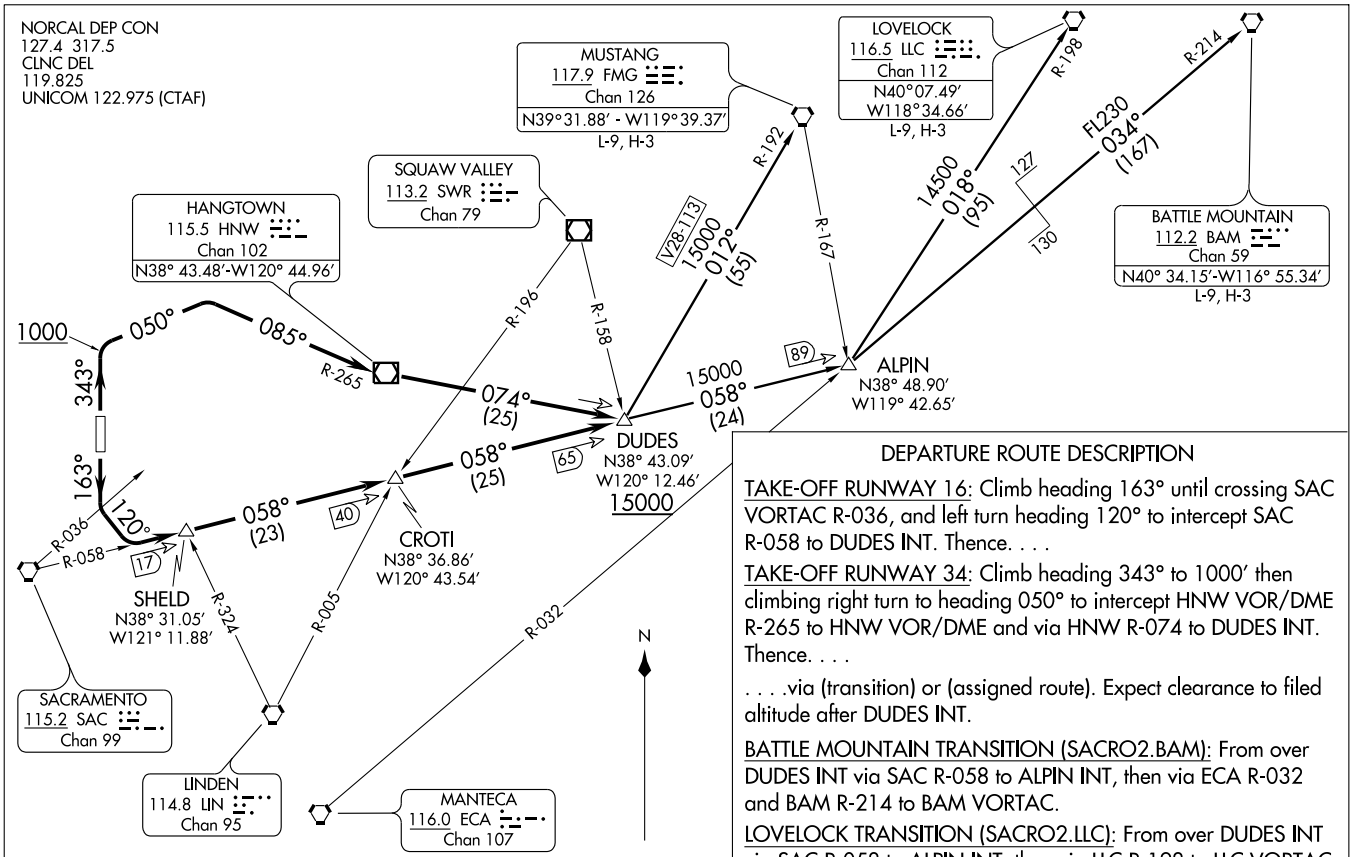
SACRO TWO DEPARTURE

(SACRO2.SACRO) 10266

SACRAMENTO, CALIFORNIA

SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

SL-357 (FAA)



TAKE OFF MINIMUMS

Rwy 16, 34: standard. ATC climb of 260′ per NM to 15000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 163° until crossing SAC VORTAC R-036, and left turn heading 120° to intercept SAC R-058 to DUDES INT. Thence. . . .

TAKE-OFF RUNWAY 34: Climb heading 343° to 1000′ then climbing right turn to heading 050° to intercept HNW VOR/DME R-265 to HNW VOR/DME and via HNW R-074 to DUDES INT. Thence. . . .

. . . .via (transition) or (assigned route). Expect clearance to filed altitude after DUDES INT.

BATTLE MOUNTAIN TRANSITION (SACRO2.BAM): From over DUDES INT via SAC R-058 to ALPIN INT, then via ECA R-032 and BAM R-214 to BAM VORTAC.

LOVELOCK TRANSITION (SACRO2.LLC): From over DUDES INT via SAC R-058 to ALPIN INT, then via LLC R-198 to LLC VORTAC.

MUSTANG TRANSITION (SACRO2.FMG): From over DUDES INT via FMG R-192 to FMG VORTAC.

(SACRO2.SACRO) 10266

SACRO TWO DEPARTURE

SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

SACRAMENTO, CALIFORNIA

VOR/DME MCC 109.2 Chan 29	APP CRS 167°	Rwy Idg 10600 TDZE 75 Apt Elev 75

VOR/DME RWY 16

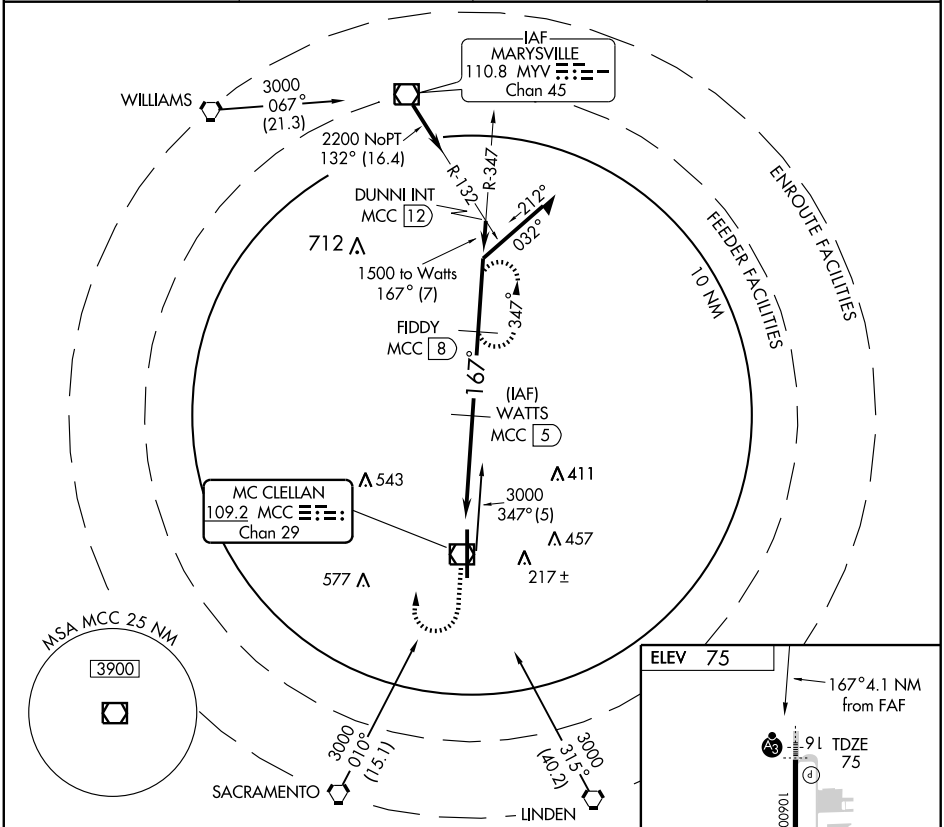
SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

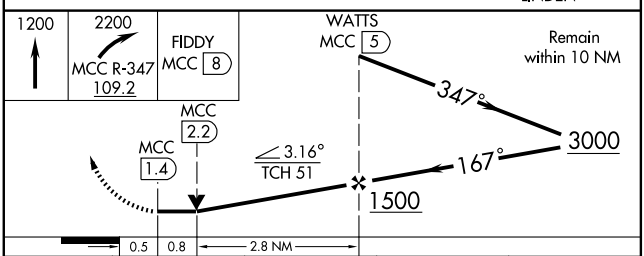
NA If local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet. VDP not authorized with Sacramento Intl altimeter setting.

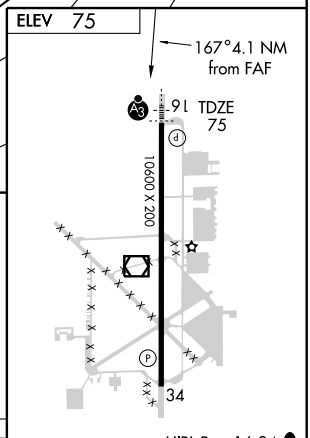
SSALR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 via MCC R-347 to FIDDY/8 DME and hold.

AWOS-3	NORCAL APP CON	CLNC DEL	UNICOM
125.975	127.4 317.5	119.825	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-16	540/24 465 (500-½)		540/40 465 (500-¾)	540/50 465 (500-1)
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCC	APP CRS	Rwy Idg	10600
109.2	333°	TDZE	70
Chan 29		Apt Elev	75

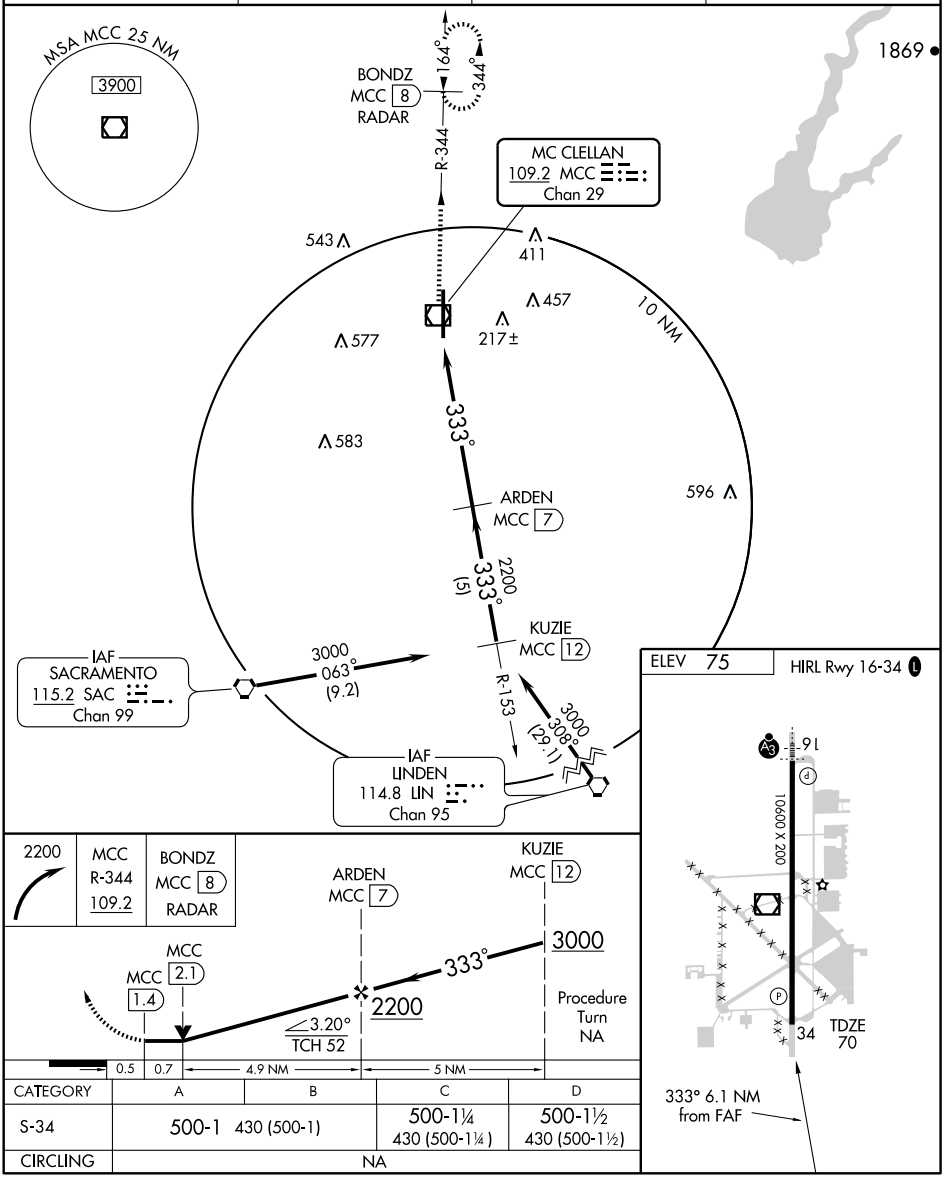
VOR/DME RWY 34

SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

NA If local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet.
VDP not authorized with Sacramento Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 via MCC R-344 to BONDZ/8 DME/RADAR and hold.

AWOS-3	NORCAL APP CON	CLNC DEL	UNICOM
125.975	127.4 317.5	119.825	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-34	500-1 430 (500-1)		500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM

ATIS
118.325
MATHER TOWER ★
120.65 282.25
GND CON
121.85 307.9
CLNC DEL
121.85 307.9

38°34′N

38°33′N

121°19′W

121°18′W

121°17′W

AIRPORT ADMINISTRATION

TERMINAL

FIELD ELEV 99

ELEV 86

ELEV 96

NORTH APRON

FIRE STATION

AIR CARGO APRON

ELEV 81

ELEV 75

TWR

04L 6040 X 150

22R

04R 11301 X 150

22L

1000 X 150

1000 X 300

800 X 150

039.4°

219.4°

VAR 14.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

AL-356 (FAA)

RWY 04L-22R
S-90, D-105, 2S-133, 2D-190
RWY 04R-22L
S-160, D-280, 2S-175, 2D-500

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

246

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

LOC/DME I-MHR	APP CRS	Rwy Idg	11301
110.7	217°	TDZE	96
Chan 44		Apt Elev	99

ILS or LOC/DME RWY 22L

SACRAMENTO MATHER (MHR)

Circling NA north of Rwy 4L-22R. For inoperative MALSR, increase S-ILS 22L Cat E visibility to ¾, S-LOC 22L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 on heading 090° and SAC VORTAC R-058 to COSKA INT /SAC 24.2 DME and hold, continue climb-in-hold to 3000.

ATIS	NORCAL APP CON	MATHER TOWER★	GND CON	CLNC DEL	UNICOM	CTAF
118.325	127.4 317.5	120.65 282.25	121.85 307.9	121.85 307.9	123.075	120.65 L

DME REQUIRED

SQUAW VALLEY 113.2 SWR Chan 79

ACEKO SWR 15

SWR R-214

8100 214° (15.2)

11200 214° (15)

Procedure NA for arrivals at COLOM on V6 northeast bound.

(IAF) COLOM HNW 8.9

(IAF) OHDEE I-MHR 32.1

037°

8100 217° (15)

6100 NoPT to CAMRR 172° (2.8) and 217° (4.5)

(NIYIL)

6100 217° (6.1)

ESDIE I-MHR 27.1

Procedure NA for arrivals at HNW on V338 northbound.

R-262

1 min

LDOOR I-MHR 16.7

4800 217°

037°

(IAF) HANGTOWN 115.5 HNW Chan 102

YOSHE I-MHR 10.7

2900 217°

(4.3)

2059

(IF/IAF) CAMRR INT I-MHR 21

6100 NoPT 262° (9.9)

15 NM

LOCALIZER 110.7 I-MHR Chan 44

GADBE I-MHR 7.2

1800 217°

(6)

1126

1328

JEKAX I-MHR 4.2

(3.5)

262±

235±

432

596

2436

MSA SAC 25 NM

130°

4100

3100

040°

058°

238°

R-058

COSKA INT SAC 24.2

R-338

114.8 LIN Chan 95

SACRAMENTO 115.2 SAC Chan 99

ELEV 99

217° 5.1 NM from FAF

113±

22L

22R

TDZE 96

TWR

6040 X 150

11301 X 150

246

4R

500	3000 hdg 090°	SAC R-058	COSKA INT

VGSI and ILS glidepath not coincident.

CAMRR INT I-MHR 21

LDOOR I-MHR 16.7

YOSHE I-MHR 10.7

One Minute Holding Pattern

JEKAX I-MHR 4.2

GADBE I-MHR 7.2

I-MHR 3.2

I-MHR 2.1

1800

217°

4800

037°

6100

217°

2900

700

1800

GS 3.00°

TCH 56

1.1 | 1 | 3 NM | 3.5 NM | 6 NM | 4.3 NM

CATEGORY	A	B	C	D	E
S-ILS 22L	296-½ 200 (200-½)				
S-LOC 22L	500-½ 404 (500-½)		500-¾ 404 (500-¾)		500-1 404 (500-1)
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)	800-2½ 701 (800-2½)

MIRL Rwy 4L-22R L

HIRL Rwy 4R-22L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11301
CH 45601	037°	TDZE	79
W04A		Apt Elev	99

RNAV (GPS) RWY 4R

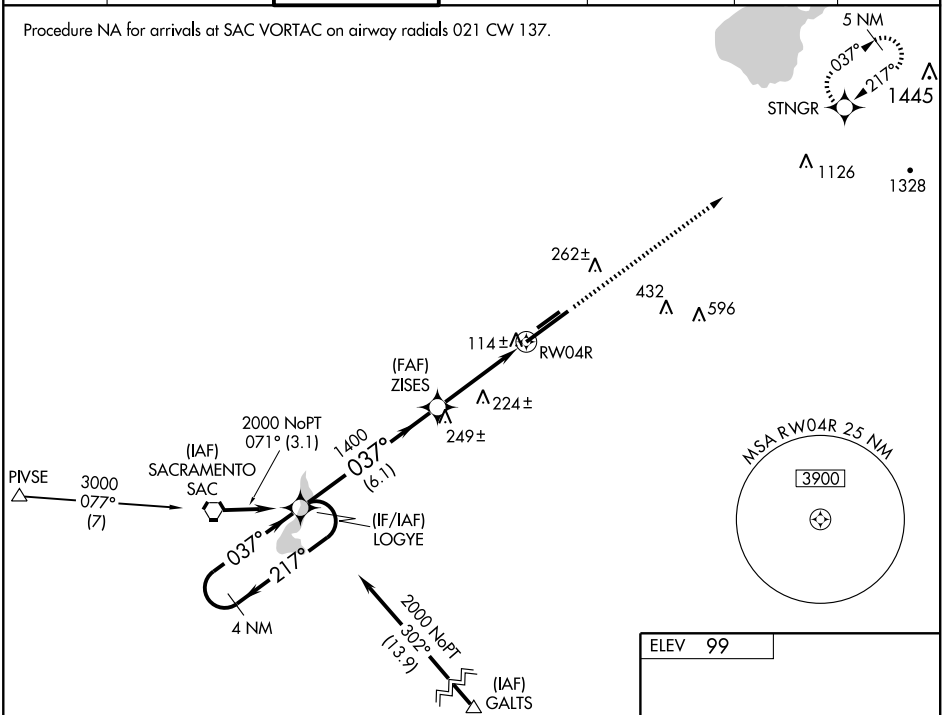
SACRAMENTO MATHER (MHR)

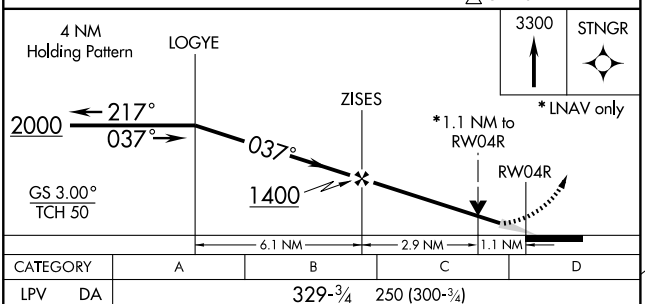
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
Circling NA north of Rwy 4L-22R.

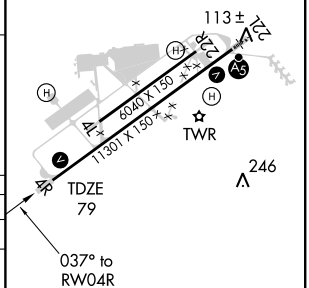
MISSED APPROACH: Climb to 3300 direct STNGR and hold.

ATIS	NORCAL APP CON	MATHER TOWER★	GND CON	CLNC DEL	UNICOM	CTAF
118.325	127.4 317.5	120.65 282.25	121.85 307.9	121.85 307.9	123.075	120.65 L

Procedure NA for arrivals at SAC VORTAC on airway radials 021 CW 137.







CATEGORY	A	B	C	D
LPV DA	329-¾ 250 (300-¾)			
LNAV/VNAV DA	373-1 294 (300-1)			
LNAV MDA	480-1 401 (400-1)		480-1¼ 401 (400-1¼)	
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)

MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22L

SACRAMENTO MATHER (MHR)

APP CRS	Rwy Idg	11301
217°	TDZE	96
	Apt Elev	99

DME/DME RNP-0.3 NA.
Circling not authorized north of Rwy 4L-22R.
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2000 via 217° course to XAKBE WP then via 229° course to SAC VORTAC and hold.

ATIS	NORCAL APP CON	MATHER TOWER★	GND CON	CLNC DEL	UNICOM	CTAF
118.325	127.4 317.5	120.65 282.25	121.85 307.9	121.85 307.9	123.075	120.65 L

MISSED APCH FIX

SACRAMENTO SAC

049° 229° 4 NM

HAGAN

4200 155° (12.3)

5 NM

037° 217° 2059

HANGTOWN HNW

5100 244° (15.3)

(IAF) STNGR 1637 ±

2300 217° (5.7) 1126

(FAF) VANCE 1328

2436

262 ± 250

293 ±

432 596

RW22L

XAKBE

229°

MSA RW22L 25 NM

4200

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

2000 217° XAKBE 229° SAC

5 NM Holding Pattern

STNGR

037° 217° 3300

VANCE

*1.4 NM to RW22L

217° 2300

RW22L

*LNAV only

GS 3.00° TCH 55

1.4 5.2 NM 5.7 NM

ELEV 99

217° to RW22L

113 ±

TDZE 96

TWR

6040 X 150

11301 X 150

246

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	380-½ 284 (300-½)			380-¾ 284 (300-¾)
LNAV MDA	580-½ 484 (500-½)		580-¾ 484 (500-¾)	580-1 484 (500-1)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

MIRL Rwy 4L-22R L

HIRL Rwy 4R-22L L

VORTAC SAC	APP CRS	Rwy Idg	11301
115.2	224°	TDZE	96
Chan 99		Apt Elev	99

VOR/DME RWY 22L

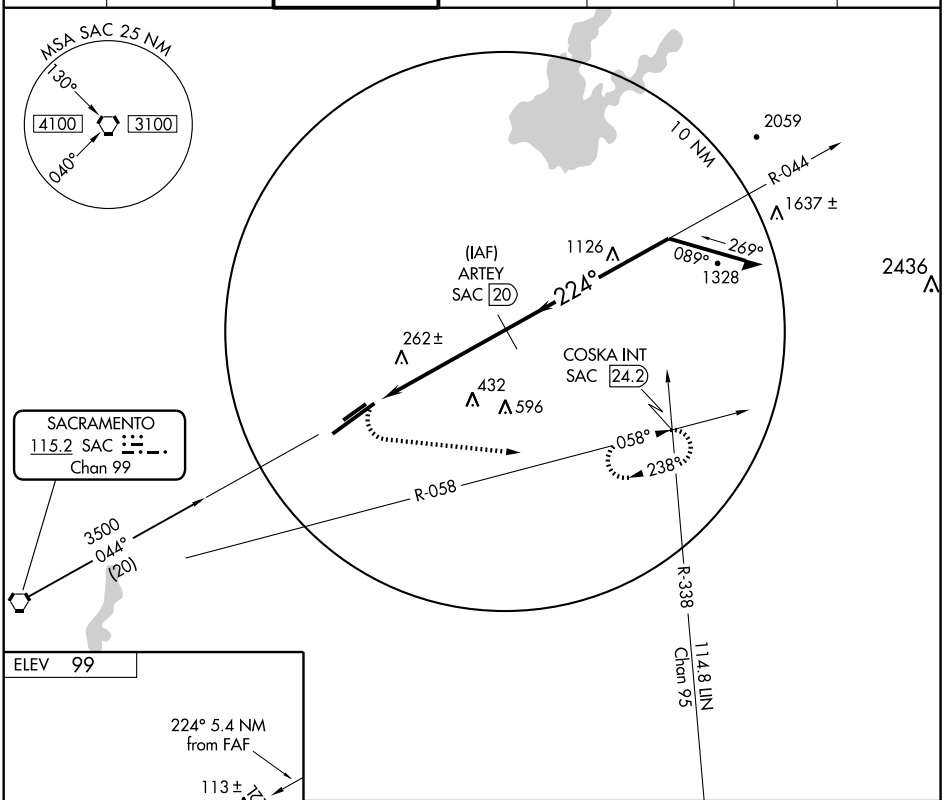
SACRAMENTO MATHER (MHR)

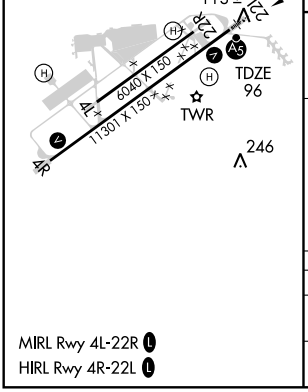
Circling not authorized north of Rwy 4L-22R.

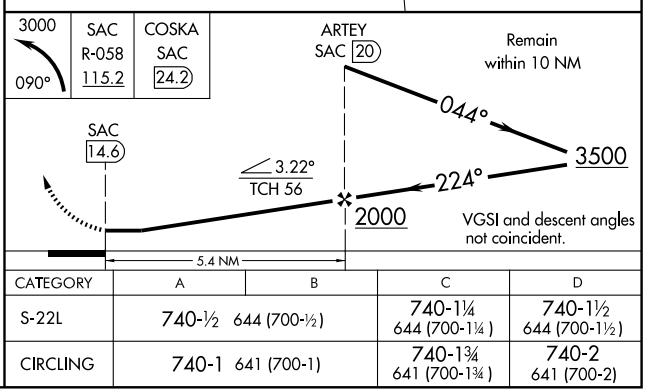
MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 090° and SAC R-058 to COSKA Int/SAC 24.2 DME and hold.

ATIS	NORCAL APP CON	MATHER TOWER★	GND CON	CLNC DEL	UNICOM	CTAF
118.325	127.4 317.5	120.65 282.25	121.85 307.9	121.85 307.9	123.075	120.65 L







CATEGORY	A	B	C	D
S-22L	740-½ 644 (700-½)		740-1¼ 644 (700-1¼)	740-1½ 644 (700-1½)
CIRCLING	740-1 641 (700-1)		740-1¾ 641 (700-1¾)	740-2 641 (700-2)

MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SAC	APP CRS	Rwy Idg	11301
115.2	045°	TDZE	79
Chan 99		Apt Elev	99

VOR RWY 4R

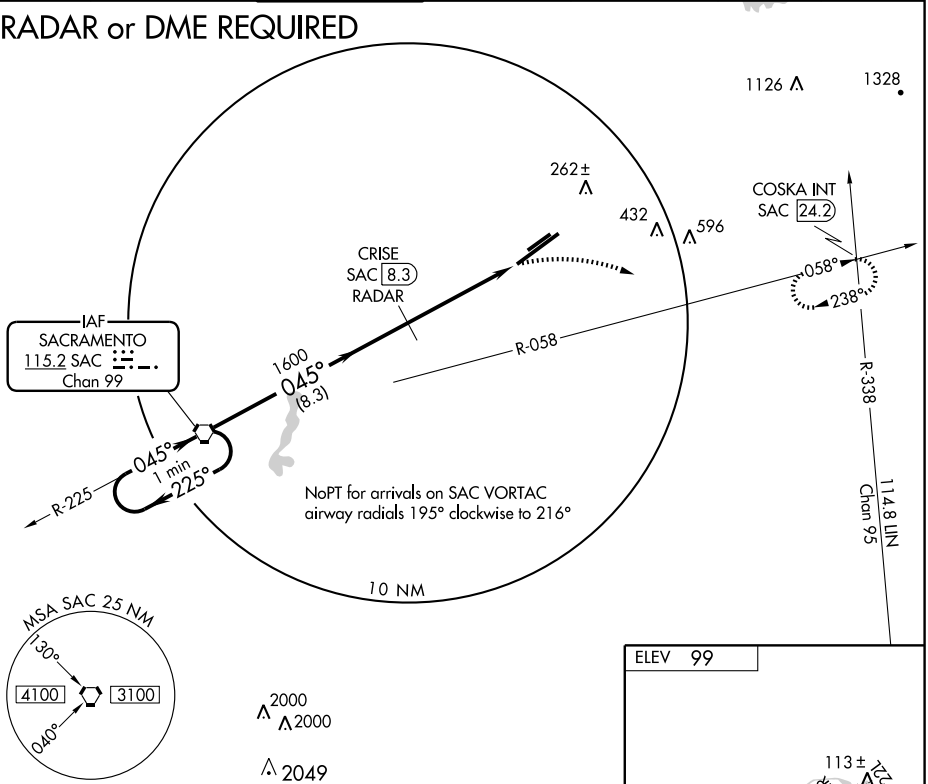
SACRAMENTO MATHER (MHR)

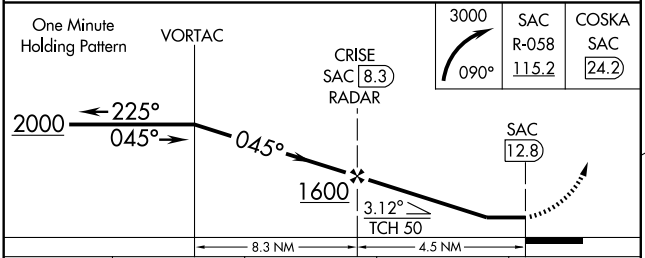
Circling not authorized north of Rwy 4L-22R.

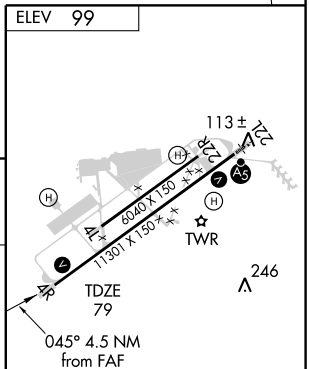
MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SAC R-058 to COSKA Int/SAC 24.2 DME and hold.

ATIS	NORCAL APP CON	MATHER TOWER★	GND CON	CLNC DEL	UNICOM	CTAF
118.325	127.4 317.5	120.65 282.25	121.85 307.9	121.85 307.9	123.075	120.65 L

RADAR or DME REQUIRED







CATEGORY	A	B	C	D
S-4R	560-1 481 (500-1)		560-1¼ 481 (500-1¼)	560-1½ 481 (500-1½)
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)

MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

FAF to MAP 4.5 NM

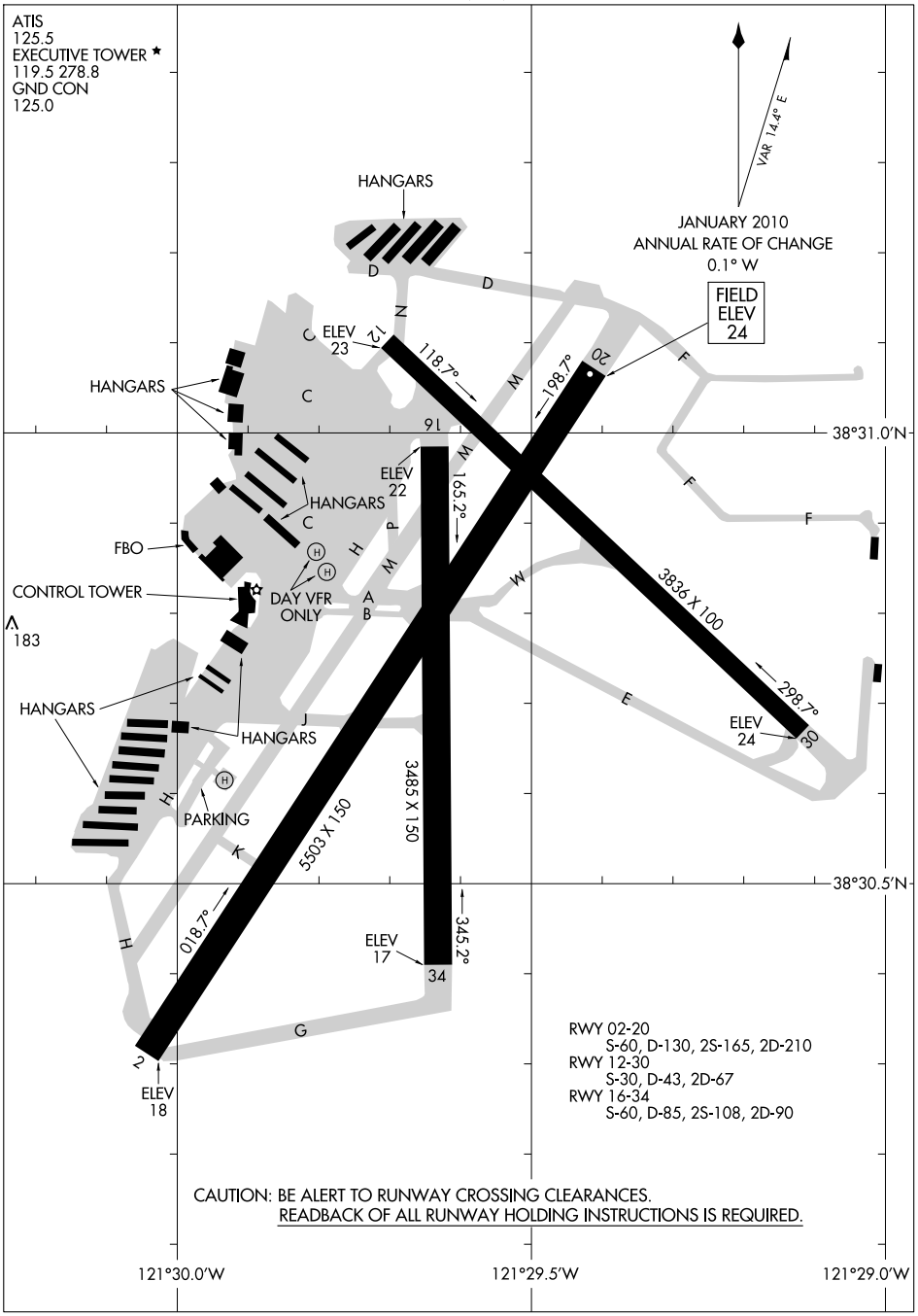
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-358 (FAA)

SACRAMENTO EXECUTIVE (SAC)
SACRAMENTO, CALIFORNIA



RWY 02-20
S-60, D-130, 2S-165, 2D-210
RWY 12-30
S-30, D-43, 2D-67
RWY 16-34
S-60, D-85, 2S-108, 2D-90

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SAC	APP CRS	Rwy Idg	5503
110.3	019°	TDZE	21
		Apt Elev	24

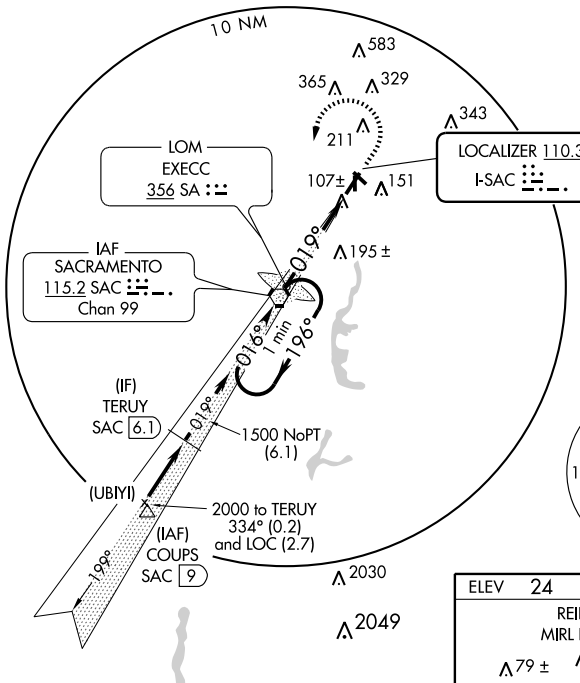
ILS or LOC RWY 2
SACRAMENTO EXECUTIVE (SAC)

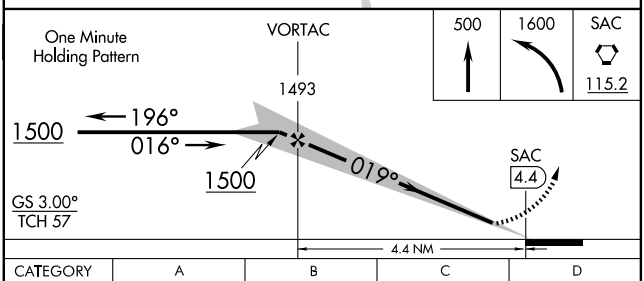
For inoperative MALSR, when using local altimeter setting, increase S-LOC 2 all Cats visibility to 1 mile, when using Sacramento Intl altimeter setting increase S-LOC 2 Cat D visibility to 1¼ mile. Inoperative table does not apply to S-ILS 2. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all DA/MDA 40 feet.

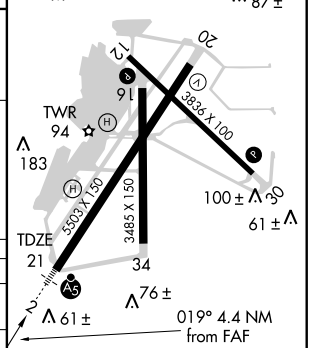
MALSR

MISSED APPROACH: Climb to 500, then climbing left turn to 1600 direct SAC VORTAC and hold.

ATIS	NORCAL APP CON	EXEC TOWER ★	GND CON	UNICOM
125.5	125.25 257.9 (SE-NW)	119.5 (CTAF) L 278.8	125.0	122.95







CATEGORY	A	B	C	D
S-ILS 2	221-¾ 200 (200-¾)			
S-LOC 2	360-¾ 339 (400-¾)			
CIRCLING	500-1 476 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	580-2 556 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62810 W02A	APP CRS 019°	Rwy Idg 5503 TDZE 21 Apt Elev 24

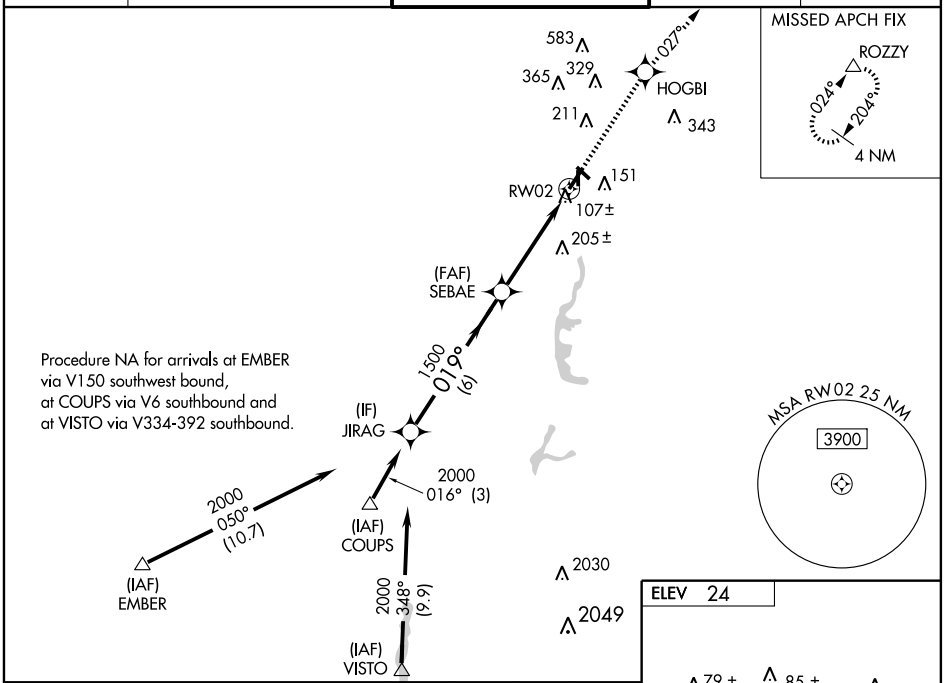
RNAV (GPS) RWY 2
SACRAMENTO EXECUTIVE (SAC)

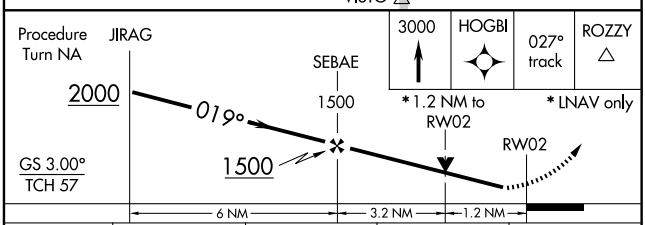
For inoperative MALSR, when using local altimeter setting, increase LNAV Cats A, B visibility to 1 mile and Cat D to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all DA/MDA 40 feet. VDP and Baro-VNAV NA when using Sacramento Intl altimeter setting.

MALSR

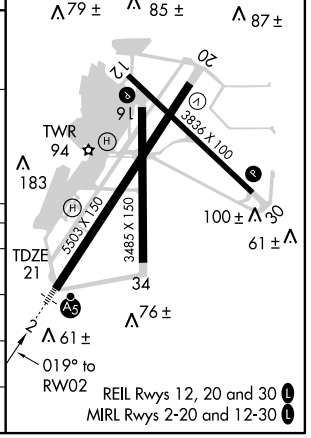
MISSED APPROACH: Climb to 3000 direct HOGBI and via 027° track to ROZZY and hold.

ATIS	NORCAL APP CON	EXEC TOWER *	GND CON	UNICOM
125.5	125.25 257.9 (SE-NW)	119.5 (CTAF) L 278.8	125.0	122.95





CATEGORY	A	B	C	D
LPV DA	221-¾ 200 (200-¾)			
LNAV/VNAV DA	373-¾ 352 (400-¾)			
LNAV MDA	440-¾ 419 (500-¾)			440-1 419 (500-1)
CIRCLING	500-1 476 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	580-2 556 (600-2)



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SAC 115.2 Chan 99	APP CRS 016°	Rwy Idg 5503 TDZE 21 Apt Elev 24

VOR RWY 2

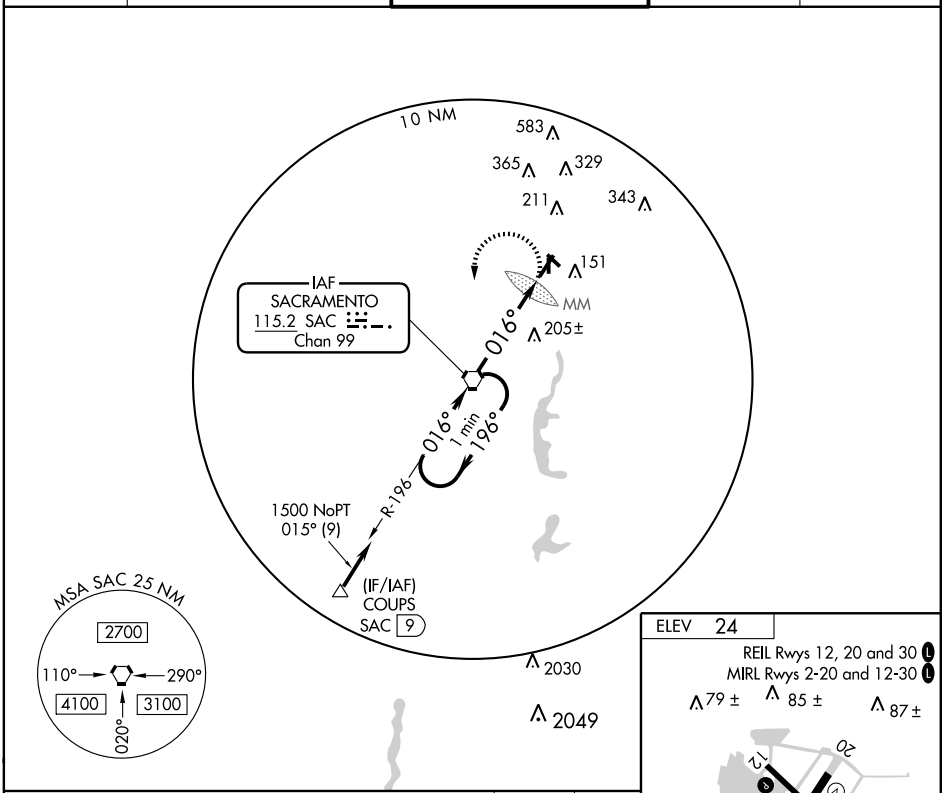
SACRAMENTO EXECUTIVE (SAC)

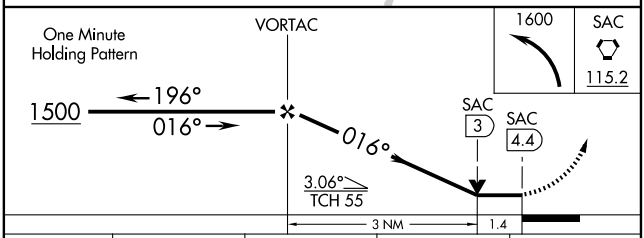
For inoperative MALSR, increase S-2 Cats A, B visibility to 1 mile.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDA 40 feet and S-2 Cats C, D visibilities ¼ mile.
VDP NA when using Sacramento Intl altimeter setting.

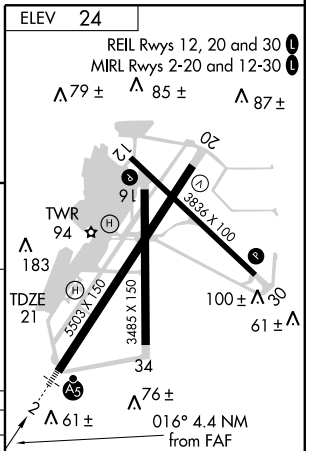
MALSR

MISSED APPROACH:
Climbing left turn to 1600 direct SAC VORTAC and hold.

ATIS	NORCAL APP CON	EXEC TOWER ★	GND CON	UNICOM
125.5	125.25 257.9 (SE-NW)	119.5 (CTAF) L 278.8	125.0	122.95







CATEGORY	A	B	C	D
S-2	520-¾ 499 (500-¾)			520-1 499 (500-1)
CIRCLING	520-1 496 (500-1)		520-1½ 496 (500-1½)	580-2 556 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

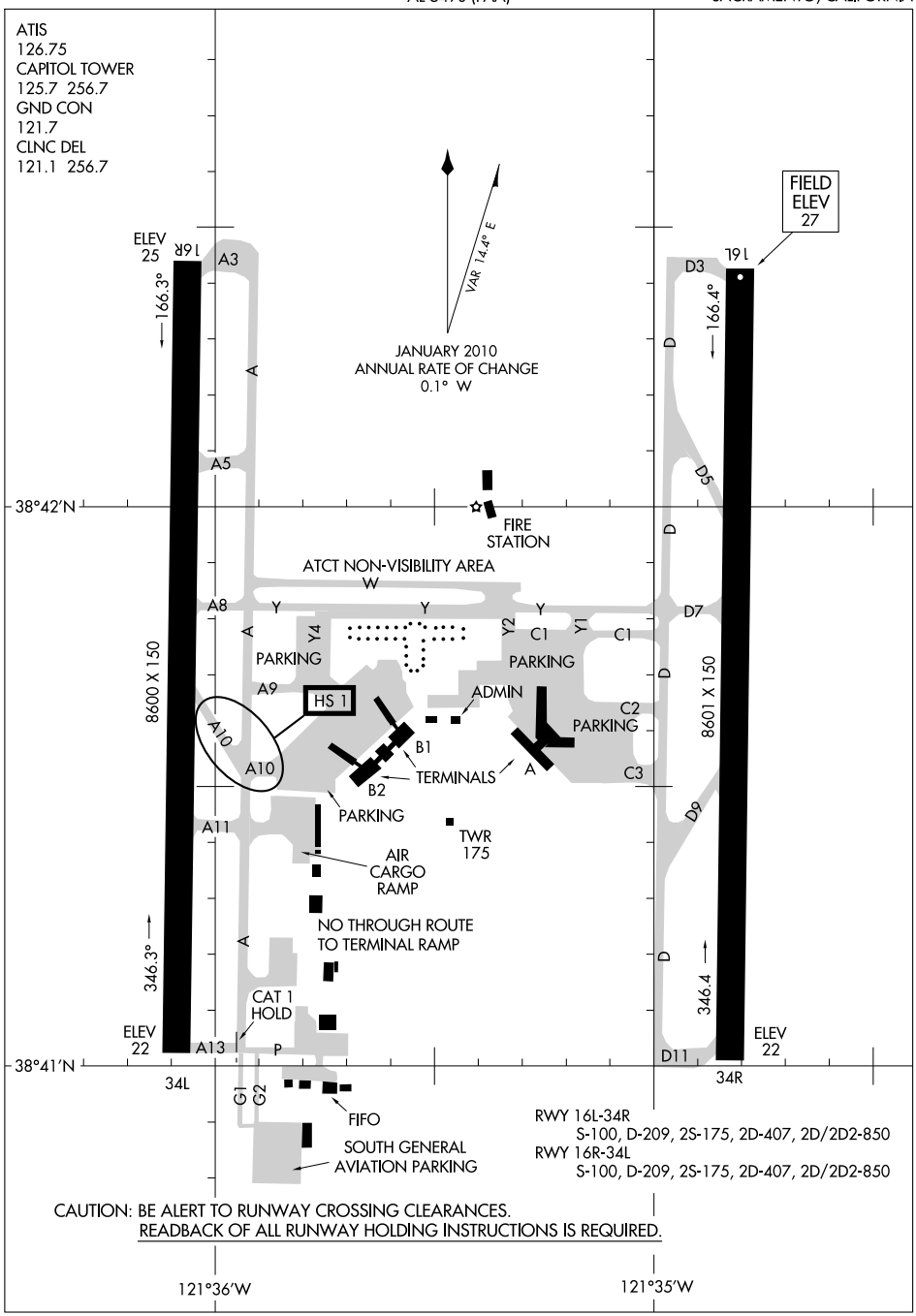
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA



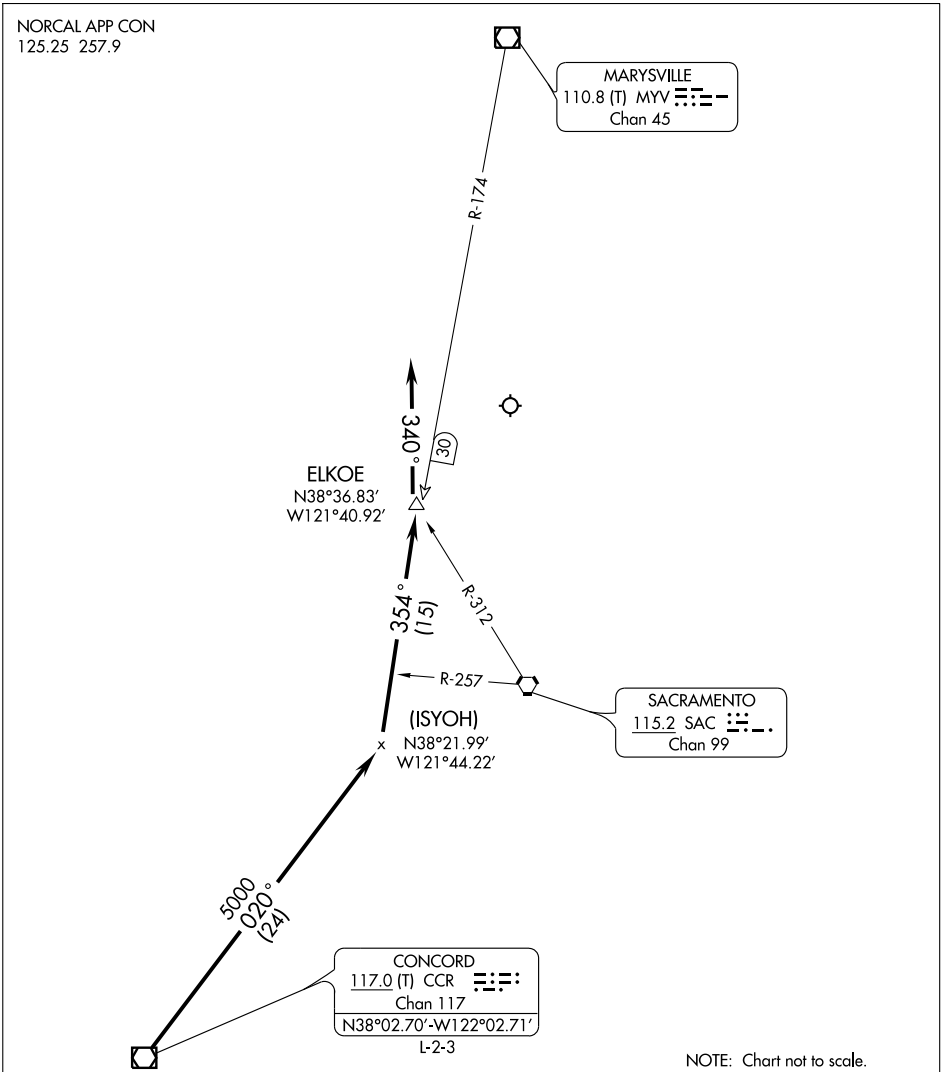
SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

10266

CONCORD ONE ARRIVAL



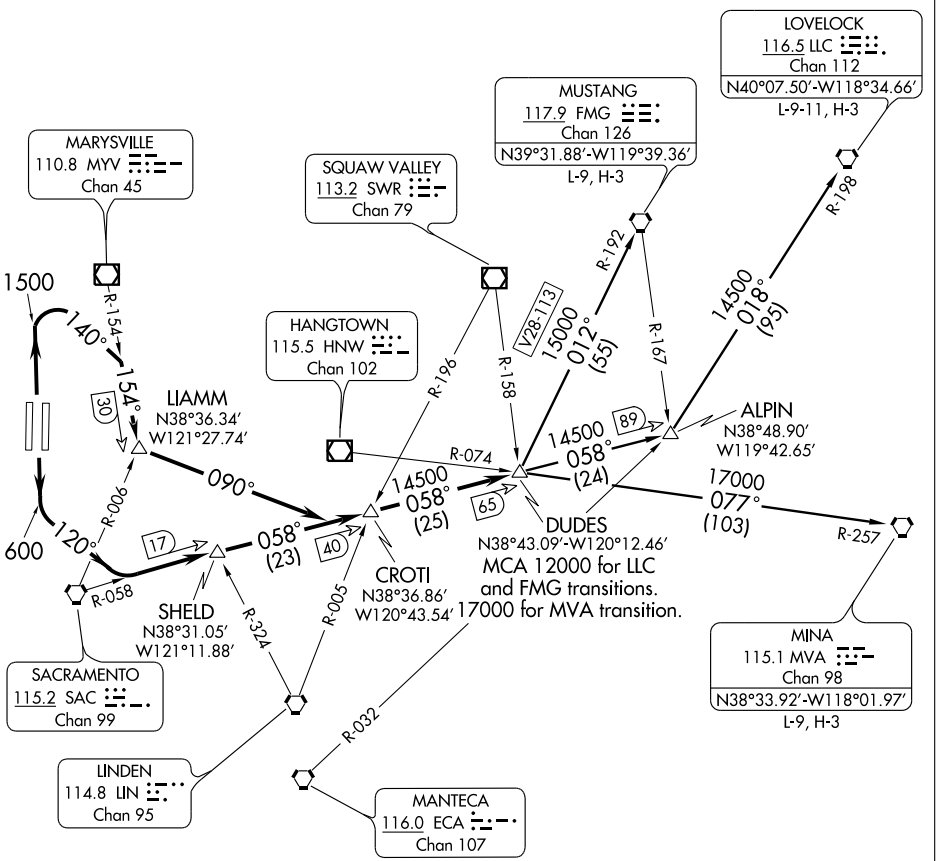
From over CCR VOR/DME via CCR R-020 and the MYV R-174 to ELKOE INT then via heading 340° for radar vector to final approach course. Expect descent below 10,000 after passing the SAC R-257.

SW-2, 21 OCT 2010 to 18 NOV 2010

DUDES NINE DEPARTURE

SL-5490 (FAA)

CLNC DEL
121.1 256.7
NORCAL DEP CON
(S-SW) 125.25 257.9
(W-N) 134.8 270.25
(NE) 125.4 259.1
(E-SE) 127.4 317.5



NOTE: RADAR Required.

NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Maintain runway heading until 600', then turn left to a 120° heading to intercept and proceed via the SAC R-058 to DUDES INT, then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTI INT.

TAKE-OFF RUNWAYS 34L/R: Maintain runway heading until 1500', then turn right to a 140° heading to intercept and proceed via the MYV R-154 to LIAMM INT, then turn left to a 090° heading to intercept and proceed via the SAC R-058 to DUDES INT, then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTI INT.

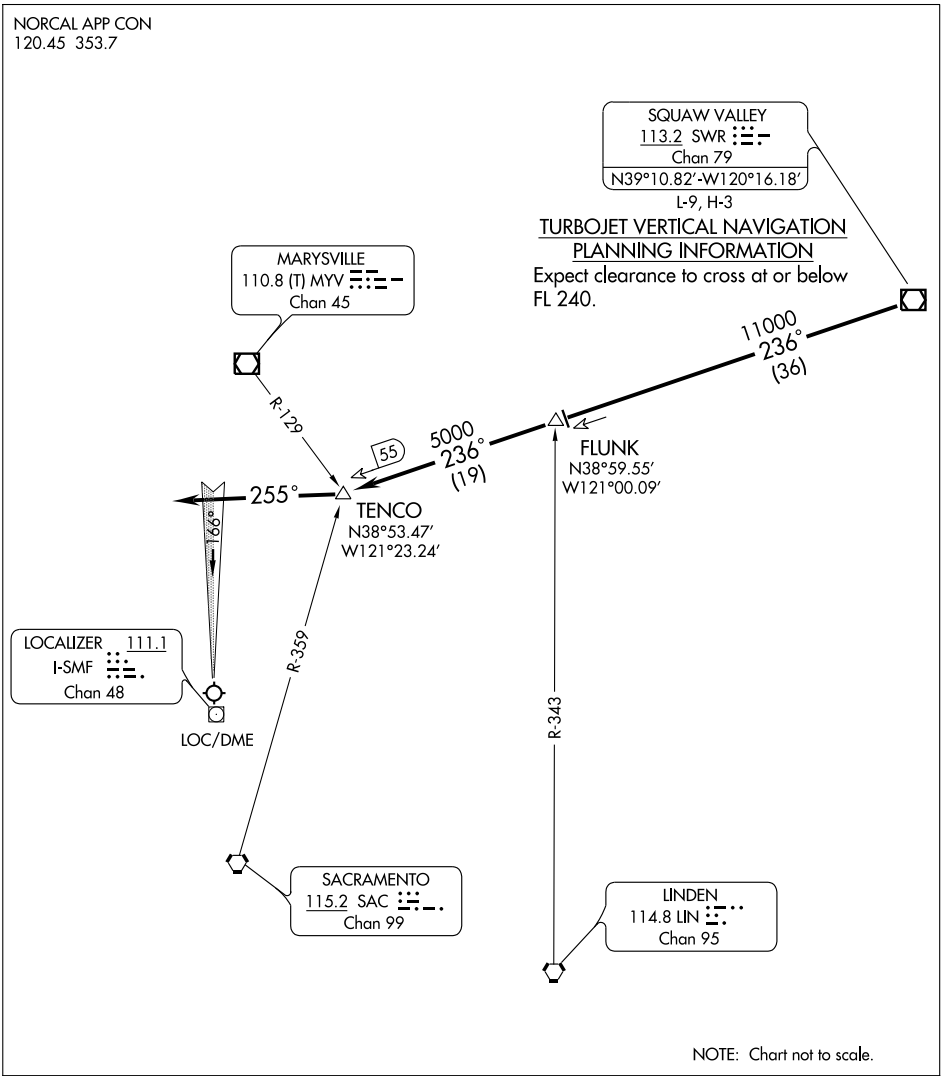
LOST COMMUNICATIONS: Take-off runways 34L/R: Maintain runway heading until 1500', then turn right heading 140° to intercept and proceed via the MYV R-154 to intercept and proceed via the SAC R-058 to DUDES INT. Then resume own navigation.

LOVELOCK TRANSITION (DUDES9.LLC): From over DUDES INT via the SAC R-058 and the LLC R-198 to LLC VORTAC.

MINA TRANSITION (DUDES9.MVA): From over DUDES INT via the MVA R-257 to MVA VORTAC.

MUSTANG TRANSITION (DUDES9.FMG): From over DUDES INT via the FMG R-192 to FMG VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

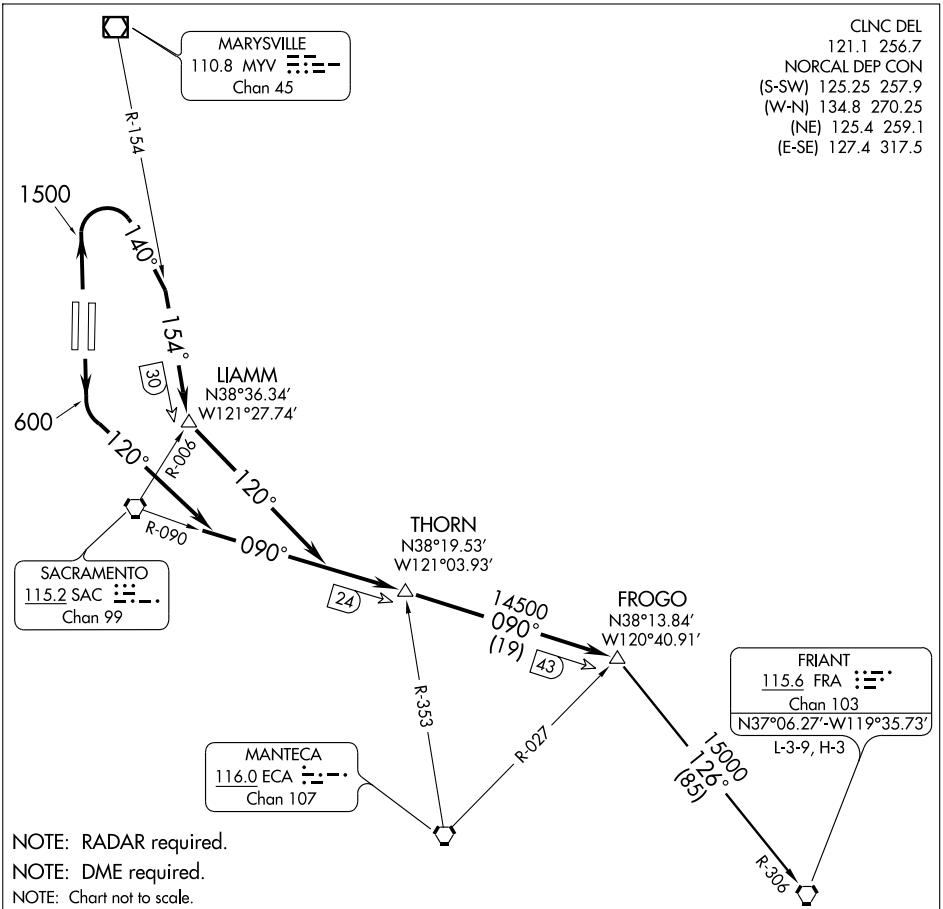


From over SWR VOR/DME via SWR R-236 to TENCO INT. Depart TENCO INT heading 255° for vector to final approach course. Expect descent below 10000' passing FLUNK INT.

SW-2, 21 OCT 2010 to 18 NOV 2010

FROGO SIX DEPARTURE

SL-5490 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Maintain runway heading until 600', then turn left heading 120° to intercept and proceed via the SAC R-090 to FROGO INT. Then via (transition) or (assigned route). Expect further clearance to filed altitude after THORN INT.

TAKE-OFF RUNWAYS 34L/R: Maintain runway heading until 1500', then turn right heading 140° to intercept the MYV R-154. Intercept and proceed via the MYV R-154 to LIAMM INT, then turn left heading 120° to intercept and proceed via the SAC R-090 to FROGO INT. Then via (transition) or (assigned route). Expect further clearance to filed altitude after LIAMM INT.

LOST COMMUNICATIONS: Take-off Runways 34L/R: Maintain runway heading until 1500' then turn right heading 140° to intercept the MYV R-154. Intercept and proceed via the MYV R-154 to intercept the SAC R-090 to FROGO INT. Then resume own navigation.

FRIANT TRANSITION (FROGO6.FRA): From over FROGO INT via FRA R-306 to FRA VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-MDK	APP CRS	Rwy Idg 8601
111.75	164°	TDZE 27
Chan 54 (Y)		Apt Elev 27

ILS or LOC RWY 16L

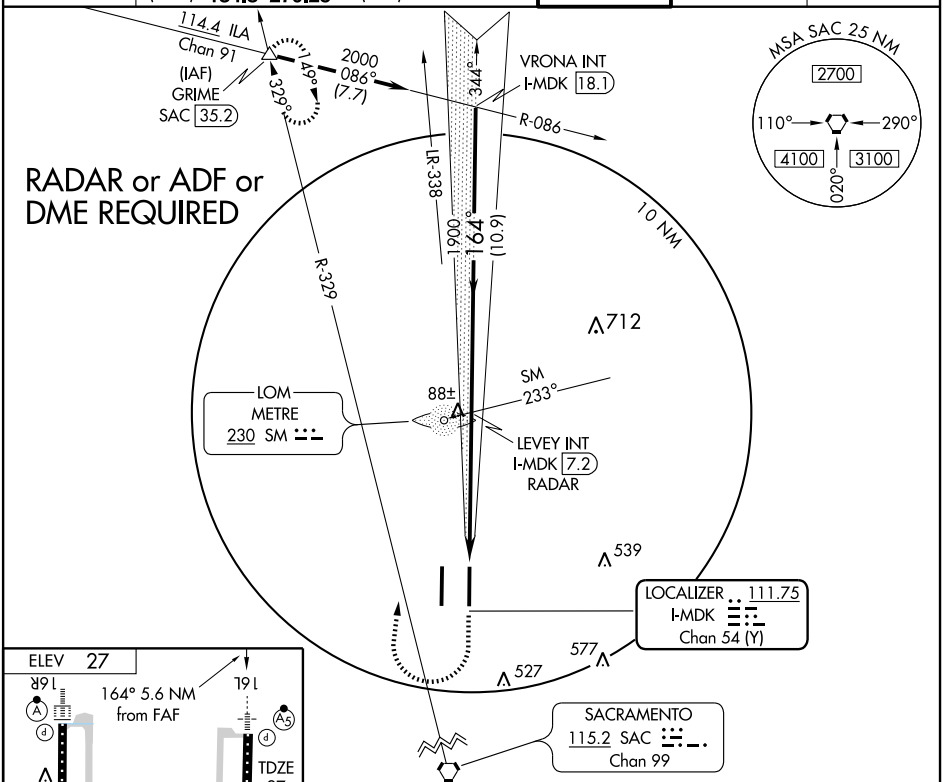
SACRAMENTO INTL (SMF)

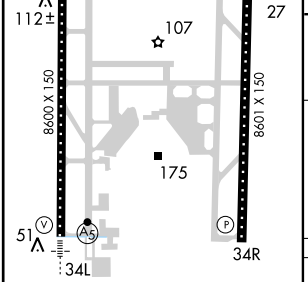
For inoperative MALSR, increase S-LOC Cat D visibility to 1 mile.
Circling not authorized west of Rwy 16L-34R.

MALSR

MISSED APPROACH: Climb to 3000, then right turn via heading 350° and SAC R-329 to GRIME INT/SAC 35.2 DME and hold.

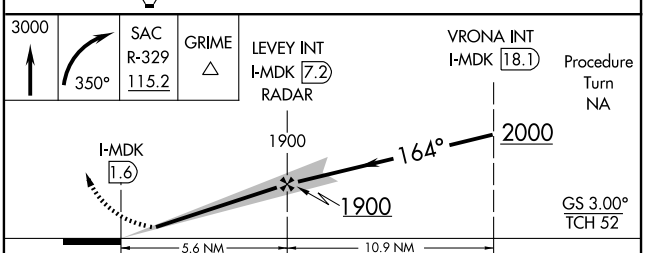
ATIS	NORCAL APP CON				CAPITAL TOWER	GND CON	CLNC DEL
126.75	(S-SW) 125.25 257.9		(NE) 125.4 259.1		125.7 256.7	121.7	121.1 256.7
	(W-N) 134.8 270.25		(E-SE) 127.4 317.5				





TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 16L	227-½ 200 (200-½)			
S-LOC 16L	340-½ 313 (400-½)			340-¾ 313 (400-¾)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SMF	APP CRS	Rwy Idg	8600
111.1	166°	TDZE	25
Chan 48		Apt Elev	27

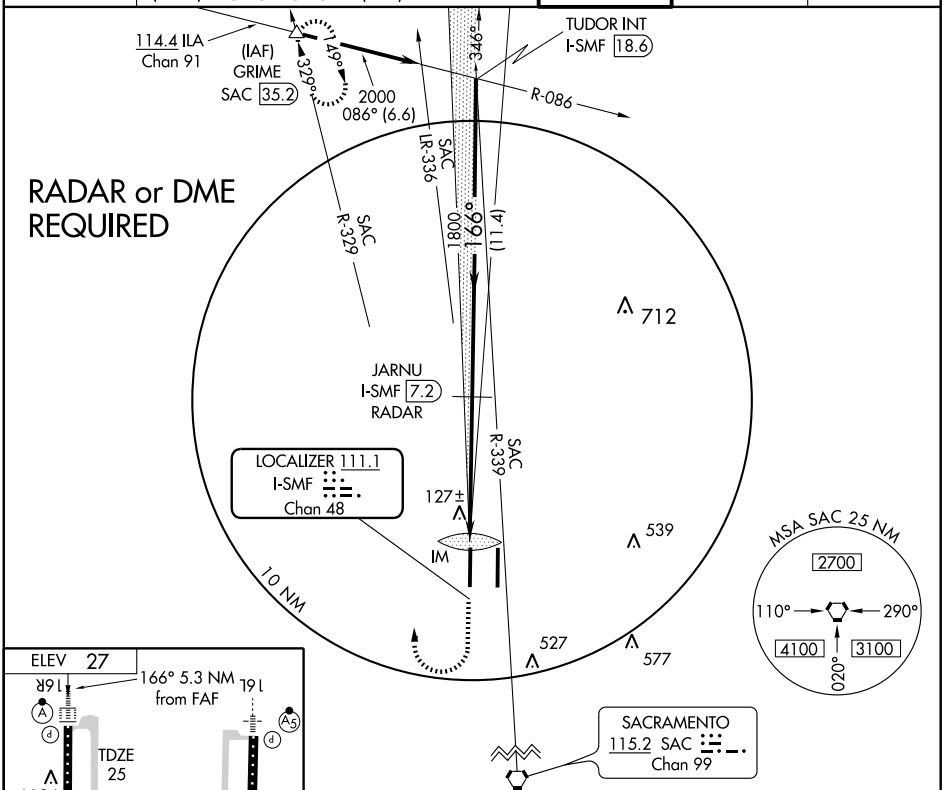
ILS or LOC RWY 16R
SACRAMENTO INTL (SMF)

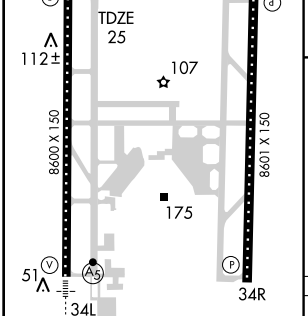
Circling not authorized east of Rwy 16R-34L.

ALSF-2

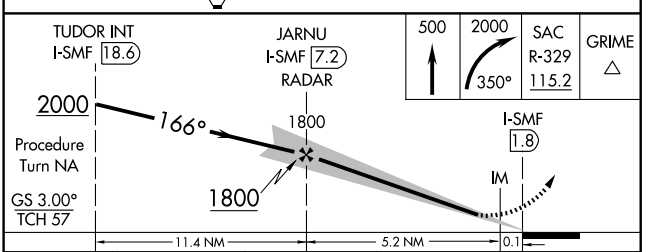
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via heading 350° and SAC R-329 to GRIME Int/SAC 35.2 DME and hold.

ATIS	NORCAL APP CON		CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25	(NE) 125.4 259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25 257.9	(E-SE) 127.4 317.5			





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 16R	225/18 200 (200-½)			
S-LOC 16R	400/24 375 (400-½)			400/40 375 (400-¾)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HUX	APP CRS	Rwy Idg	8600
111.1	344°	TDZE	24
Chan 48		Apt Elev	27

ILS or LOC RWY 34L

SACRAMENTO INTL (SMF)

VDP NA with Sacramento Executive altimeter setting.
For inoperative MALSR increase S-LOC 34L Cat. D visibility to RVR 5000.
Circling NA east of Rwy 16R/34L.
If local altimeter setting not received, use Sacramento Executive altimeter setting and increase all DA/MDAs 40 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via heading 320° and SAC R-329 to GRIME INT/SAC 35.2 DME and hold.

ATIS	NORCAL APP CON		CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25	(NE) 125.4 259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25 257.9	(E-SE) 127.4 317.5			

MISSED APCH FIX
114.4 ILA
R-086
Chan 91
149°
329°
GRIME
SAC 35.2
SAC R-329

ALTERNATE MISSED APCH FIX
R-327
147°
327°
MARYSVILLE
MYV
110.8
Chan 45

LOCALIZER 111.1
I-HUX
Chan 48

HADSU
I-HUX 5.7
RADAR

539
577
527
583
73±

1400
344° (7.3)
R-303
10 NM

(IF)
ELMAC INT
I-HUX 13

2000
303° (3.9)
164°

IAF
SACRAMENTO
115.2 SAC
Chan 99

MSA SAC 25 NM
2700
110°
290°
4100
3100
020°

RADAR or DME REQUIRED

Procedure NA for arrivals on SAC VORTAC airway radials 257 CW 329.

ELEV 27
16R
19L
112±
107
8600 X 150
8601 X 150
175
TDZE 24
51
34L
34R
344° 4.1 NM from FAF
TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

ELMAC INT
I-HUX 13
Procedure Turn NA
HADSU
I-HUX 5.7
RADAR
500
2000
320°
SAC
R-329
115.2
GRIME
I-HUX
2.4
I-HUX
1.6
2000
344°
1400
GS 3.00°
TCH 59
7.3 NM
3.3 NM
0.8

CATEGORY	A	B	C	D
S-ILS 34L	* 224/24 200 (200-½)			
S-LOC 34L	340/24 316 (400-½)			340/40 316 (400-¾)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SMF	APP CRS	Rwy Idg	8600
111.1	166°	TDZE	25
Chan 48		Apt Elev	27

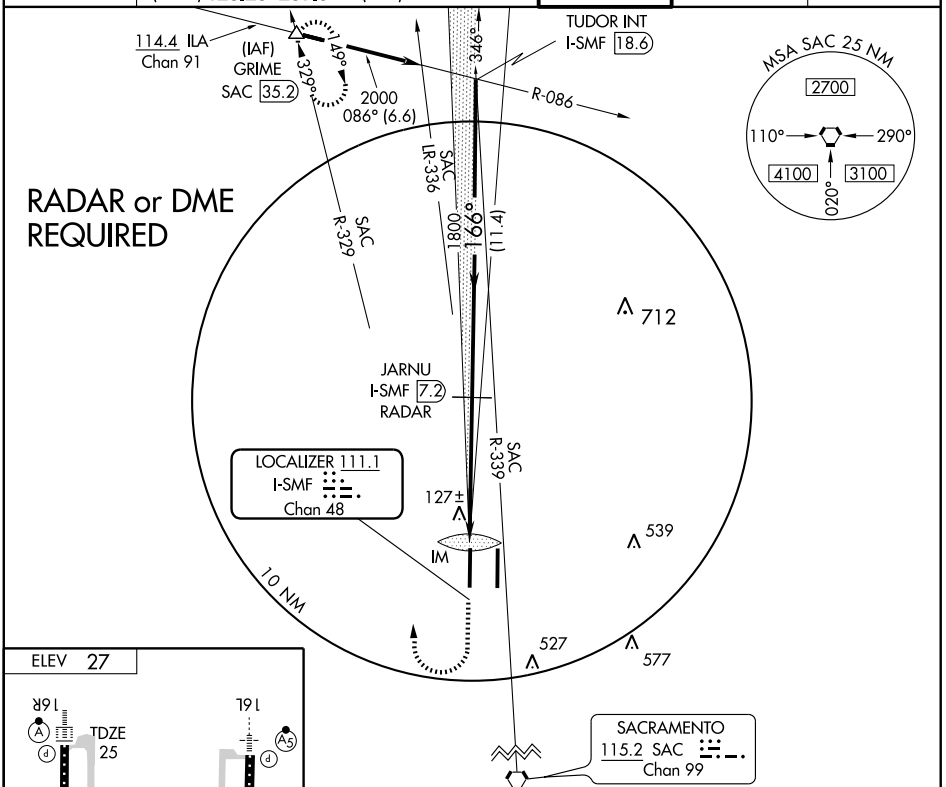
ILS RWY 16R (CAT II)

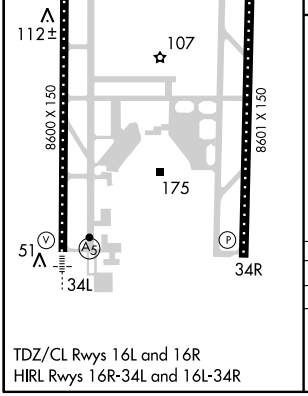
SACRAMENTO INTL (SMF)

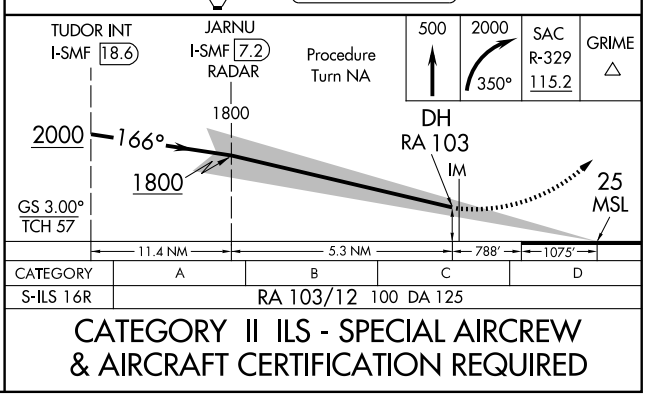
ALSF-2

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via heading 350° and SAC R-329 to GRIME Int/SAC 35.2 DME and hold.

ATIS	NORCAL APP CON		CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25	(NE) 125.4 259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25 257.9	(E-SE) 127.4 317.5			







CATEGORY	A	B	C	D
S-ILS 16R	RA 103/12 100 DA 125			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SMF	APP CRS	Rwy Idg	8600
111.1	166°	TDZE	25
Chan 48		Apt Elev	27

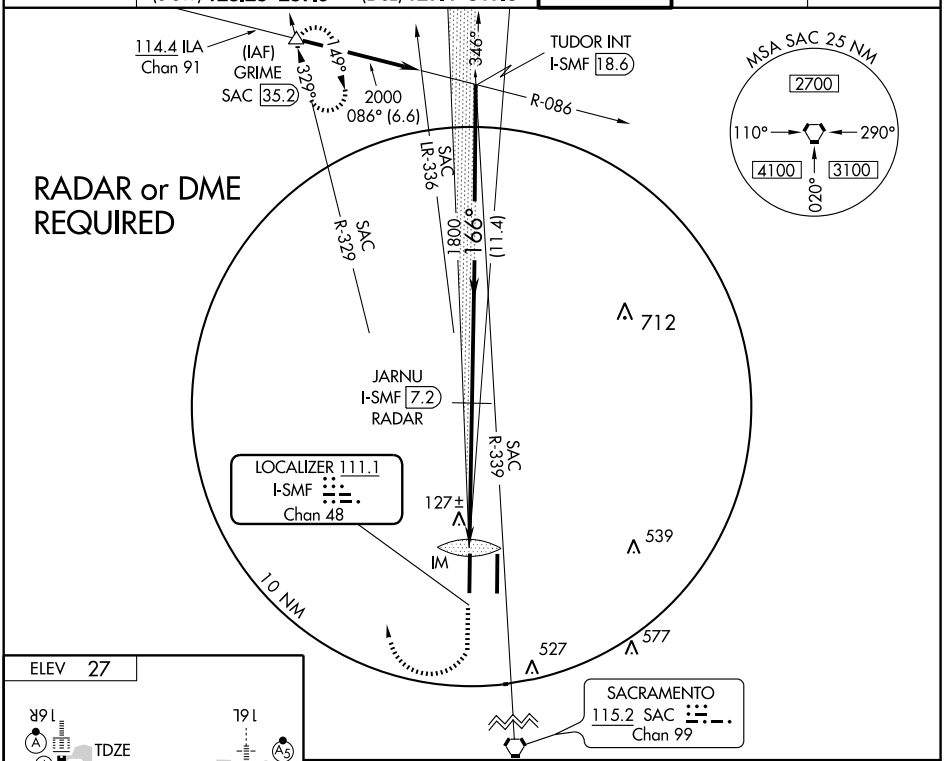
ILS RWY 16R (CAT III)

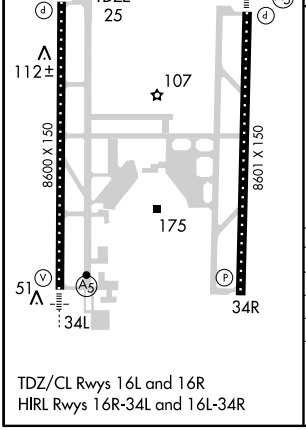
SACRAMENTO INTL (SMF)

ALSF-2

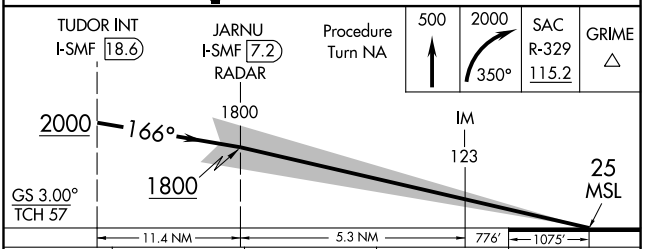
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via heading 350° and SAC R-329 to GRIME Int/SAC 35.2 DME and hold.

ATIS	NORCAL APP CON				CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8	270.25	(NE) 125.4	259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25	257.9	(E-SE) 127.4	317.5			





TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R



CATEGORY	A	B	C	D
S-ILS 16R	CAT IIIa RVR 07			
S-ILS 16R	CAT IIIb RVR 06			
S-ILS 16R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16L

SACRAMENTO INTL (SMF)

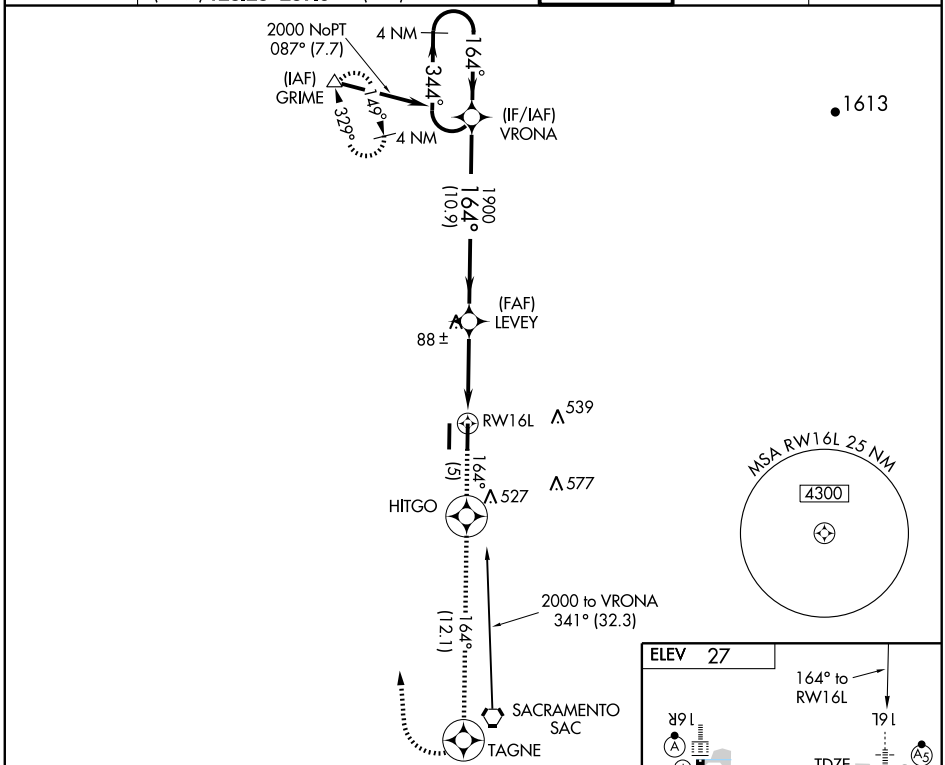
APP CRS	Rwy Idg	8601
164°	TDZE	27
	Apt Elev	27

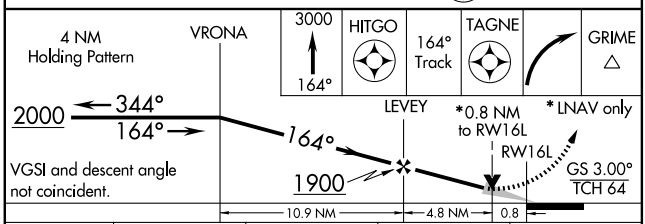
DME/DME RNP- 0.3 NA. Inoperative table does not apply to LNAV Cat. D.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA west of Rwy 16L-34R.

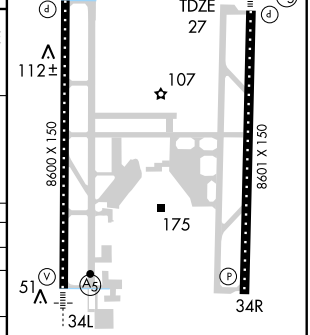
MALSR

MISSED APPROACH: Climb to 3000 via 164° course to HITGO WP, then via track 164° to TAGNE WP, then right turn direct GRIME WP and hold.

ATIS	NORCAL APP CON				CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8	270.25	(NE) 125.4	259.1	125.7	121.7	121.1
	(S-SW) 125.25	257.9	(E-SE) 127.4	317.5	256.7		256.7







TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	418-¾ 391 (400-¾)			
LNAV MDA	380-½ 353 (400-½)			380-1 353 (400-1)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16R

SACRAMENTO INTL (SMF)

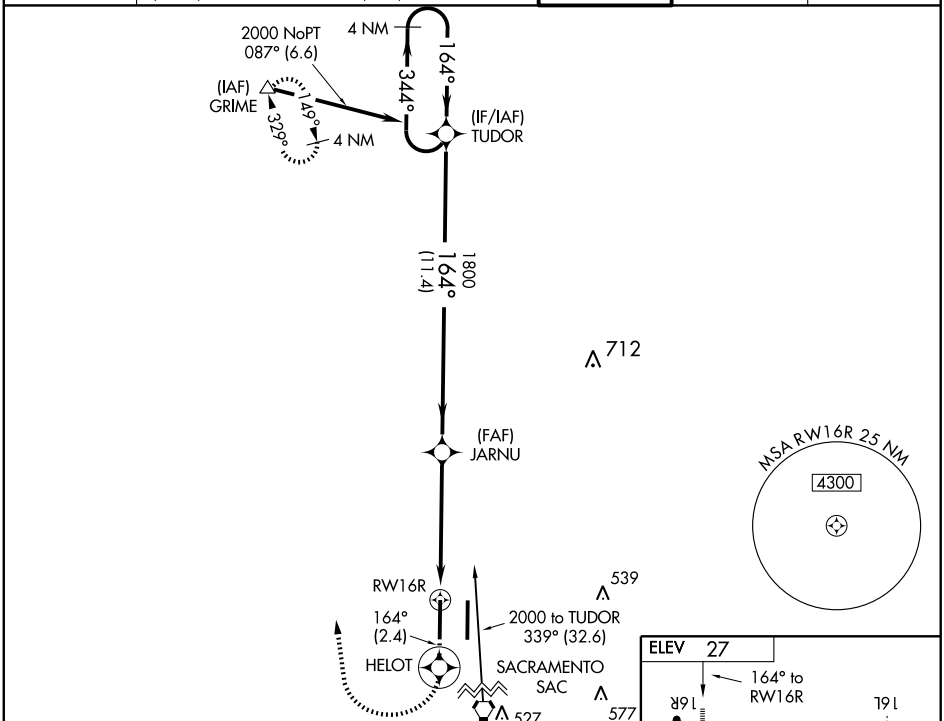
APP CRS	Rwy Idg	8600
164°	TDZE	25
	Apt Elev	27

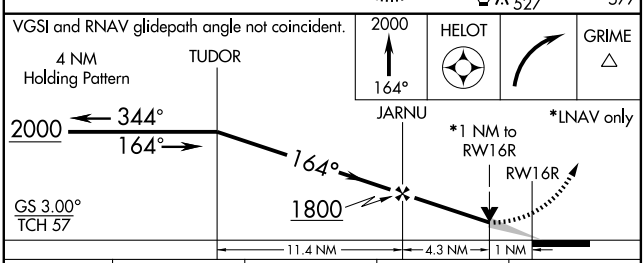
Circling NA east of Rwy 16R-34L. DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
For inoperative ALSF-2 increase LNAV Cat D visibility to RVR 6000.

ALSF-2

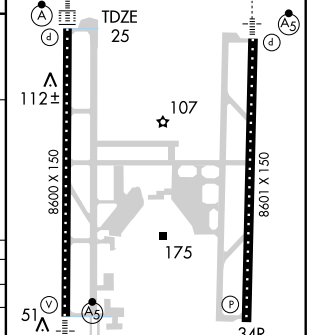
MISSED APPROACH: Climb to 2000 via 164°course to HELOT WP, then right turn direct GRIME WP and hold.

ATIS	NORCAL APP CON	CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25 (NE) 125.4 259.1 (S-SW) 125.25 257.9 (E-SE) 127.4 317.5	125.7 256.7	121.7	121.1 256.7





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	409/40 384 (400-¾)			
LNAV MDA	400/24 375 (400-½)			400/50 375 (400-1)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)



TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8600
CH 86602	344°	TDZE	24
W34A		Apt Elev	27

RNAV (GPS) RWY 34L
SACRAMENTO INTL (SMF)

DME/DME RNP- 0.3 NA. Circling NA east of Rwy 16R-34L.
For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 4000.
Baro-VNAV NA when using Sacramento Executive altimeter setting.
If local altimeter setting not received, use Sacramento Executive altimeter setting and increase all DAs/MDAs 40 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
VDP NA with Sacramento Executive altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct RATBE and via 323° track to GRIME and hold.

ATIS	NORCAL APP CON		CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25	(NE) 125.4 259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25 257.9	(E-SE) 127.4 317.5			

MISSED APCH FIX
GRIME
149°
329°
4 NM

Procedure NA for arrivals at SAC VORTAC on airway radials 257 CW 329.

323°
RATBE
△539
RW34L
73±
△577
△527
(FAF)
HADSU
△583
1400
344°
(7.3)
(IF)
ELMAC
2000
303° (3.9)
2000
355° (10.9)
(IAF)
SACRAMENTO
SAC
(IAF)
COUPS

MSA RW34L 25 NM
4300

ELEV 27

16R
16L
112±
107
8600 X 150
8601 X 150
175
TDZE
24
51
34L
34R
344° to
RW34L
TDZ/CL Rwys 16L and 16R
HIRL Rwys 16R-34L and 16L-34R

Procedure Turn NA
ELMAC
2000
344°
HADSU
1400
RW34L
GS 3.00°
TCH 59
7.3 NM
3 NM
1.1

2000	RATBE	323° track	GRIME △
*1.1 NM to RW34L			*LNAV only

CATEGORY	A	B	C	D
LPV DA	274/24 250 (300-½)			
LNAV/VNAV DA	336/24 312 (400-½)			336/40 312 (400-¾)
LNAV MDA	420/24 396 (400-½)			420/50 396 (400-1)
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8601
344°	TDZE	24
	Apt Elev	27

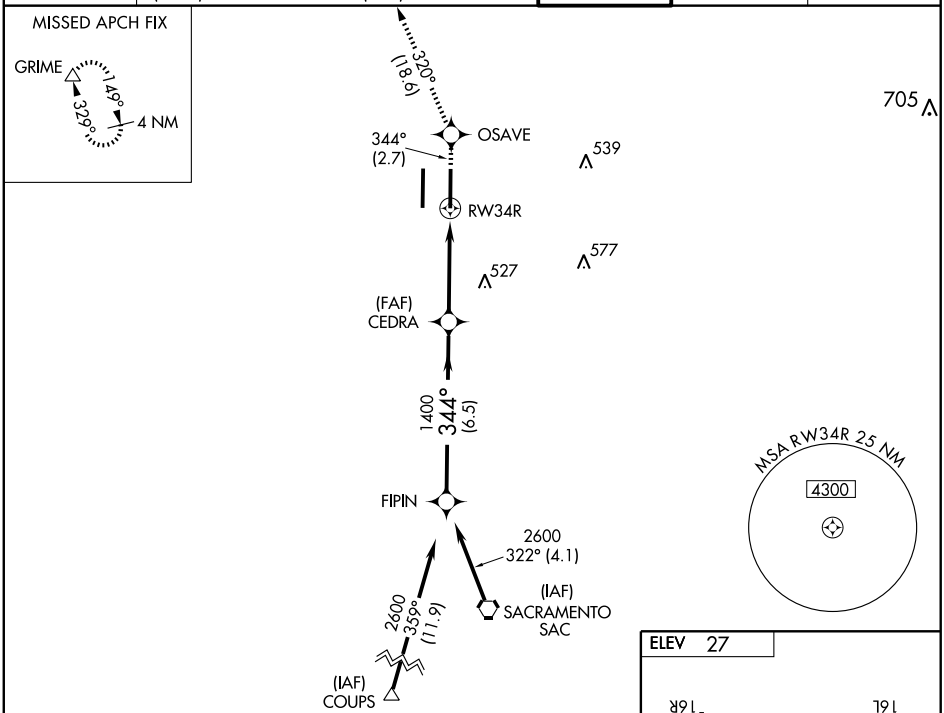
RNAV (GPS) RWY 34R

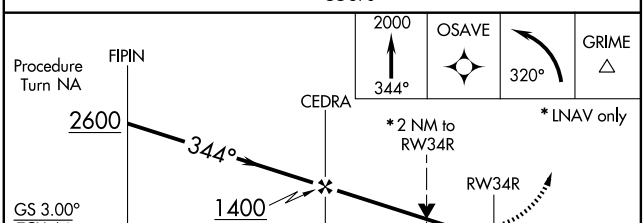
SACRAMENTO INTL (SMF)

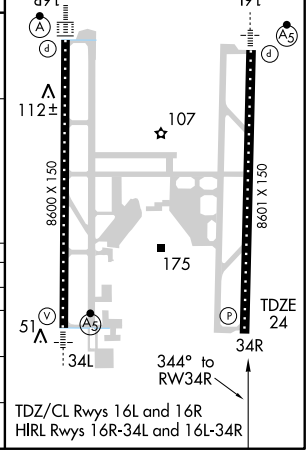
For uncompensated Baro/VNAV systems, Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F).
Circling not authorized west of Rwy 16L-34R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 344° course to OSAVE WP, then left turn via 320° track to GRIME WP and hold.

ATIS	NORCAL APP CON		CAPITAL TOWER	GND CON	CLNC DEL
126.75	(W-N) 134.8 270.25	(NE) 125.4 259.1	125.7 256.7	121.7	121.1 256.7
	(S-SW) 125.25 257.9	(E-SE) 127.4 317.5			



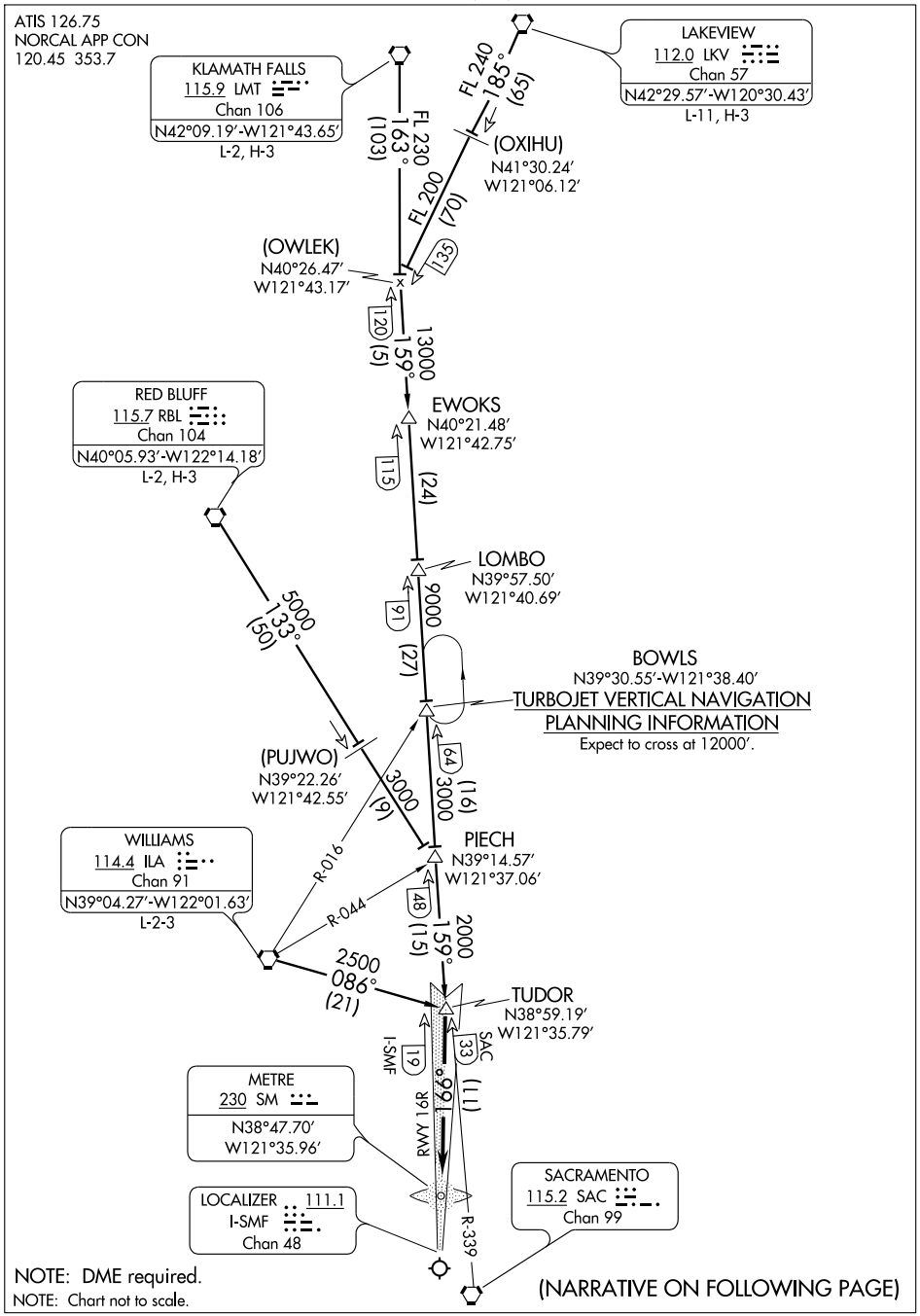




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	376-1¼ 352 (400-1¼)			
LNAV MDA	720-1 696 (700-1)		720-2 696 (700-2)	720-2¼ 696 (700-2¼)
CIRCLING	720-1 693 (700-1)		720-2 693 (700-2)	720-2¼ 693 (700-2¼)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

TUDOR ONE ARRIVAL



NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TUDOR ONE ARRIVAL
(TUDOR.TUDOR1) 09127

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL

SW-2, 21 OCT 2010 to 18 NOV 2010

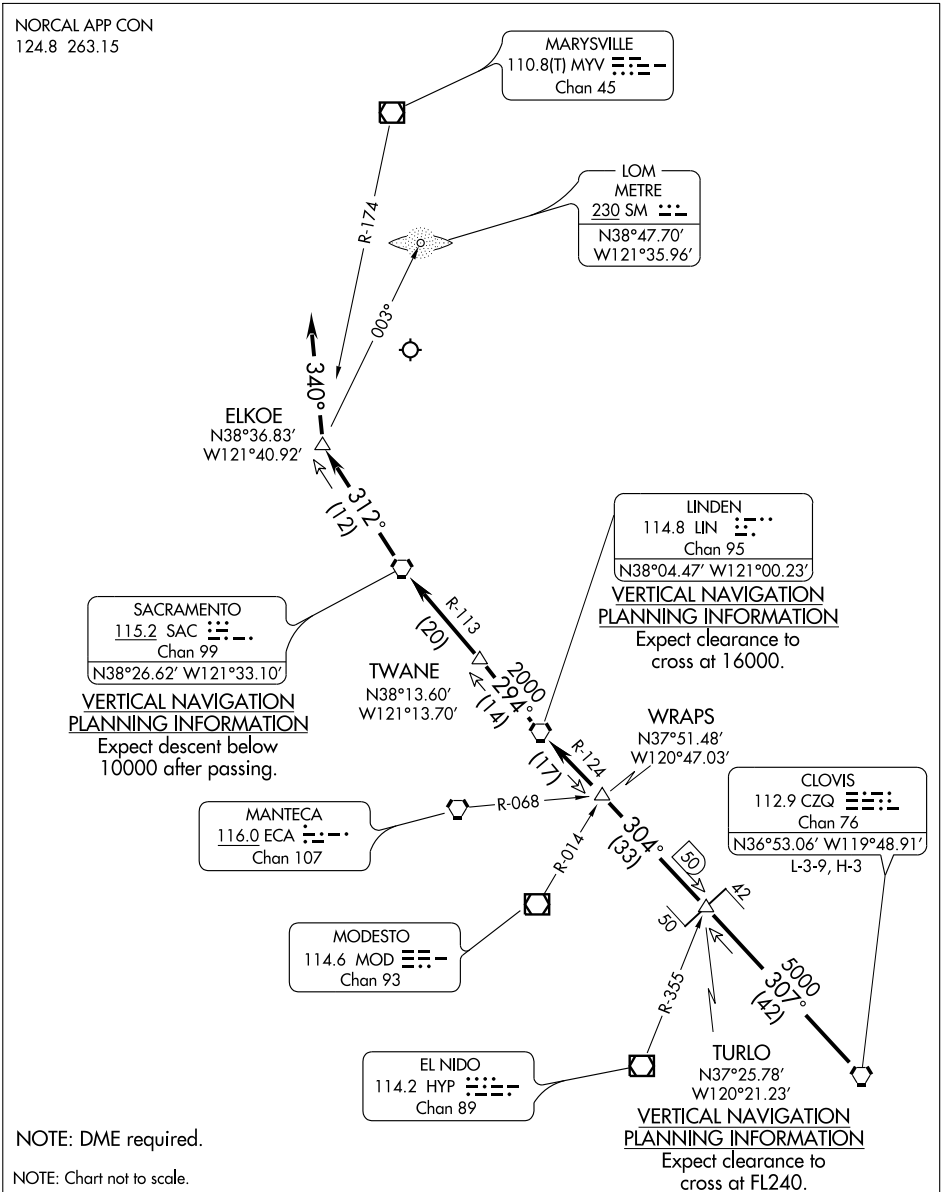
ARRIVAL DESCRIPTION

KLAMATH FALLS TRANSITION(LMT.TUDOR1): From over LMT VORTAC via LMT R-163 and SAC R-339 to TUDOR INT. Thence . . . .
LAKEVIEW TRANSITION (LKV.TUDOR1): From over LKV VORTAC via LKV R-185 and SAC R-339 to TUDOR INT. Thence . . . .
RED BLUFF TRANSITION (RBL.TUDOR1): From over RBL VORTAC via RBL R-133 and SAC R-339 to TUDOR INT. Thence . . . .
WILLIAMS TRANSITION (ILA.TUDOR1): From over ILA VORTAC via ILA R-086 to TUDOR INT. Thence . . . .
. . . .From over TUDOR INT via I-SMF RWY 16R localizer course to SM LOM. Expect ILS RWY 16R approach.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WRAPS FIVE ARRIVAL

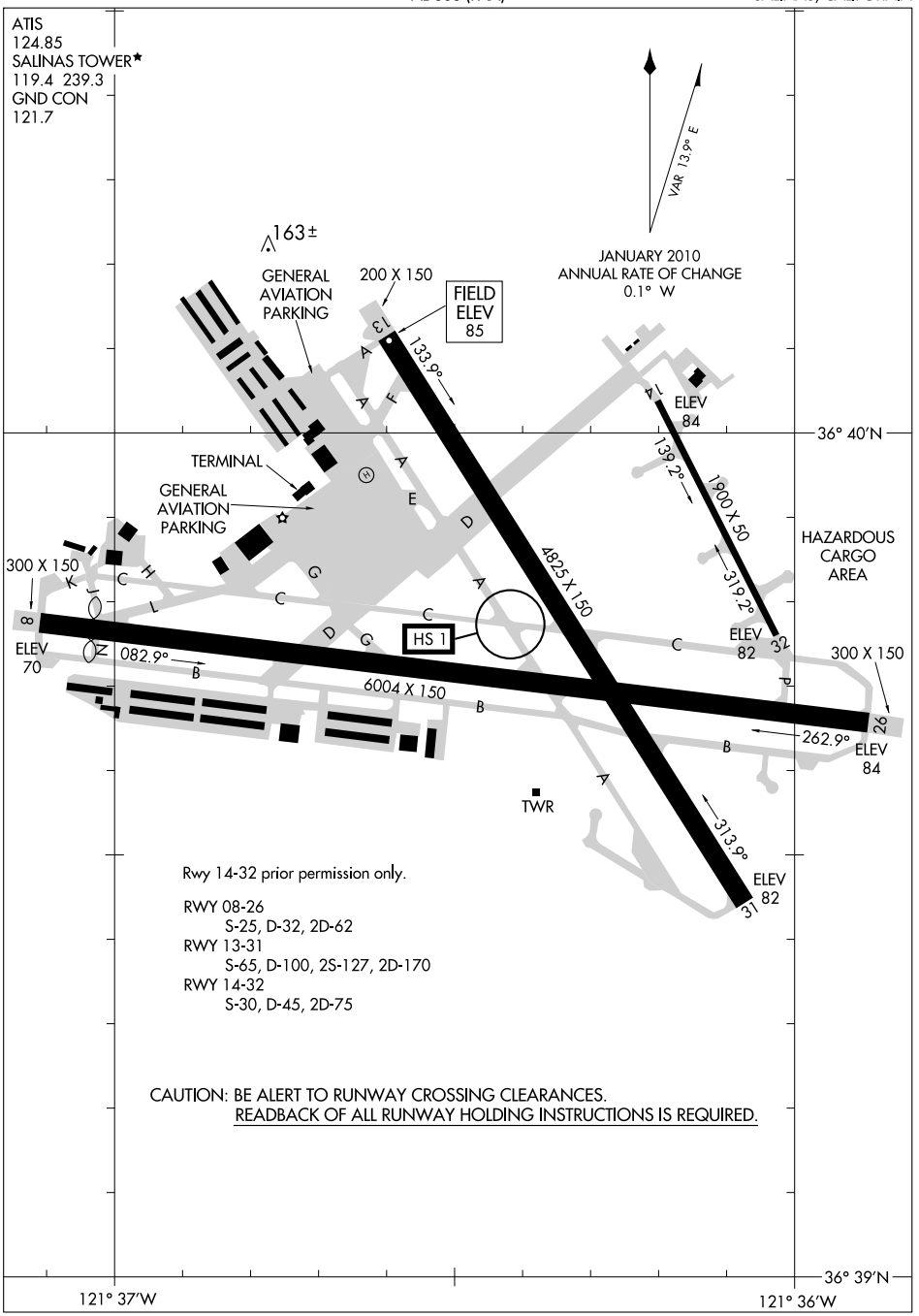
ST-5490 (FAA)



From over CZQ VORTAC via CZQ R-307 to TURLO INT, then via LIN R-124 to LIN VORTAC, then via LIN R-294 and SAC R-113 to SAC VORTAC, then via SAC R-312 to ELKOE INT, then via heading 340° for radar vector to final approach course.

LOST COMMUNICATIONS: After passing ELKOE INT proceed direct SM LOM.

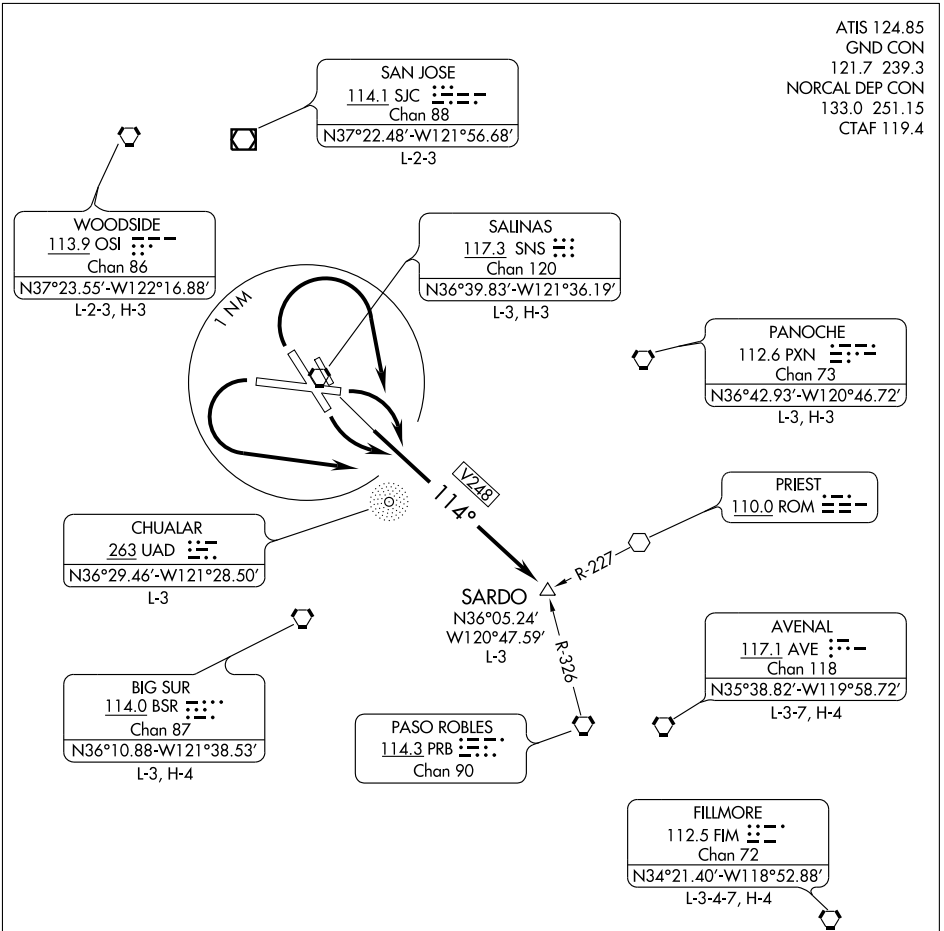
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

CHALONE TWO DEPARTURE

SL-363 (FAA)



NOTE: Rwys 8, 13 departures require a minimum climb of 360′ per NM to 6000′.
Rwys 26, 31 departures: Cats A and B require minimum climb of 360′ per NM to 6000′.
Cats C and D require minimum climb of 550′ per NM to 6000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft climb outbound on the SNS R-114 (V248) to SARDO INT, then proceed on assigned route. Expect clearance to filed altitude five minutes after departure.

TAKE-OFF RUNWAYS 8 and 31: Turn right within 1 mile to intercept and climb via SNS R-114.

TAKE-OFF RUNWAYS 13 and 26: Turn left within 1 mile to intercept and climb via SNS R-114.

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

ILS RWY 31

SALINAS MUNI (SNS)

LOC I-SNS	APP CRS	Rwy Idg	4825
108.5	311°	TDZE	82
		Apt Elev	85

When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase S-ILS 31 DA 53 feet.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via SNS R-275 to MARNA INT/10.9 DME and hold.

ATIS	NORCAL APP CON	SALINAS TOWER★	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95

ADF or DME REQUIRED

R-275 095° 275° 207°

MARNA INT SNS 10.9

LOCALIZER 108.5 I-SNS

LOM MUNSO 385 MR

MACAM OM SNS 5

IAF CHUALAR 263 UAD SNS 12.1

SALINAS 117.3 SNS Chan 120

5500 to UAD NDB 132° (12.1)

311°

R-107

(IAF)

5500 NoPT SNS 22 Arc

086° 266°

5000 to glide slope intercept 311° (6.7)

LR-124

15 NM

MSA UAD 25 NM

5200 090° 270° 6200 7000 360°

1076 3479 455 333 623 129 188 155 3274 2965 473± 3525 2687 3465 3992 3828 1340 1230± 3635 2867 3242 2419± 3304 4467 4417 4766 4853 5045 4099 3891 5880 4780

ELEV 85

163± 156 162 13 31 8 26 4825 X 150 6004 X 150 TDZE 82

311° 4.6 NM from MACAM

HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwy 13

800 3000 SNS R-275 MARNA INT

MACAM OM SNS 5 1618

NDB SNS 12.1 3987

131° 5500 311° 5000

Remain within 10 NM

GS 3.00° TCH 59

4.6 NM 7.1 NM

CATEGORY	A	B	C	D
S-ILS 31	282/24 200 (200-½)			

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AL-363 (FAA)

LOC/DME RWY 31

SALINAS MUNI (SNS)

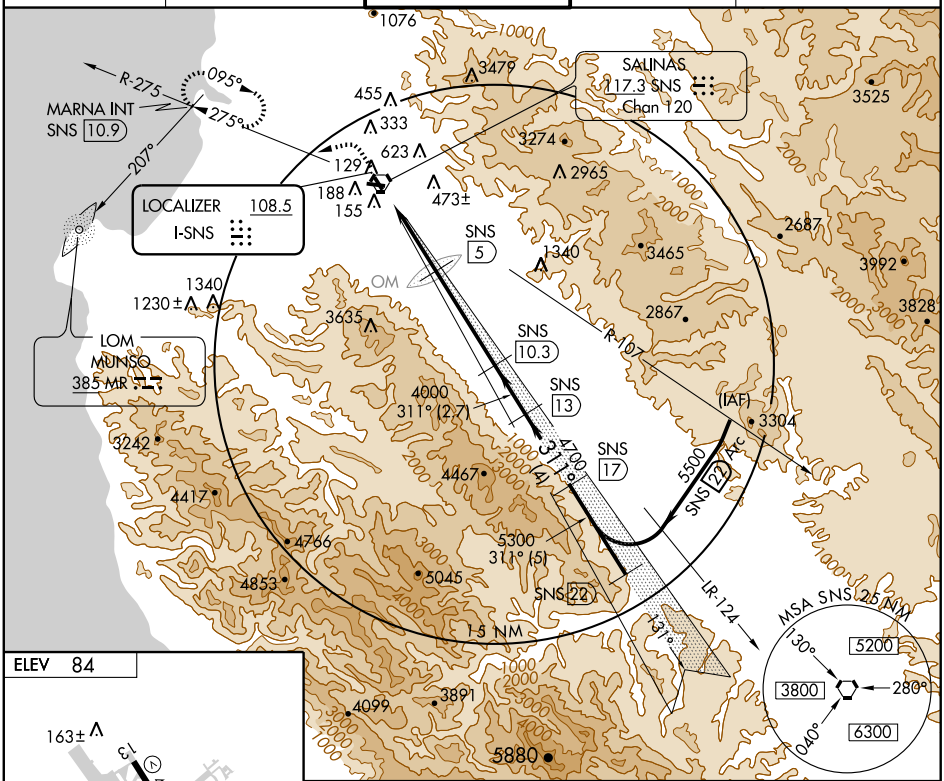
LOC I-SNS	APP CRS	Rwy Idg	4825
108.5	311°	TDZE	79
		Apt Elev	84

For inoperative MALSR increase S-LOC 31 Cat D visibility to RVR 5000.
Simultaneous reception of I-SNS and SNS DME required.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via SNS R-275 to MARNA INT/10.9 DME and hold.

ATIS	NORCAL APP CON	SALINAS TOWER★	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95



HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwy 13

CATEGORY	A	B	C	D
S-LOC 31	420/24 341 (400-½)			420/40 341 (400-¾)
CIRCLING	560-1 476 (500-1)	580-1 496 (500-1)	580-1½ 496 (500-1½)	780-2¼ 696 (700-2¼)

36°40'N-121°36'W

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

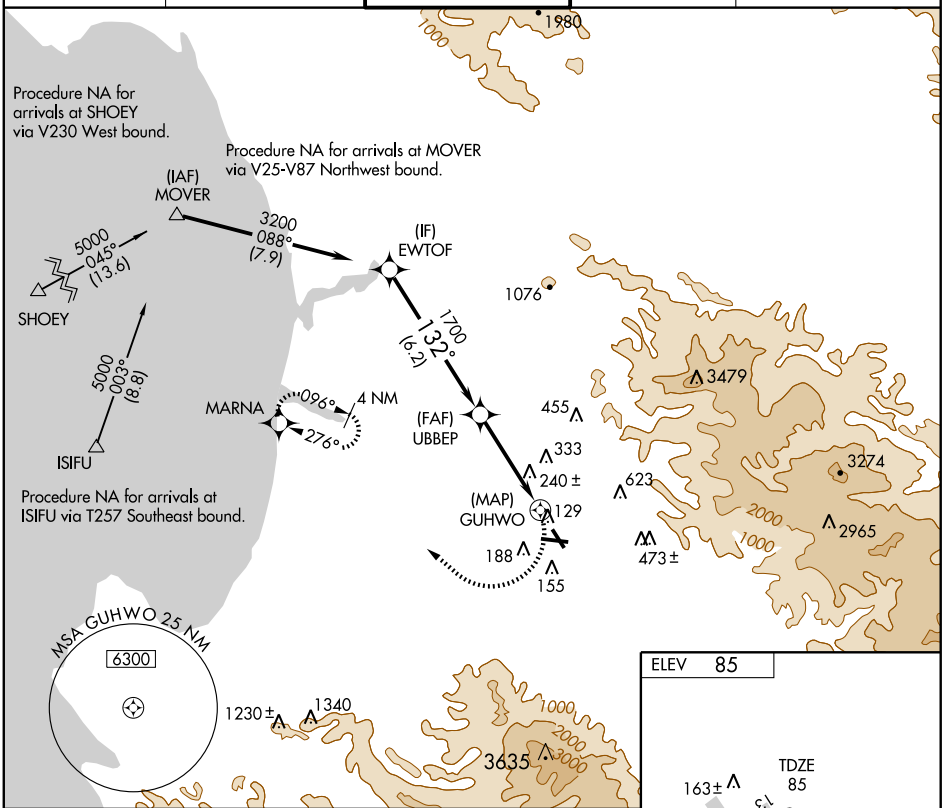
APP CRS	Rwy Idg	4825
132°	TDZE	85
	Apt Elev	85

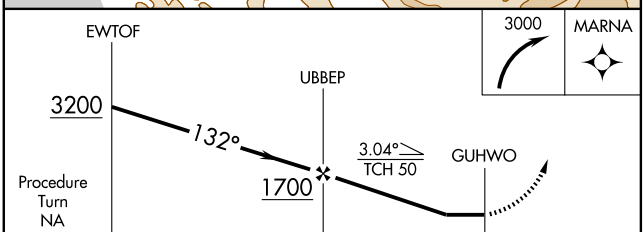
RNAV (GPS) RWY 13
SALINAS MUNI (SNS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D visibility ¼ mile.

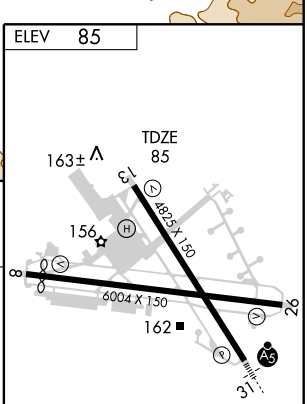
MISSED APPROACH: Climbing right turn to 3000 direct MARNA and hold.

ATIS	NORCAL APP CON	SALINAS TOWER★	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	540-1 455 (500-1)		540-1¼ 455 (500-1¼)	540-1½ 455 (500-1½)
CIRCLING	540-1 455 (500-1)		540-1½ 455 (500-1½)	760-2¼ 675 (700-2¼)



SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4825
312°	TDZE	82
	Apt Elev	85

RNAV (GPS) Y RWY 31

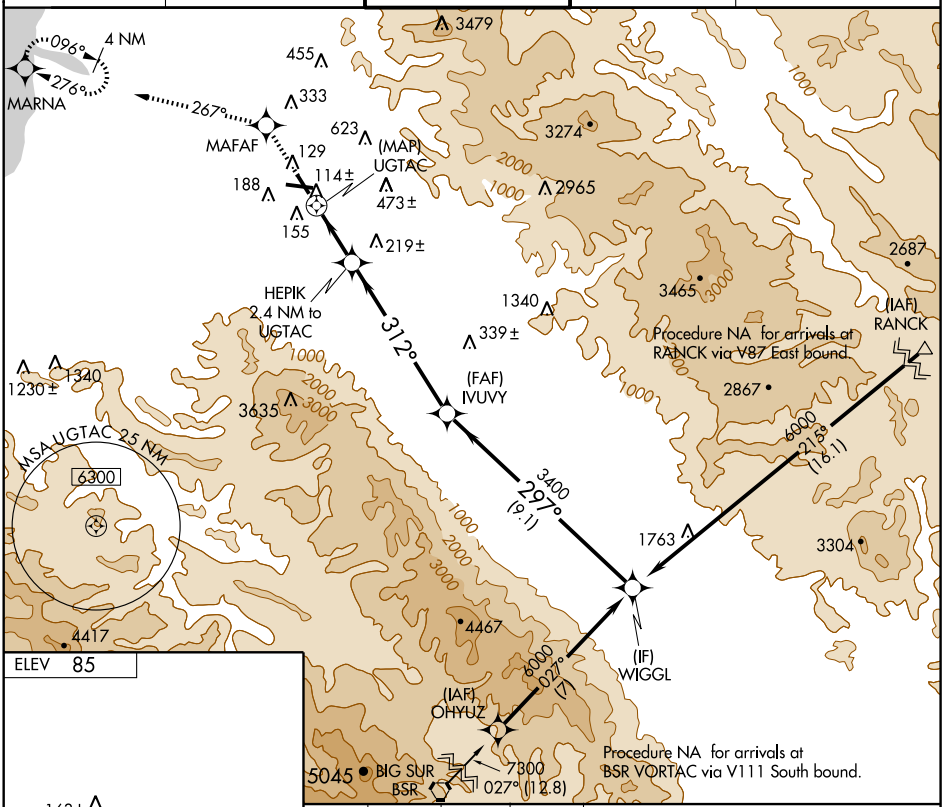
SALINAS MUNI (SNS)

For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA. When local altimeter not received, use Monterey Peninsula altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility to RVR 4000.

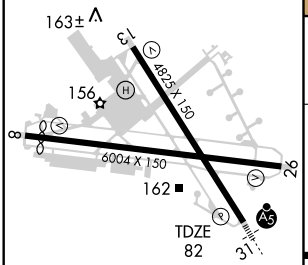
MALSR

MISSED APPROACH: Climb to 3000 direct MAFAF and left turn via track 267° to MARNA and hold.

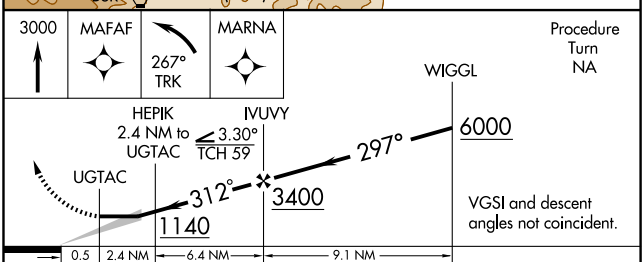
ATIS	NORCAL APP CON	SALINAS TOWER ★	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95



ELEV 85



HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwy 13



CATEGORY	A	B	C	D
LNAV MDA	440/24 358 (400-½)			440/50 358 (400-1)
CIRCLING	500-1 415 (500-1)	540-1 455 (500-1)	540-1½ 455 (500-1½)	760-2¼ 675 (700-2¼)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4825
CH 69513	312°	TDZE	82
W31A		Apt Elev	85

RNAV (GPS) Z RWY 31

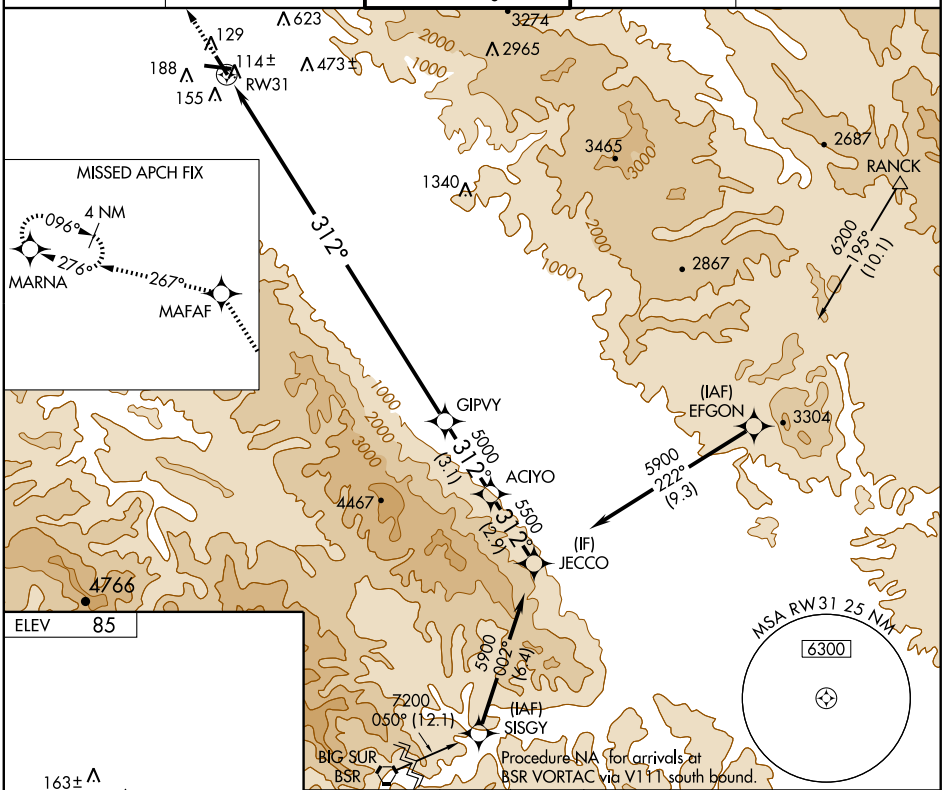
SALINAS MUNI (SNS)

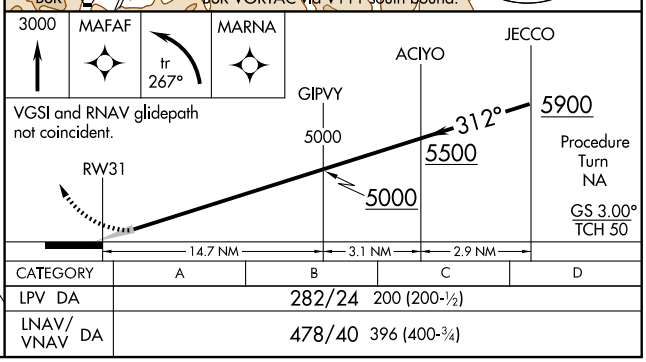
Baro-VNAV NA when using Monterey Peninsula altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase all DA 53 feet and LNAV/VNAV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct MAFAF and left turn via track 267° to MARNA and hold.

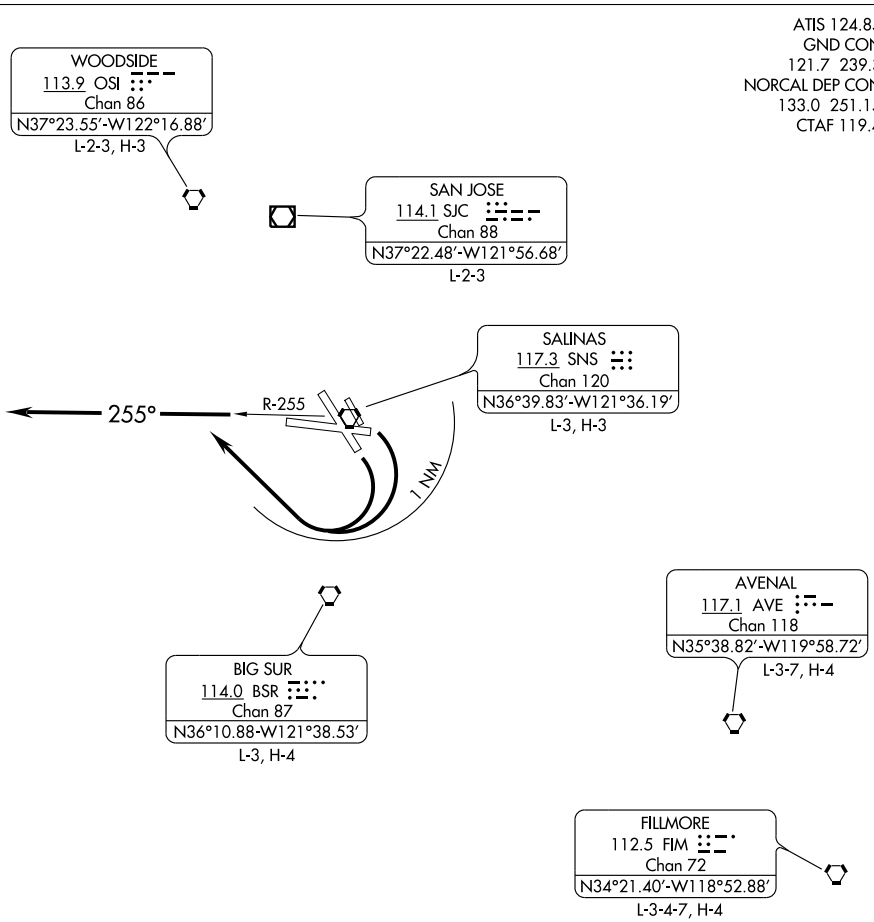
ATIS	NORCAL APP CON	SALINAS TOWER ★	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	282/24 200 (200-½)			
LNAV/VNAV DA	478/40 396 (400-¾)			

SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect vectors to assigned route. Maintain 6000'. Expect clearance to filed altitude five minutes after departure.

TAKE-OFF RUNWAYS 8 and 13: Turn right within one mile to intercept and climb via SNS R-255 for vector.

TAKE-OFF RUNWAYS 26 and 31: Climb on SNS R-255 for vector.

SW-2, 21 OCT 2010 to 18 NOV 2010

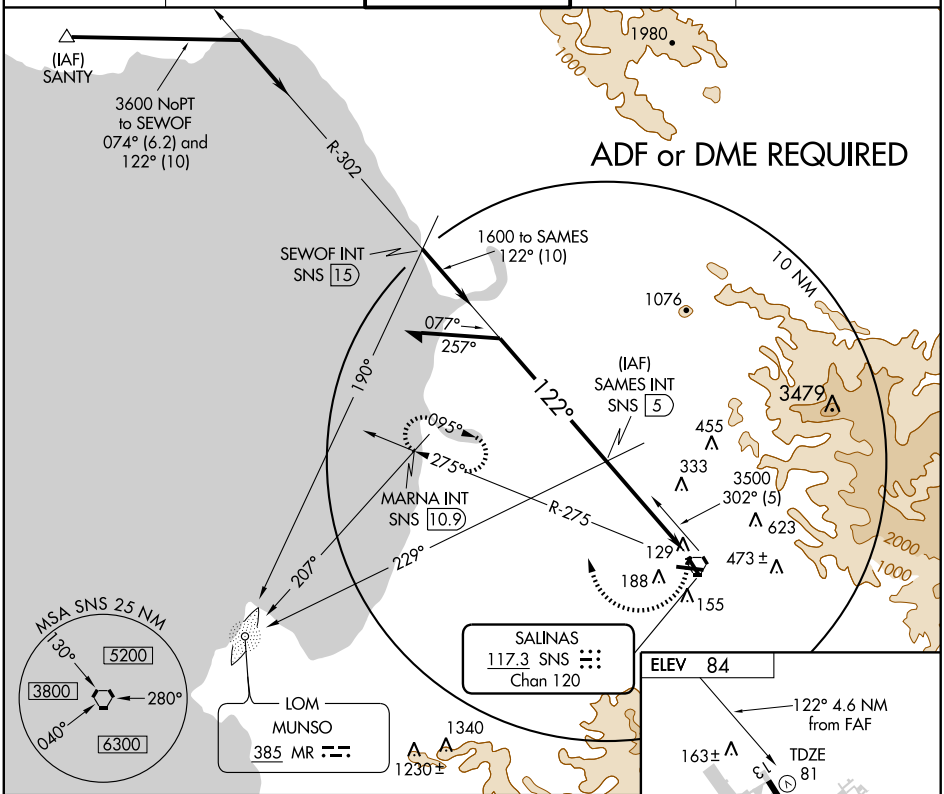
VORTAC SNS 117.3 Chan 120	APP CRS 122°	Rwy Idg 4825 TDZE 81 Apt Elev 84

VOR RWY 13

SALINAS MUNI (SNS)

MISSED APPROACH: Climbing right turn to 3000 via SNS R-275 to MARNA INT and hold.

ATIS	NORCAL APP CON	SALINAS TOWER*	GND CON	UNICOM
124.85	133.0 251.15	119.4 (CTAF) L 239.3	121.7	122.95



CATEGORY	A	B	C	D
S-13	500-1 419 (500-1)		500-1¼ 419 (500-1¼)	1020-3 939 (1000-3)
CIRCLING	560-1 476 (500-1)	580-1 496 (500-1)	580-1½ 496 (500-1½)	1020-3 936 (1000-3)

HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwy 13

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3603
311°	TDZE	1325
	Apt Elev	1325

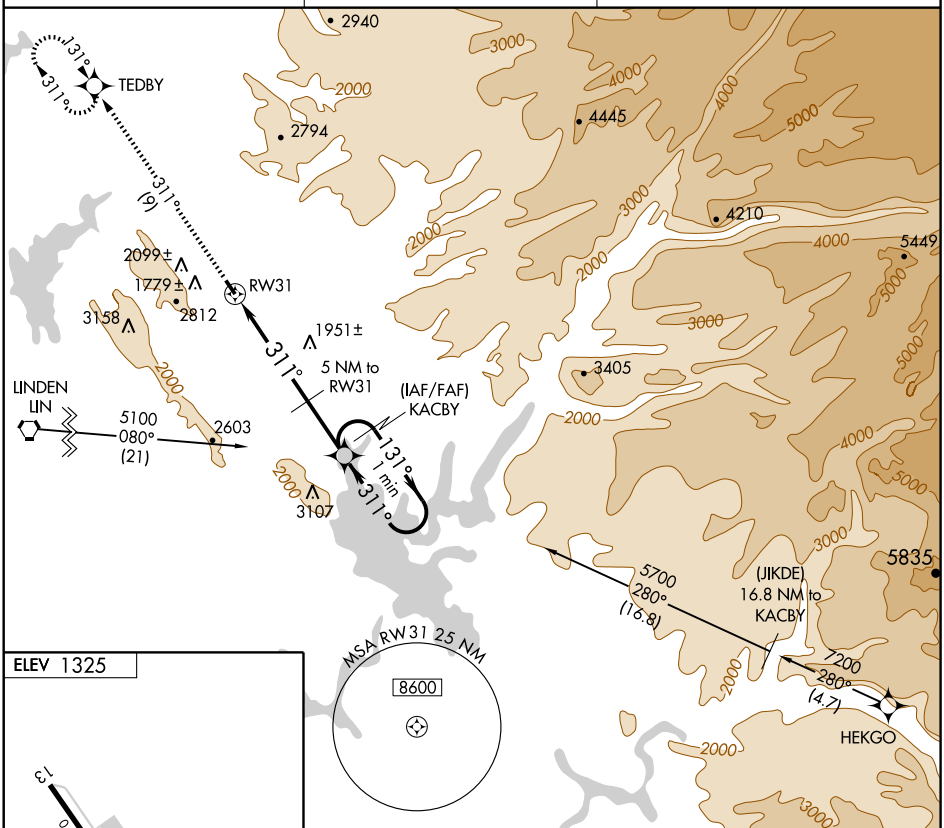
GPS RWY 31

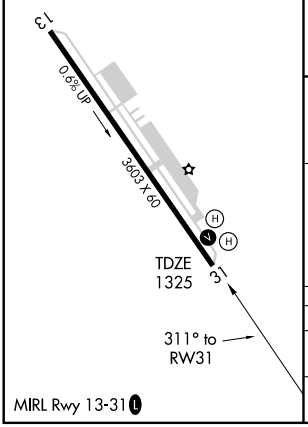
SAN ANDREAS/CALAVERAS COUNTY-MAURY RASMUSSEN FIELD (CPU)

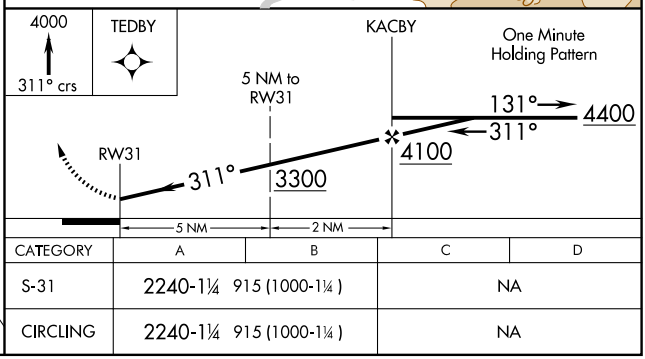
T
A NA — Circling not authorized west of Rwy 13-31.

MISSED APPROACH: Climb to 4000 via 311° course to TEDBY WP and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.525	125.1 363.2	123.0 (CTAF) L







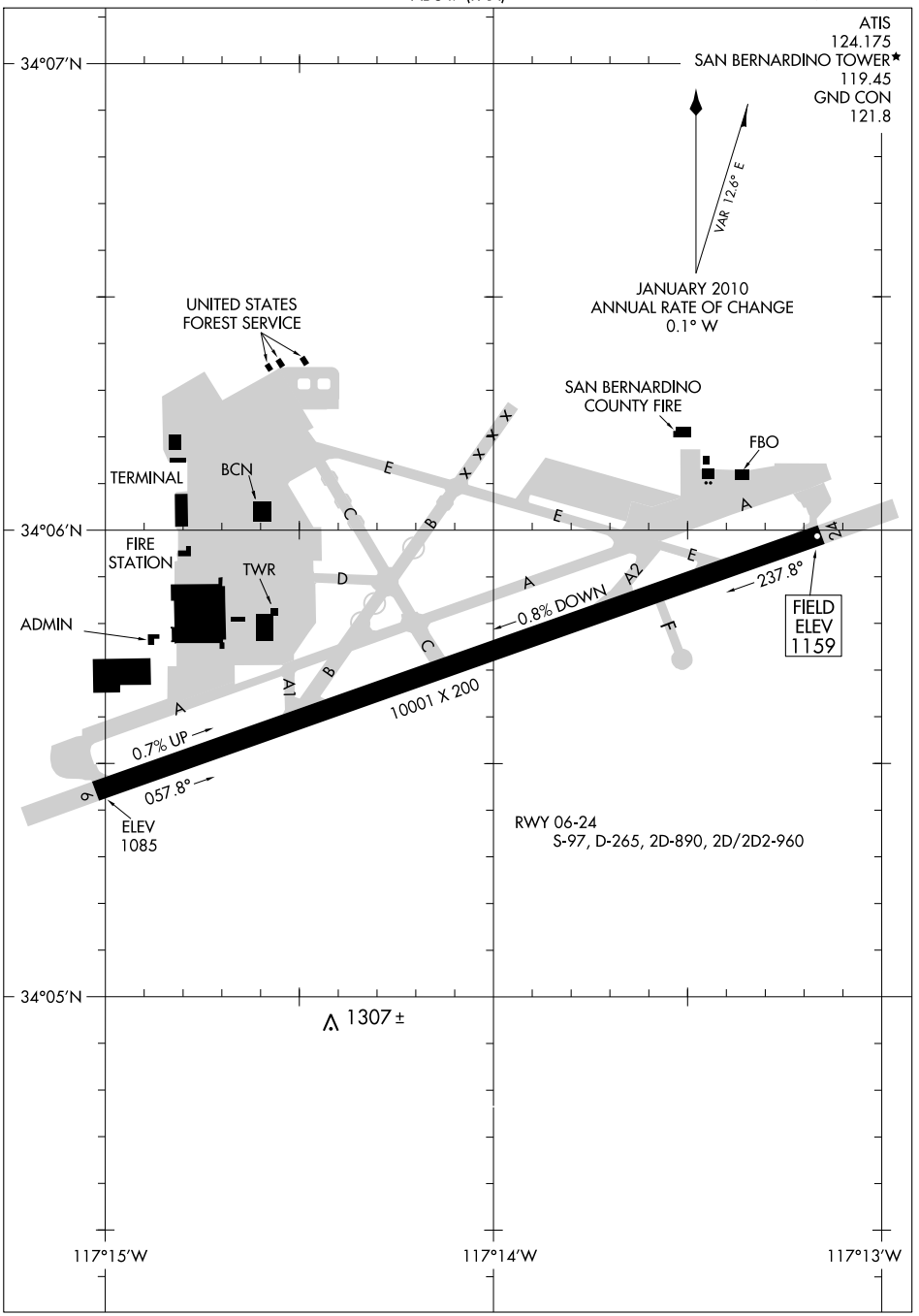
CATEGORY	A	B	C	D
S-31	2240-1¼ 915 (1000-1¼)		NA	
CIRCLING	2240-1¼ 915 (1000-1¼)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SBD	APP CRS	Rwy Idg	10001
109.3	057°	TDZE	1091
		Apt Elev	1159

ILS or LOC Z RWY 6

SAN BERNARDINO INTL (SBD)

When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA to 1662 feet and all visibilities ¼ mile. Increase all MDA 80 feet and S-LOC Cat C/D visibilities ¼ mile and Circling Cat C ¼ mile and Cat D ½ mile. Circling NA north of Rwy 6-24. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700, then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.25 318.2	119.45 (CTAF)	121.8	122.975

Missed Approach obstructions require a minimum climb of 280 feet per NM to 4300. If unable to meet rate of climb, see LOC Y Rwy 6.

LOCALIZER 109.3
I-SBD

(IF) SUDOC INT

R-007 3300 057° (6) 2217 237°

R-030 4000 007° (6.7)

R-318 113.4 HDF

PETIS
397 SB
PETIS INT

R-078

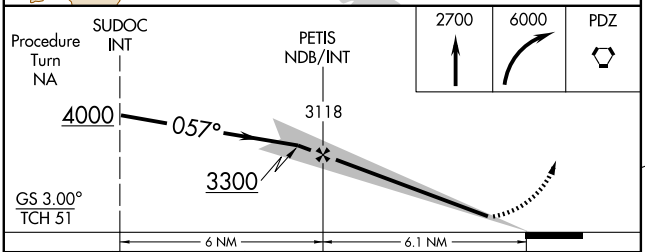
078° 258°

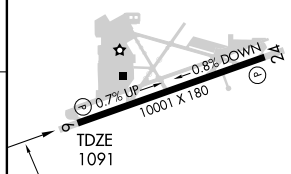
IAF
PARADISE
112.2 PDZ
Chan 59

Procedure NA for arrivals on PDZ VORTAC via airway radials 012 CW 030.

MSA SB 25 NM
160°
11300 12700
090° 280°
7000

ELEV 1159





CATEGORY	A	B	C	D
S-ILS 6	1589-1¾ 498 (500-1¾)			
S-LOC 6	1640-1¼ 549 (600-1¼)		1640-1½ 549 (600-1½)	1640-1¾ 549 (600-1¾)
CIRCLING	1640-1¼ 481 (500-1¼)		1660-1½ 501 (600-1½)	1820-2 661 (700-2)

HIRL Rwy 6-24

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SBD	APP CRS	Rwy Idg	10001
109.3	057°	TDZE	1091
		Apt Elev	1159

LOC Y RWY 6

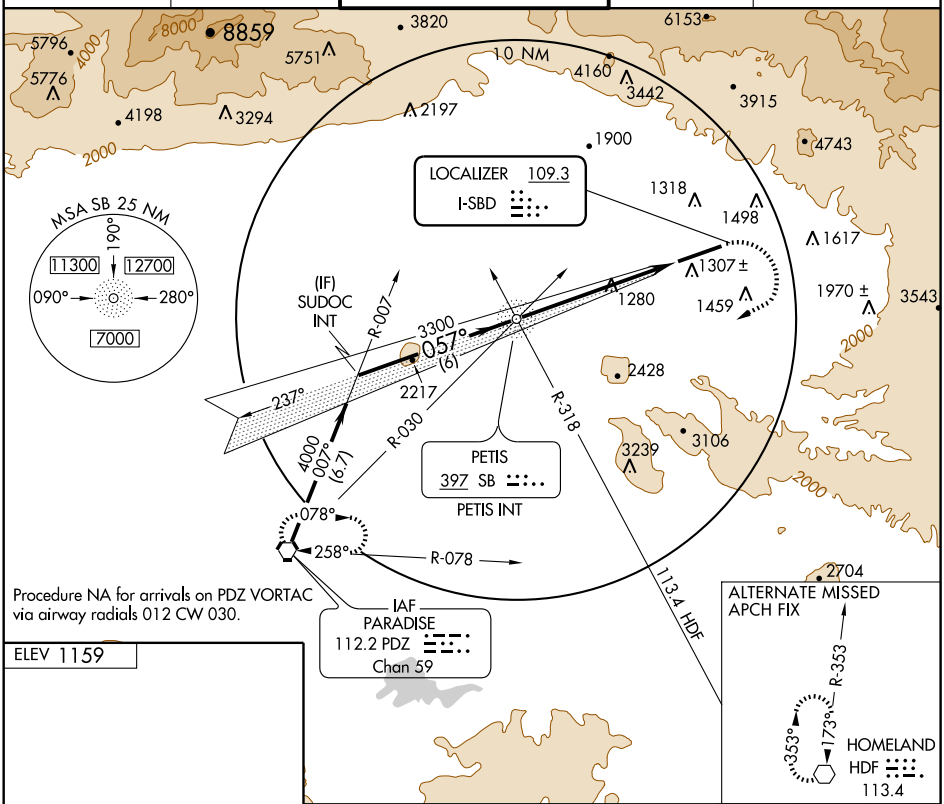
SAN BERNARDINO INTL (SBD)

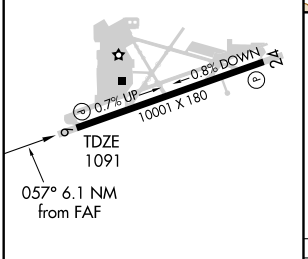
T
NA

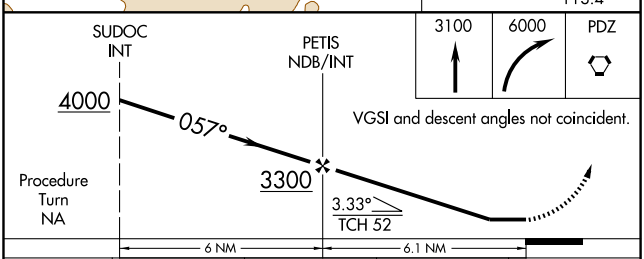
If local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 80 feet.
Circling NA north of Rwy 6-24.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100, then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

ATIS	SOCAL APP CON	SAN BERNARDINO TOWER★	GND CON	UNICOM
124.175	127.25 318.2	119.45 (CTAF) L	121.8	122.975







HIRL Rwy 6-24 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-6	2480-1¼ 1389 (1400-1¼)	2480-1½ 1389 (1400-1½)	2480-3 1389 (1400-3)	
CIRCLING	2480-1¼ 1321 (1400-1¼)	2480-1½ 1321 (1400-1½)	2480-3 1321 (1400-3)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

NDB SB	APP CRS	Rwy Idg	10001
397	056°	TDZE	1091
		Apt Elev	1159

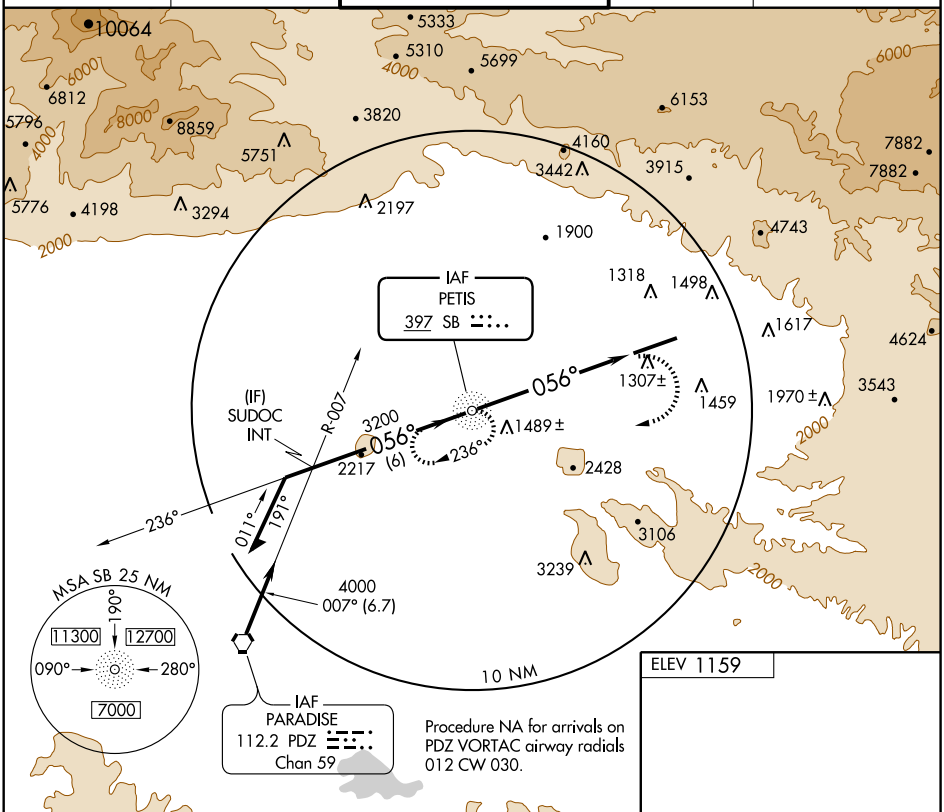
NDB RWY 6

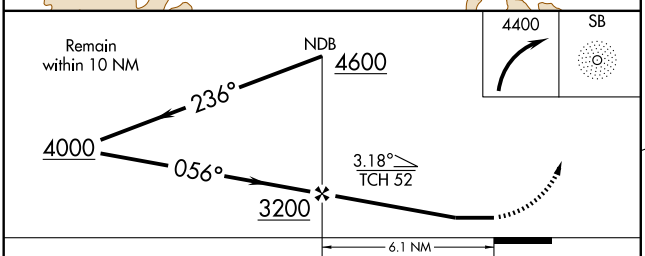
SAN BERNARDINO INTL (SBD)

T
ANA When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 6-24.
Visibility reduction by helicopters NA.

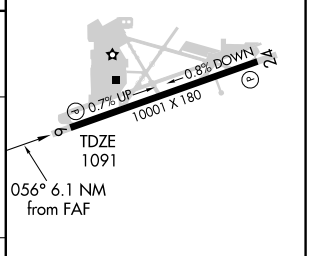
MISSED APPROACH: Climbing right turn to 4400 direct SB NDB and hold, continue climb-in-hold to 4400.

ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.25 318.2	119.45 (CTAF) L	121.8	122.975





ELEV 1159



HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	2540-1¼ 1449 (1400-1¼)	2540-1½ 1449 (1400-1½)	2540-3 1449 (1400-3)	
CIRCLING	2540-1¼ 1381 (1400-1¼)	2540-1½ 1381 (1400-1½)	2540-3 1381 (1400-3)	

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10001
057°	TDZE	1091
	Apt Elev	1159

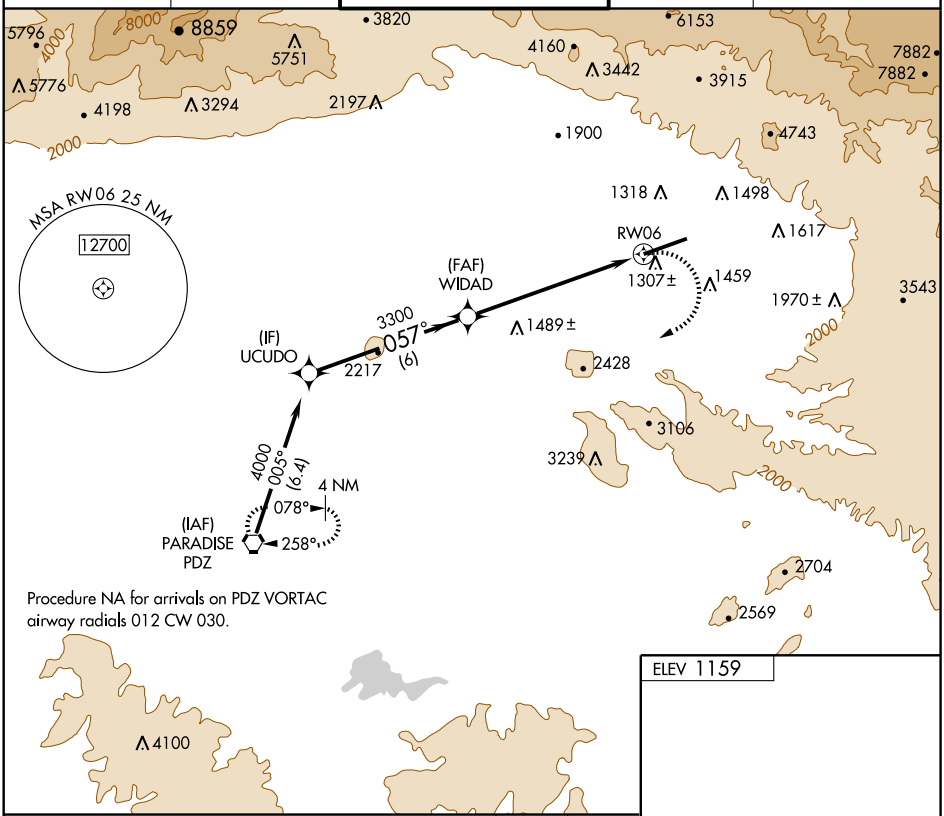
RNAV (GPS) Y RWY 6

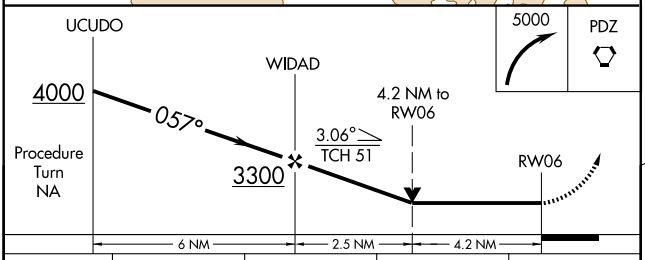
SAN BERNARDINO INTL (SBD)

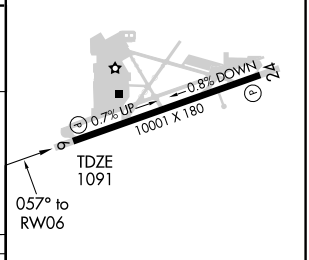
Circling NA north of Rwys 6 and 24. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 5000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.25 318.2	119.45 (CTAF) L	121.8	122.975







CATEGORY	A	B	C	D
LNAV MDA	2480-1¼ 1389 (1400-1¼)	2480-1½ 1389 (1400-1½)	2480-3 1389 (1400-3)	
CIRCLING	2480-1¼ 1321 (1400-1¼)	2480-1½ 1321 (1400-1½)	2480-3 1321 (1400-3)	

HIRL Rwy 6-24 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10001
057°	TDZE	1091
	Apt Elev	1159

RNAV (GPS) Z RWY 6

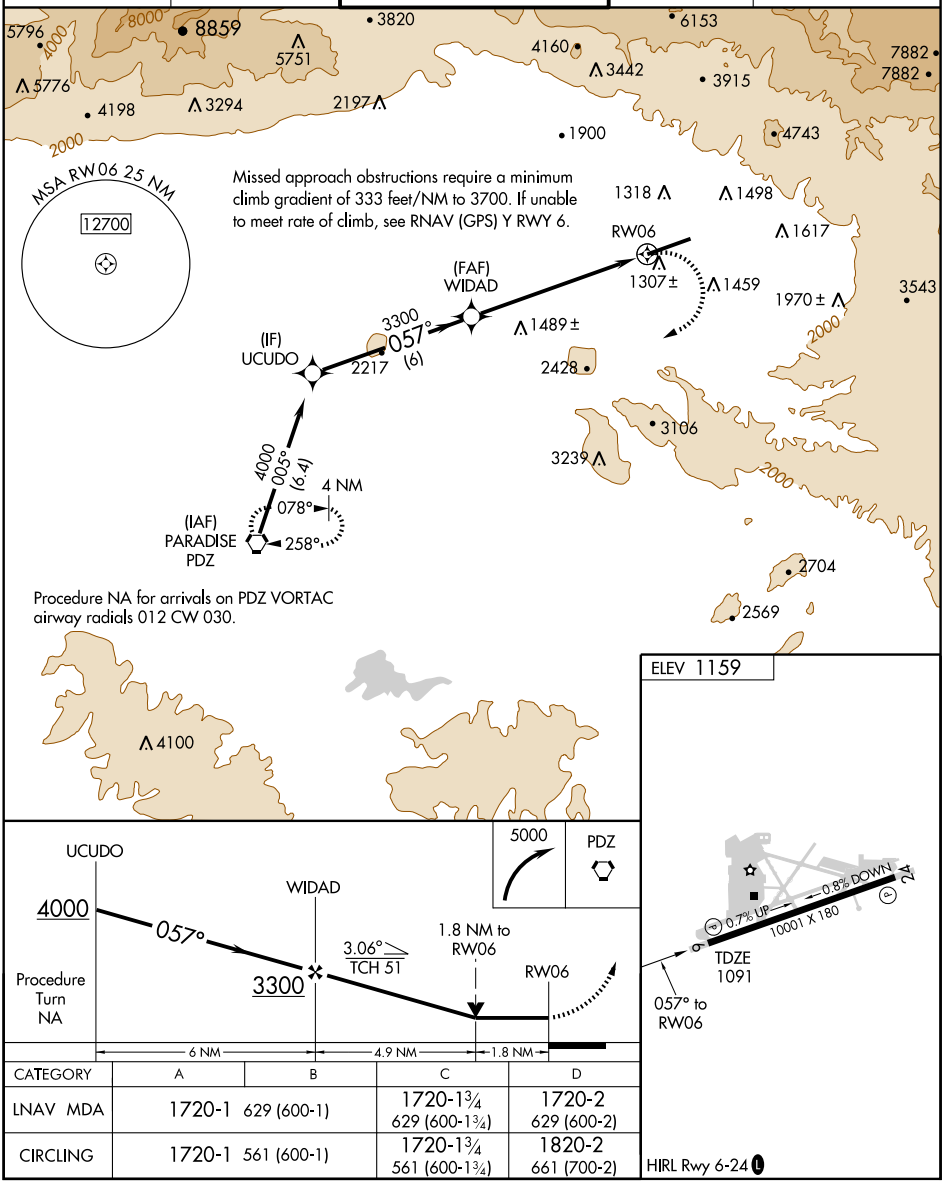
SAN BERNARDINO INTL (SBD)

T
NA

Circling NA north of Rwys 6 and 24. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 5000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.25 318.2	119.45 (CTAF) L	121.8	122.975



CATEGORY	A	B	C	D
LNAV MDA	1720-1 629 (600-1)		1720-1¾ 629 (600-1¾)	1720-2 629 (600-2)
CIRCLING	1720-1 561 (600-1)		1720-1¾ 561 (600-1¾)	1820-2 661 (700-2)

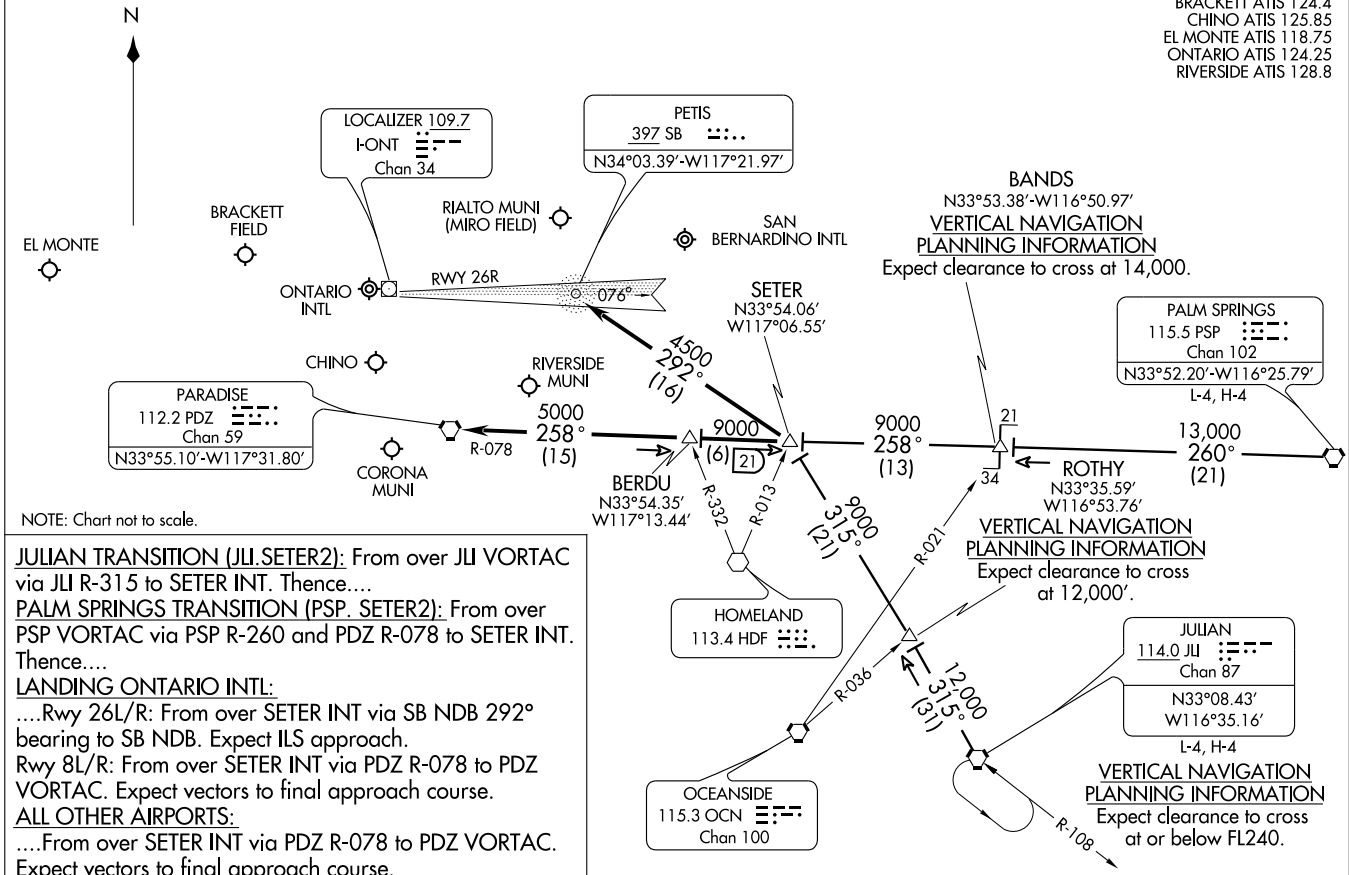
HIRL Rwy 6-24 L

SW-3, 21 OCT 2010 to 18 NOV 2010

SETER TWO ARRIVAL

(SETER.SETER2) 07298

SOCAL APP CON
119.65 379.25
BRACKETT ATIS 124.4
CHINO ATIS 125.85
EL MONTE ATIS 118.75
ONTARIO ATIS 124.25
RIVERSIDE ATIS 128.8



NOTE: Chart not to scale.

JULIAN TRANSITION (JLI.SETER2): From over JLI VORTAC via JLI R-315 to SETER INT. Thence....

PALM SPRINGS TRANSITION (PSP. SETER2): From over PSP VORTAC via PSP R-260 and PDZ R-078 to SETER INT. Thence....

LANDING ONTARIO INTL:

....Rwy 26L/R: From over SETER INT via SB NDB 292° bearing to SB NDB. Expect ILS approach.
Rwy 8L/R: From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ALL OTHER AIRPORTS:

....From over SETER INT via PDZ R-078 to PDZ VORTAC. Expect vectors to final approach course.

ONTARIO, CALIFORNIA

ST-965 (FAA)

SETER TWO ARRIVAL
(SETER.SETER2) 07298
ONTARIO, CALIFORNIA

ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

LANDING ONTARIO INTL:

. . . . RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

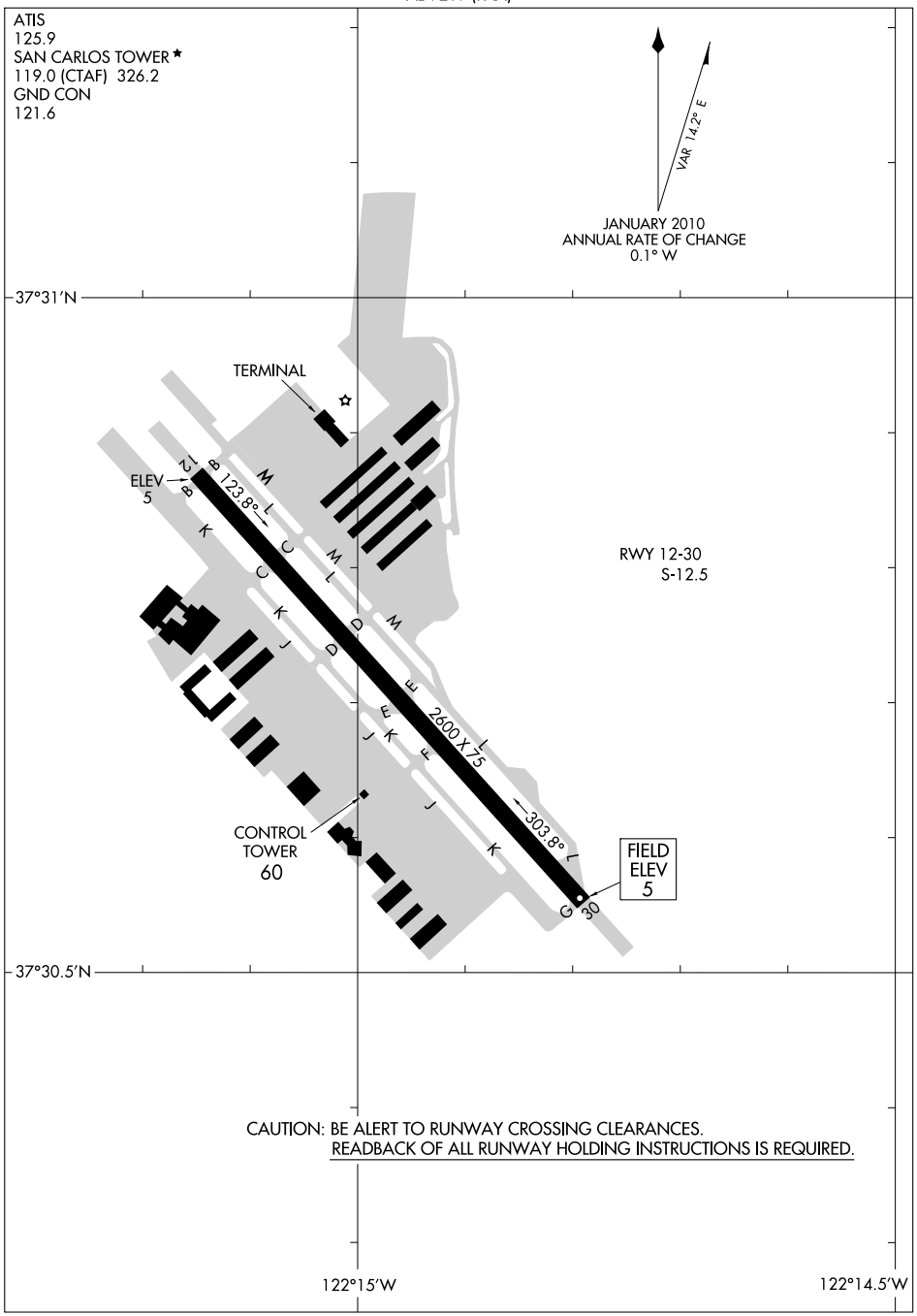
. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

ALL OTHER AIRPORTS:

. . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 21 OCT 2010 to 18 NOV 2010

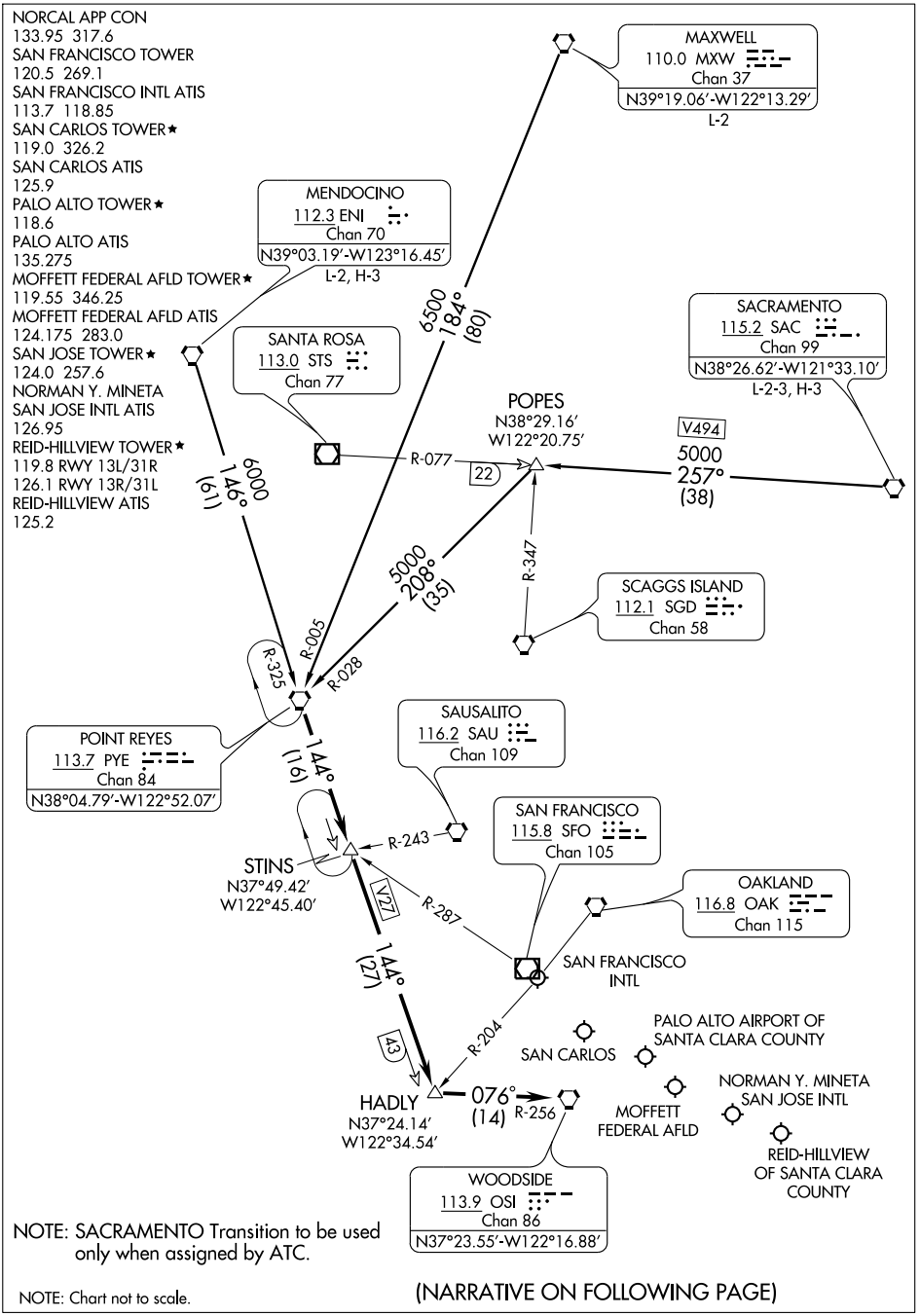


SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 30

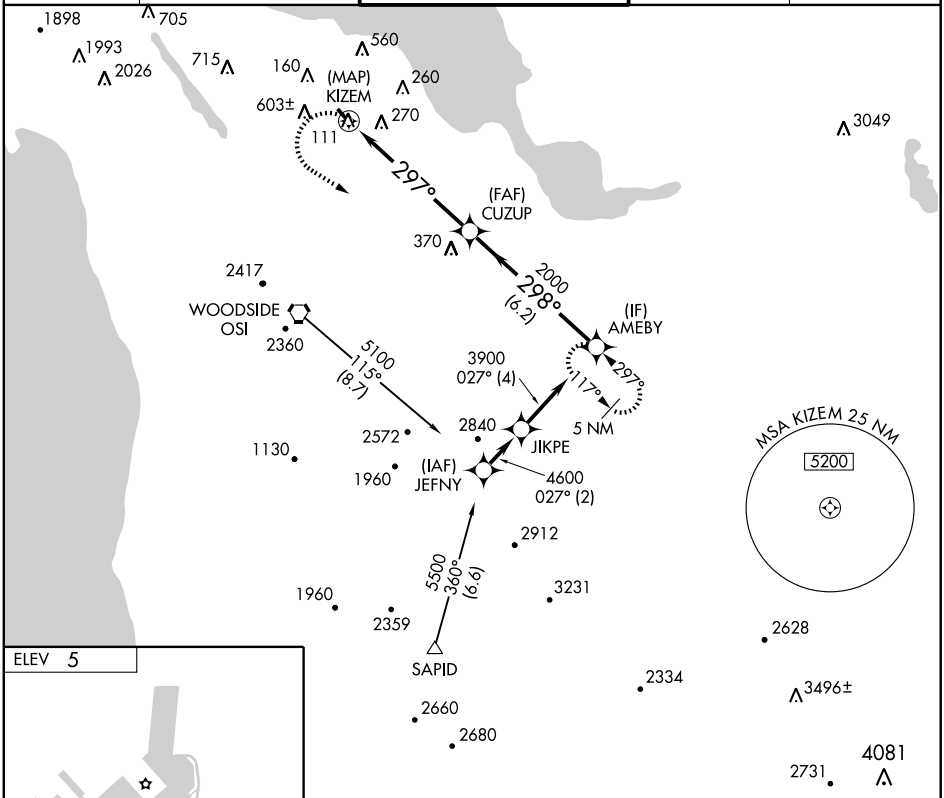
SAN CARLOS (SQL)

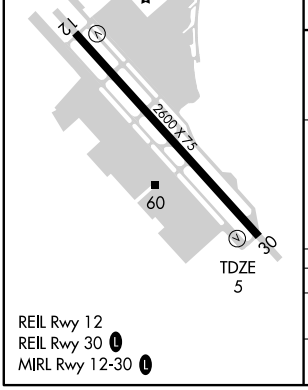
APP CRS	Rwy Idg	2600
297°	TDZE	5
	Apt Elev	5

Circling NA west of runway 12-30. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use San Francisco Intl altimeter setting and increase all MDA 20 feet.

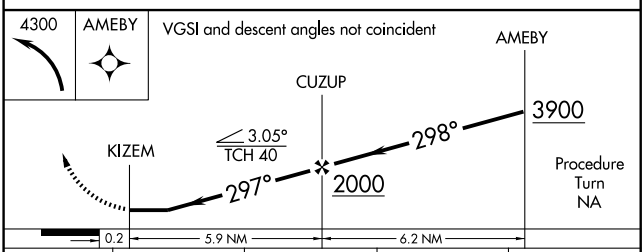
MISSED APPROACH: Climbing left turn to 4300 direct AMEBY and hold, continue climb-in-hold to 4300.

ATIS	NORCAL APP CON	SAN CARLOS TOWER ★	GND CON	UNICOM
125.9	133.95 317.6	119.0 (CTAF) L 326.2	121.6	122.95





REIL Rwy 12
REIL Rwy 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 1255 (1300-1¼)	1260-1½ 1255 (1300-1½)	NA	
CIRCLING	1260-1¼ 1255 (1300-1¼)	1260-1½ 1255 (1300-1½)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 30

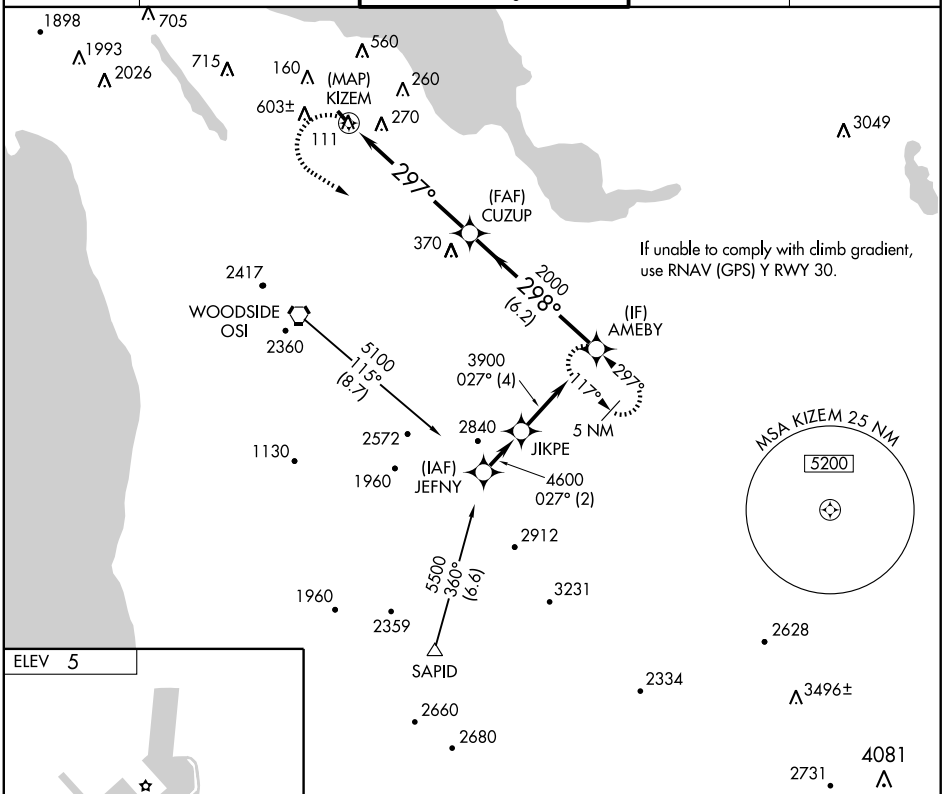
SAN CARLOS (SQL)

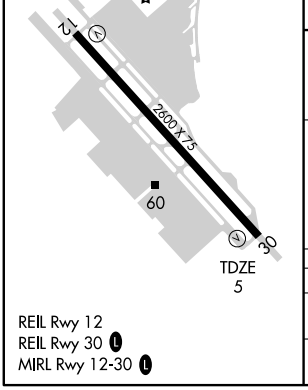
APP CRS	Rwy Idg	2600
297°	TDZE	5
	Apt Elev	5

Circling NA west of runway 12-30. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use San Francisco Intl altimeter setting and increase all MDA 20 feet. Missed approach requires minimum climb of 302 feet per NM to 4300.

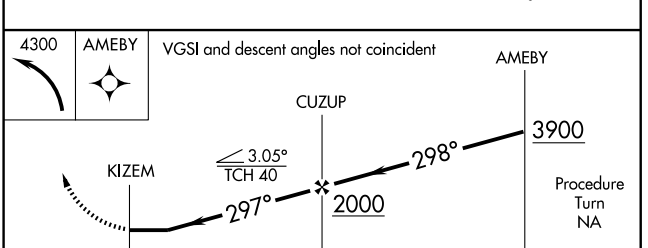
MISSED APPROACH: Climbing left turn to 4300 direct AMEBY and hold, continue climb-in-hold to 4300.

ATIS	NORCAL APP CON	SAN CARLOS TOWER ★	GND CON	UNICOM
125.9	133.95 317.6	119.0 (CTAF) L 326.2	121.6	122.95



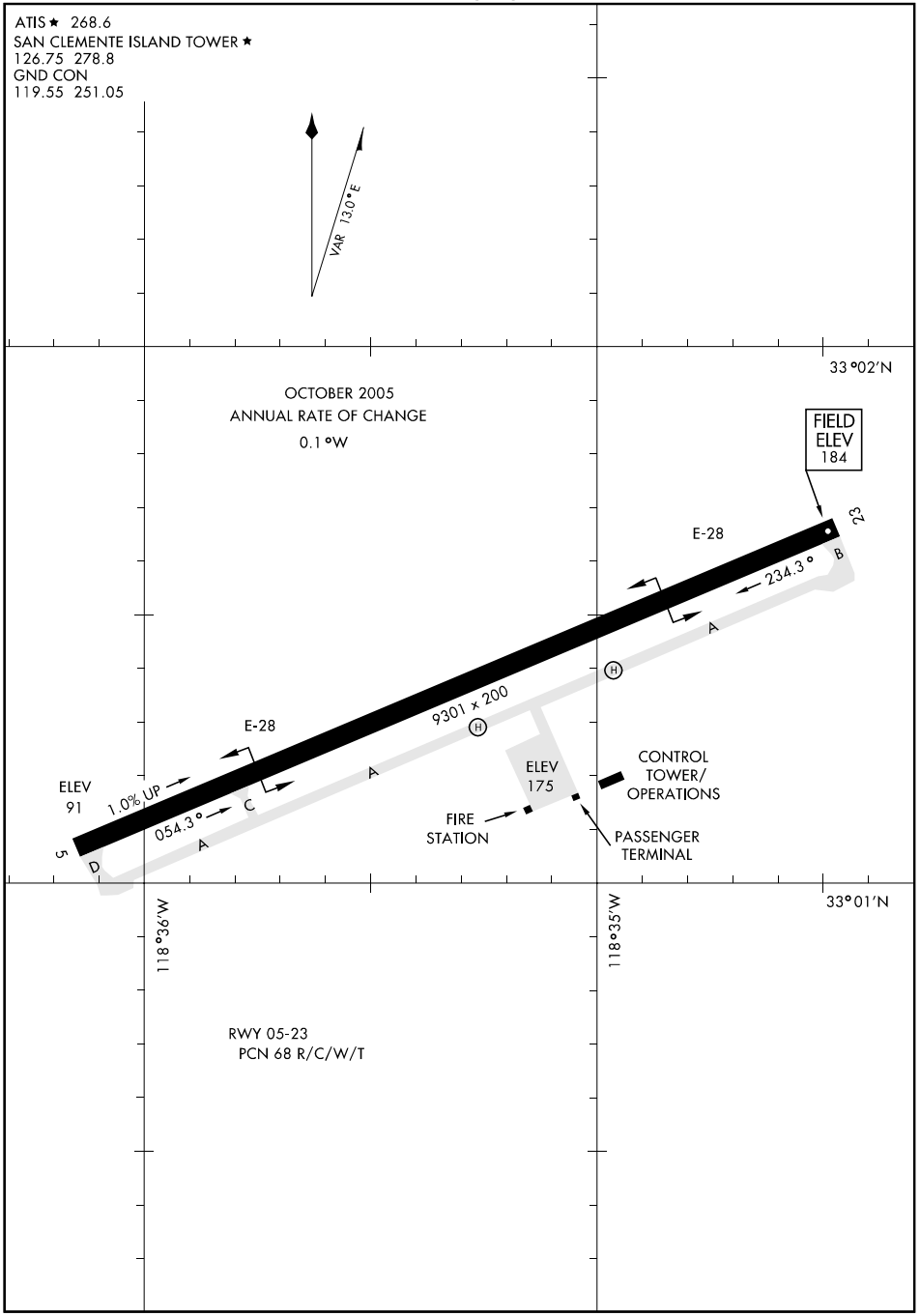


REIL Rwy 12
REIL Rwy 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	580-1 575 (600-1)		NA	
CIRCLING	580-1 575 (600-1)	620-1 615 (700-1)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SAN CLEMENTE ISLAND, CALIFORNIA

HI-TACAN RWY 23

SAN CLEMENTE ISLAND NALF
(FREDERICK SHERMAN FLD) (KNUC)

TACAN	APCH CRS	Rwy Idg	9301
NUC Chan **123**	**233°**	TDZE	**184**
		Arpt Elev	**184**

JAL-5126 [USN]

▼ *Circling not authorized S of Rwy 5-23.

CAUTION: Procedure in uncontrolled airspace.

MISSED APPROACH: Climb to 1500 via NUC TACAN R-233 then climbing right turn to 4000 via NUC R-030 to HETIT. Then arc NE of the NUC TACAN via the 18 DME arc to PYRAS and hold.

ATIS ★	SAN CLEMENTE ISLAND TOWER ★	GND CON	ASR/PAR
268.6	**126.75 278.8**	L **119.55 251.05**	

CAUTION: Intmed seg length 5 NM.

HIGH ALTITUDE FACILITIES

20 NM

SAN MARCUS

103° (75)

LOS ANGELES

PALMDALE

133° (50)

149° (48)

PARADISE

211° (75)

IAF BIREE NUC 22

201° (56)

R-053

HECTOR

248° (38)

281° (53)

OCEANSIDE

MISSION BAY

258° (87)

IMPERIAL

HETIT NUC 18

R-030

PYRAS NUC 18

ZUPET NUC 14

SHOTS NUC 10

WEBUK NUC 5

SAN CLEMENTE ISLAND
Chan 123 NUC

233°

053°

NUC 22

Max holding 230 KIAS

641

924

1977

2085

R-233

MSA NUC 25 NM

150°

005°

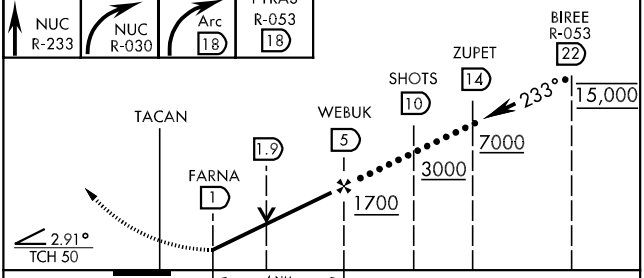
2000

3200

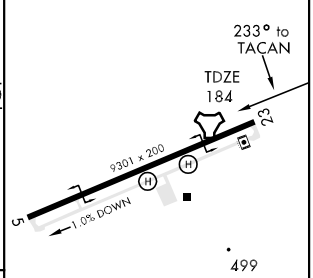
EMERG SAFE ALT 100 NM 12,100

(c) (b) (a) 123 053 303

1500 NUC R-233	4000 NUC R-030	HETIT Arc 18	PYRAS R-053 18



ELEV 184



CATEGORY	C	D	E
S-23	760-1½ 576 (600-1½)	760-1¾ 576 (600-1¾)	760-2 576 (600-2)
CIRCLING *	760-1½ 576 (600-1½)	760-2 576 (600-2)	

HIRL Rwy 5-23 L
REIL Rwy 5-23 L

SAN CLEMENTE ISLAND, CALIFORNIA

33°01'N-118°35'W

SAN CLEMENTE ISLAND NALF (KNUC)
(FREDERICK SHERMAN FLD)

10266

HI-TACAN RWY 23

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

(FEDERICK SHERMAN FLD)
SAN CLEMENTE ISLAND NALF (KNUC)

APCH CRS	Rwy Idg	9301
233°	TDZE	184
	Arpt Elev	184

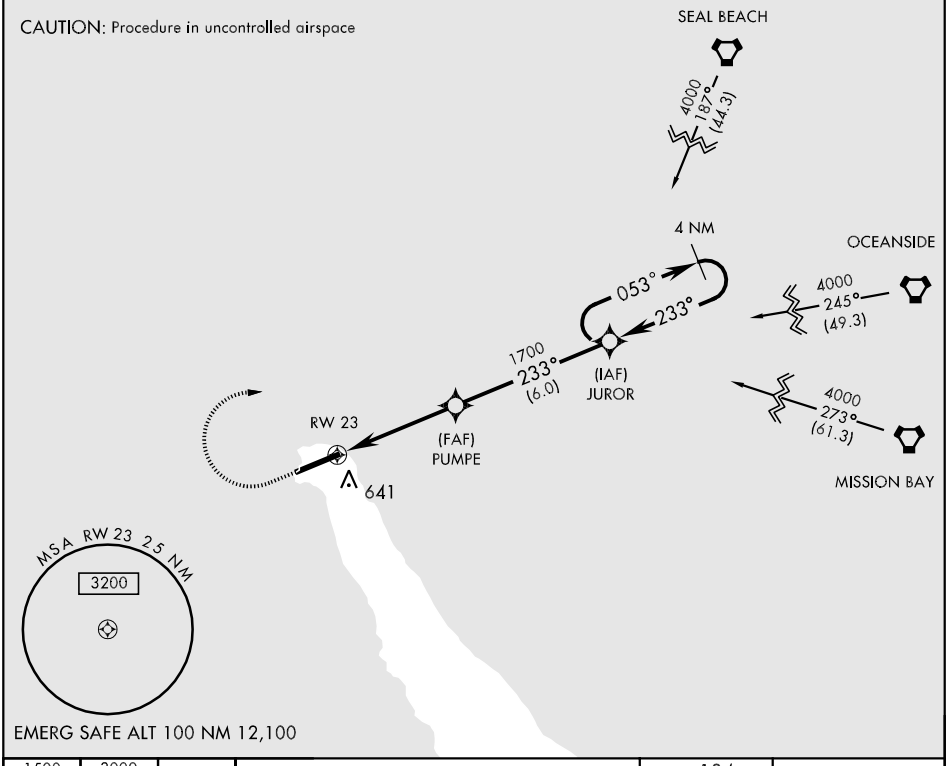
AL-5126 [USN]

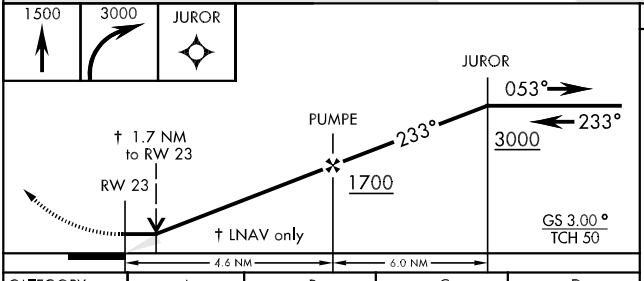
* Circling not authorized S of Rwy 5 - 23.
DME/DME RNP-0.3 NA
Baro VNAV NA below -15°C (4°F) or above 41°C (106°F)

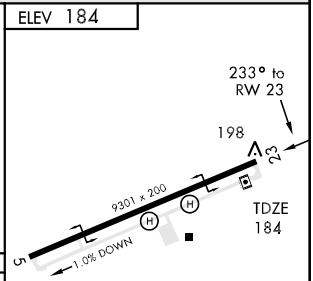
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct JUROR WP and hold.

ATIS ★	SAN CLEMENTE ISLAND TOWER ★	GND CON	ASR/PAR
268.6	126.75 278.8	119.55 251.05	

CAUTION: Procedure in uncontrolled airspace







CATEGORY	A	B	C	D
LNAV/VNAV DA	740-2 556 (600-2)			
LNAV MDA	760-1 576 (600-1)		760-1½ 576 (600-1½)	760-1¾ 576 (600-1¾)
CIRCLING *	760-2 576 (600-2)			

HIRL Rwy 5-23 L
REIL Rwy 5-23 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

SAN CLEMENTE ISLAND NALF
(FREDERICK SHERMAN FLD) (KNUC)

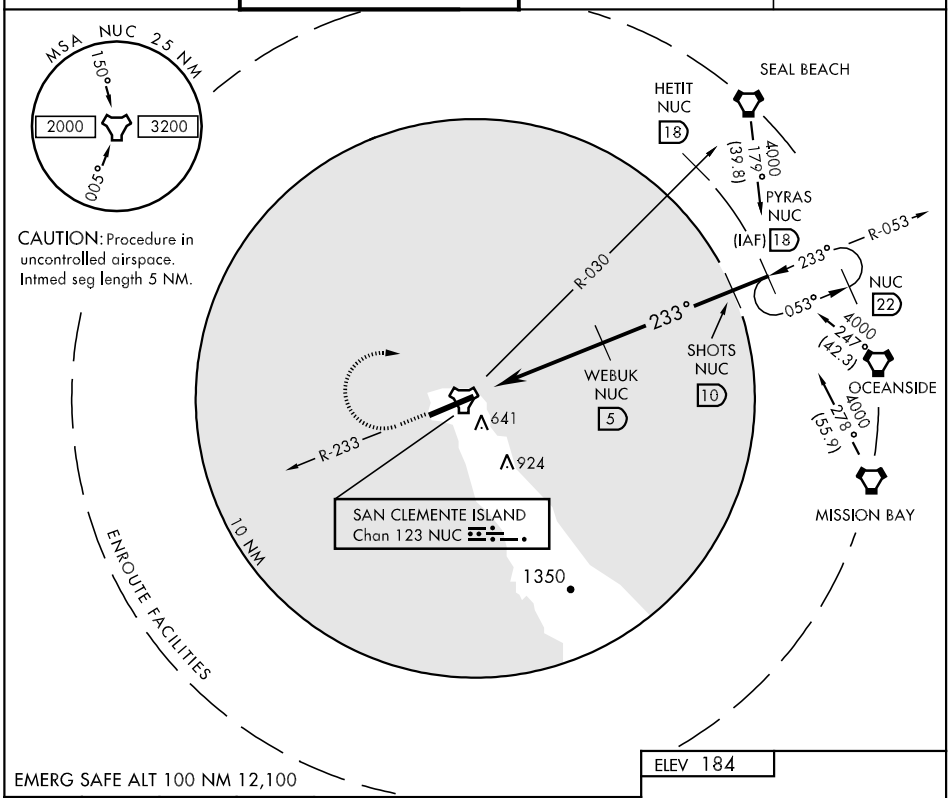
TACAN NUC Chan 123	APCH CRS 233°	Rwy ldg 9301 TDZE 184 Arpt Elev 184

AL-5126 [USN]

▼ * Circling not authorized S of Rwy 5-23.

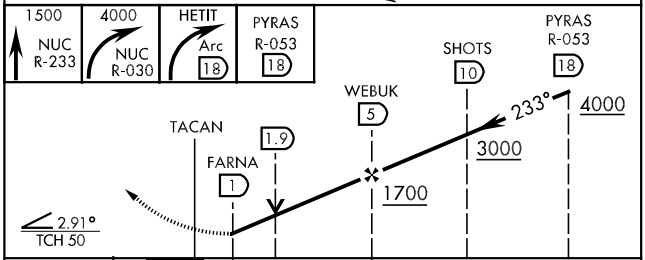
MISSED APPROACH: Climb to 1500 via NUC TACAN R-233 then climbing right turn to 4000 via NUC R-030 to HETIT. Then arc NE of NUC TACAN via the 18 DME arc to PYRAS and hold.

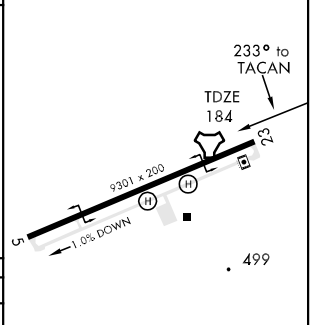
ATIS ★	SAN CLEMENTE ISLAND TOWER ★	GND CON	ASR/PAR
268.6	126.75 278.8	L 119.55 251.05	



EMERG SAFE ALT 100 NM 12,100

1500 NUC R-233	4000 NUC R-030	HETIT Arc 18	PYRAS R-053 18





CATEGORY	A	B	C	D
S-23	760-1 576 (600-1)		760-1½ 576 (600-1½)	760-1¾ 576 (600-1¾)
CIRCLING *	760-1 576 (600-1)		760-1½ 576 (600-1½)	760-2 576 (600-2)

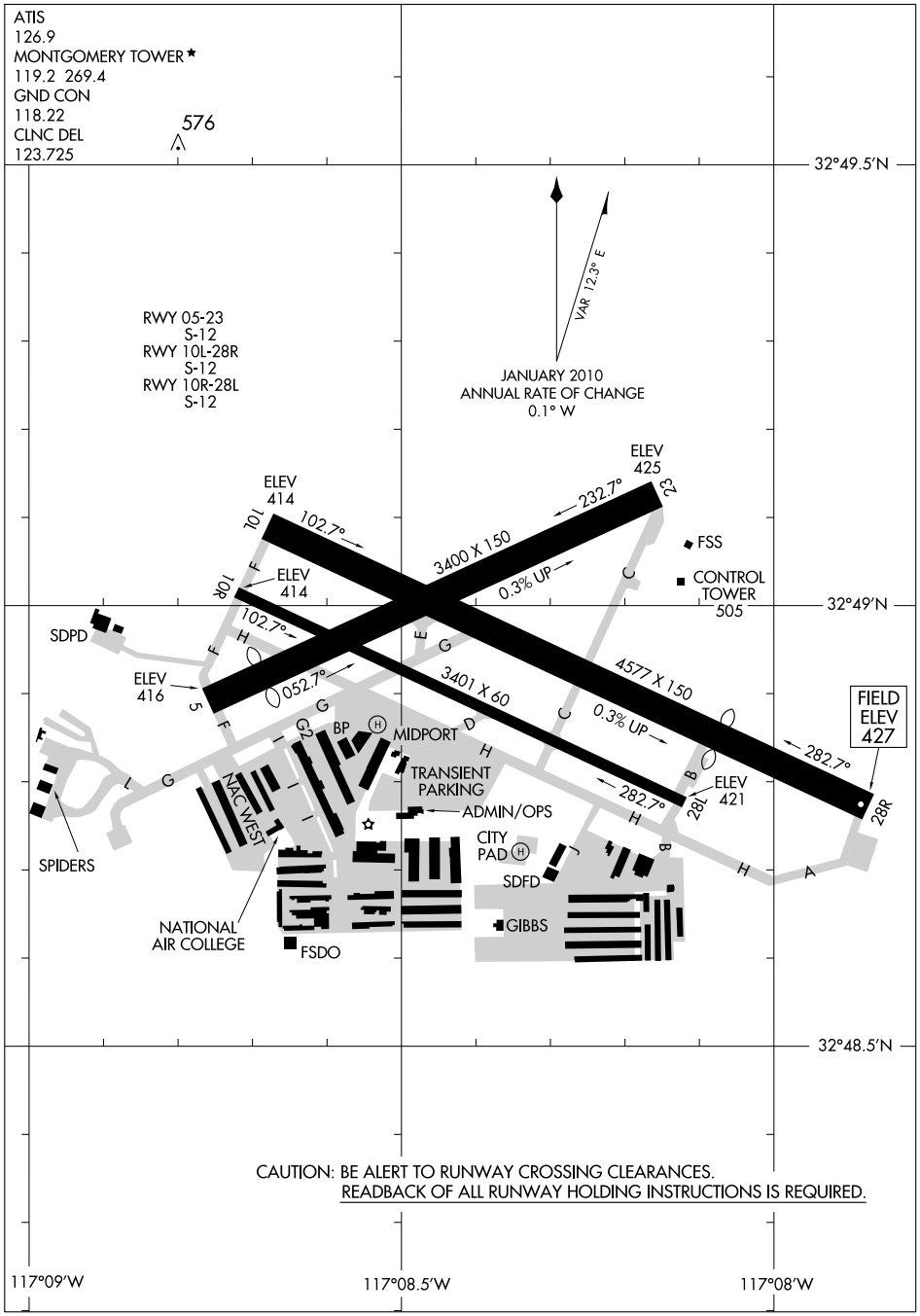
HIRL Rwy 5-23 L
REIL Rwy 5-23 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN DIEGO/MONTGOMERY FIELD (MYF)
SAN DIEGO, CALIFORNIA

AL-5401 (FAA)



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
SAN DIEGO/MONTGOMERY FIELD (MYF)

10210

LOC/DME I-MYF	APP CRS	Rwy Idg	3401
111.7	281°	TDZE	423
Chan 54		Apt Elev	427

ILS or LOC RWY 28R

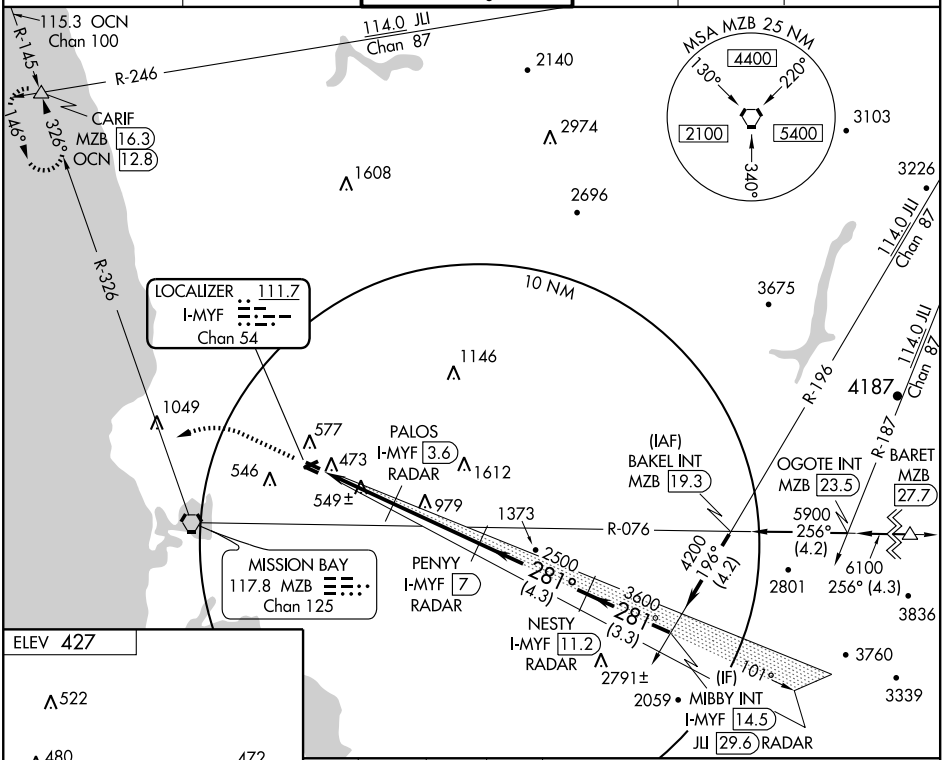
SAN DIEGO/ MONTGOMERY FIELD (MYF)

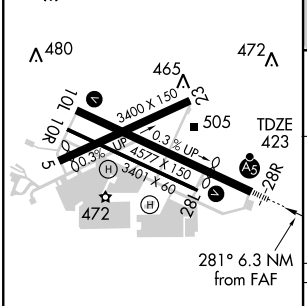
DME or RADAR required. VDP NA with San Diego Intl altimeter setting. When local altimeter setting not received, use San Diego Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet. For inoperative MALSR when using San Diego Intl altimeter setting, increase S-ILS 28R all Cats visibility to 1 mile.

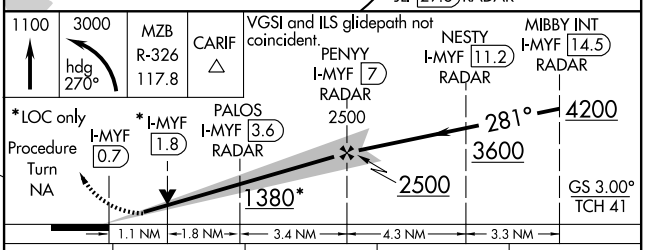
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 270° and MZB VORTAC R-326 to CARIF INT/MZB 16.3 DME and hold.

ATIS	SOCAL APP CON	MONTGOMERY TOWER★	GND CON	CLNC DEL	SAN DIEGO RADIO
126.9	124.35 279.625	119.2 (CTAF) 269.4	118.22	123.725	122.4







CATEGORY	A	B	C	D
S-ILS 28R	623-½ 200 (200-½)		NA	
S-LOC 28R	800-½ 377 (400-½)		NA	
CIRCLING	880-1 453 (500-1)		NA	

REIL Rwy 28L
MIRL Rwy 10L-28R

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45710 W28A	APP CRS 281°	Rwy Idg 3401 TDZE 423 Apt Elev 427

RNAV (GPS) RWY 28R

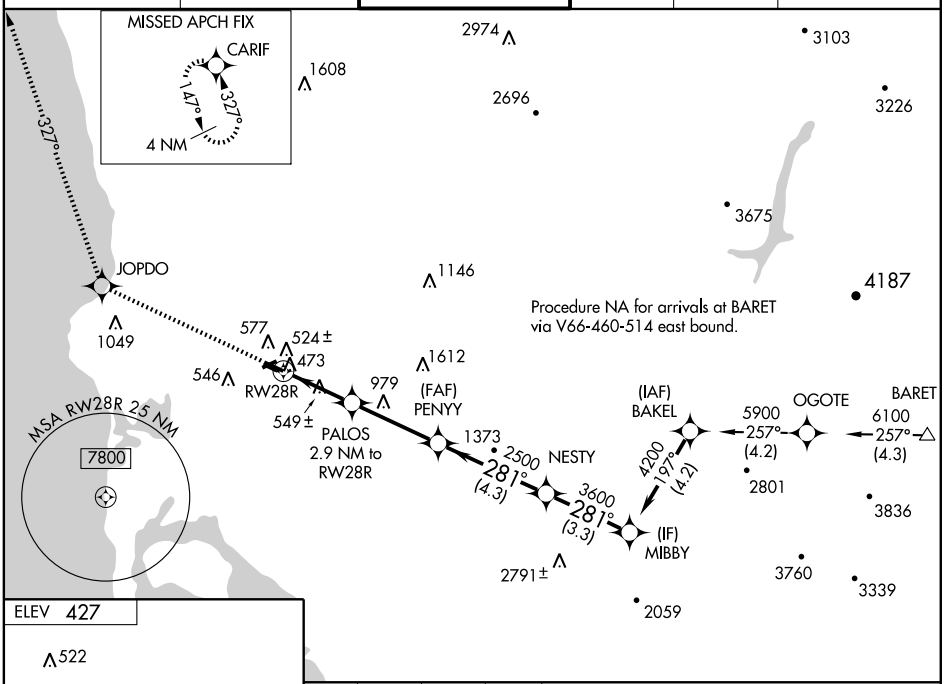
SAN DIEGO/ MONTGOMERY FIELD (MYF)

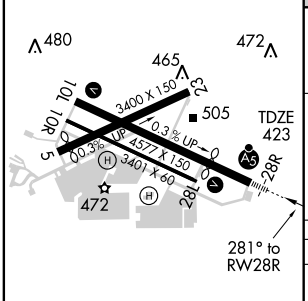
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. VDP NA with San Diego Intl altimeter setting. Baro-VNAV NA when using San Diego Intl altimeter setting. When local altimeter setting not received, use San Diego Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ¼ mile. For inoperative MALSR when using San Diego Intl altimeter setting increase LPV all Cats visibility to 1 mile.

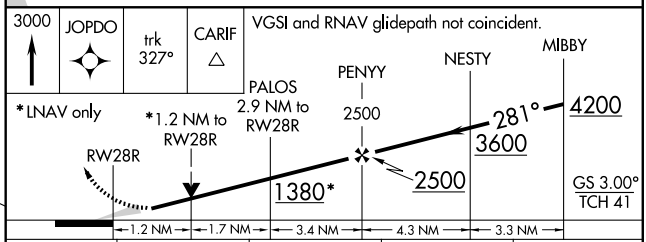
MALSR

MISSED APPROACH: Climb to 3000 direct JOPDO and on track 327° to CARIF and hold.

ATIS	SOCAL APP CON	MONTGOMERY TOWER★	GND CON	CLNC DEL	SAN DIEGO RADIO
126.9	124.35 279.625	119.2 (CTAF) 269.4	118.22	123.725	122.4



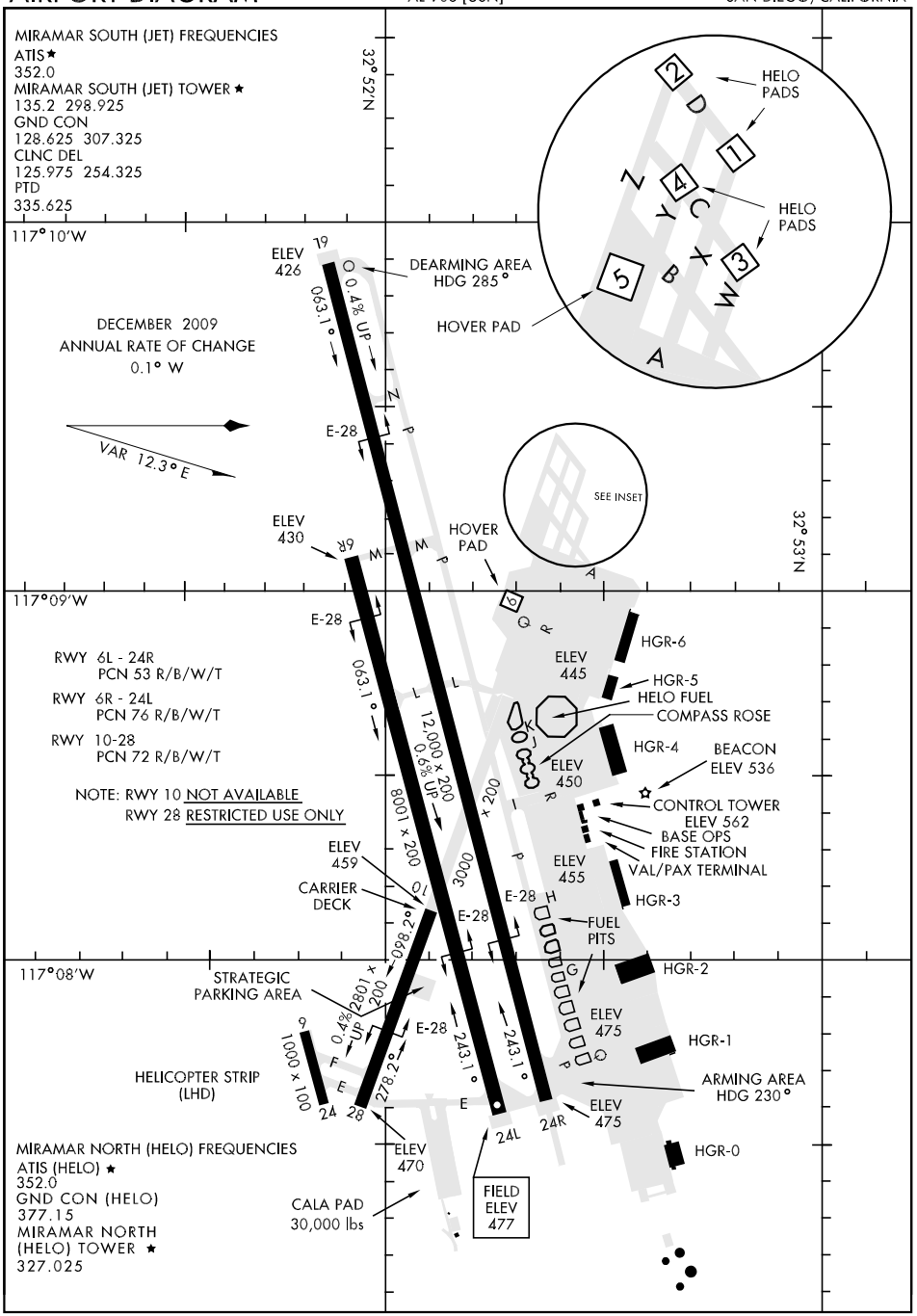




CATEGORY	A	B	C	D
LPV DA	623-½ 200 (200-½)		NA	
LNAV/VNAV DA	750-¾ 327 (400-¾)		NA	
LNAV MDA	840-½ 417 (500-½)		NA	
CIRCLING	880-1 453 (500-1)		NA	

REIL Rwy 28L
MIRL Rwy 10L-28R

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 24R

TACAN	APCH CRS	Rwy ldg 24R	12,000	24L	8001
NKX Chan 33	244°	TDZE 24R	475	24L	477
		Arpt Elev	477		

JAL-903 [USN]

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

T *When ALS inop, increase CAT C vis to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles.
** Circling not authorized to Rwy 10-28. CAT E circling not authorized S of Rwy 6R-24L.

ALSF-1

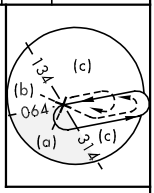
† MISSED APPROACH: Climb to 1500, then climbing right turn to 7000 via NKX TACAN R-360 to HUKVO. Arc NE of NKX via 16 mile arc to WARNT and hold. Cross R-320 at 3000 mandatory, cross HUKVO at 6000 mandatory.

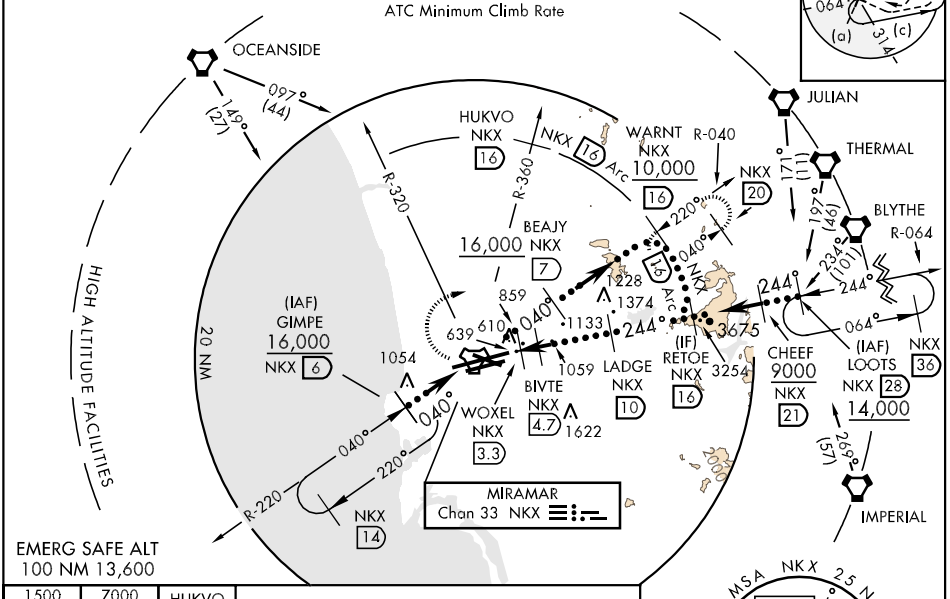
ATIS ★	SOCAL APP CON	MIRAMAR TOWER ★	GND CON	CLNC DEL	ASR/PAR	LA CENTER
352.0	132.2 269.1	135.2 298.925	128.625 307.325	125.975 254.325		291.7

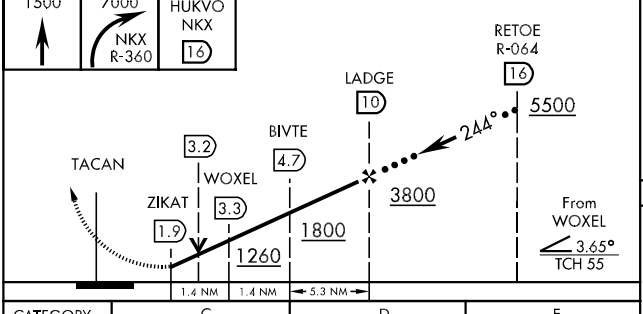
† CAUTION: Missed Approach Minimum Climb Rate to 6000

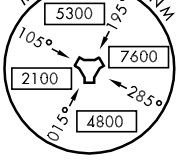
Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

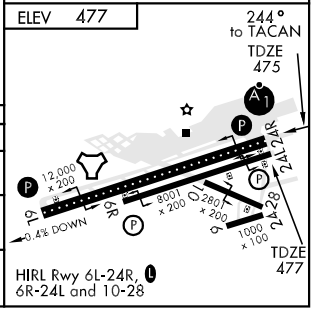
ATC Minimum Climb Rate











HIRL Rwy 6L-24R, 6R-24L and 10-28

CATEGORY	C	D	E
S-24R *	1100-1¼ 625 (700-1¼)	1100-1½ 625 (700-1½)	1100-1¾ 625 (700-1¾)
SIDE-STEP 24L	1100-1¾ 623 (700-1¾)	1100-2 623 (700-2)	1100-2¼ 623 (700-2¼)
CIRCLING **	1100-1¾ 623 (700-1¾)	1160-2¼ 683 (700-2¼)	1360-3 883 (900-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS OR LOC/DME RWY 24R

LOC I-NKX	APCH CRS	Rwy ldg 12,000 / TDZE 475 / Arpt Elev 477
111.15	240°	

AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX)

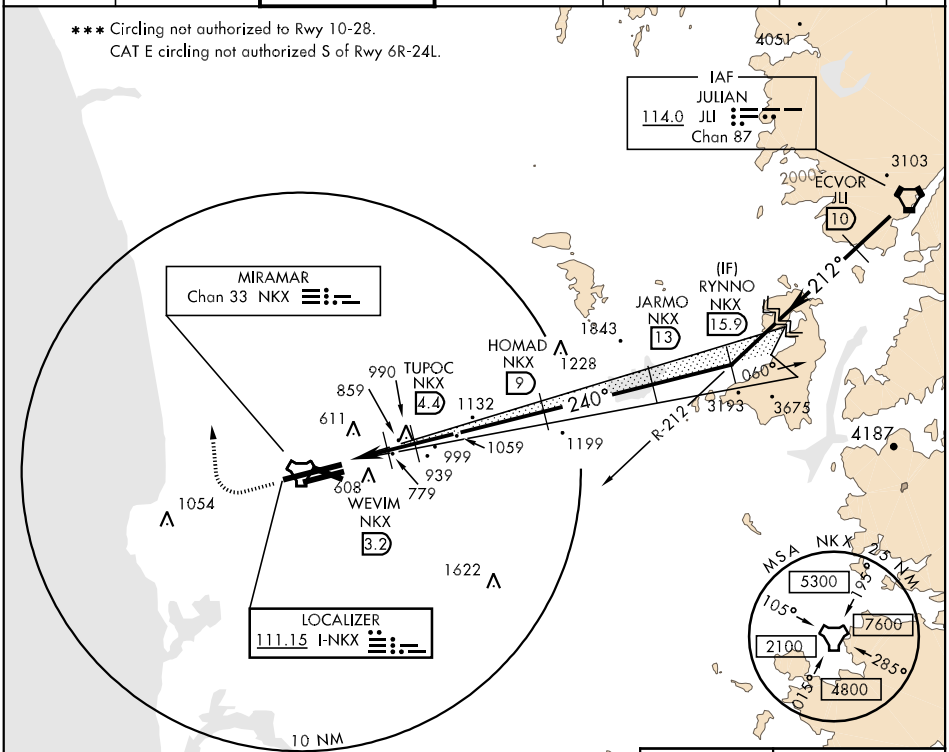
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1 ½ miles, CAT D to 1¾ miles, CAT E to 2 miles.

ALSF-1

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

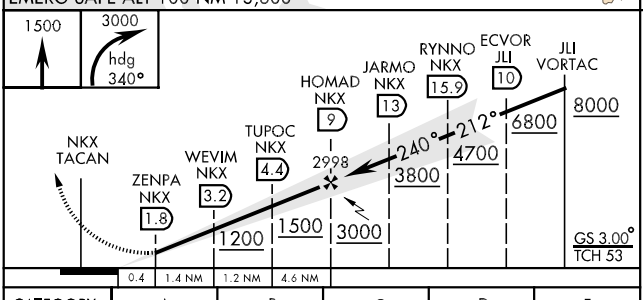
ATIS ★	SOCAL APP CON	MIRAMAR TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
352.0	132.2 269.1	135.2 298.925 (L)	128.625 307.325	125.975 254.325	291.7	

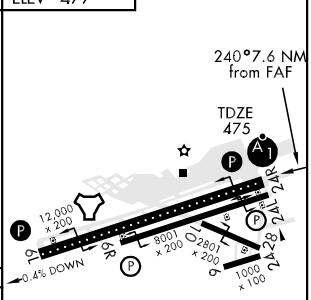
*** Circling not authorized to Rwy 10-28.
CAT E circling not authorized S of Rwy 6R-24L.



EMERG SAFE ALT 100 NM 13,600

ELEV 477





CATEGORY	A	B	C	D	E
S-ILS 24R *	675 - ½		200	(200-½)	
S-LOC/DME 24R **	1040- ½ 565 (600-½)		1040-1 565 (600-1)	1040-1¼ 565 (600-1¼)	1040-1½ 565 (600-1½)
CIRCLING ***	1040-1 563 (600-1)		1040-1½ 563 (600-1½)	1160-2¼ 683 (700-2¼)	1360-3 883 (900-3)

HIRL Rwy 6L-24R, (L) 6R-24L and 10-28

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LAKEE-ONE DEPARTURE (LAKEE1 • LAKEE)

SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
MIRAMAR TOWER ★
135.2 298.925
SOCAL DEP CON
132.2 269.1 E

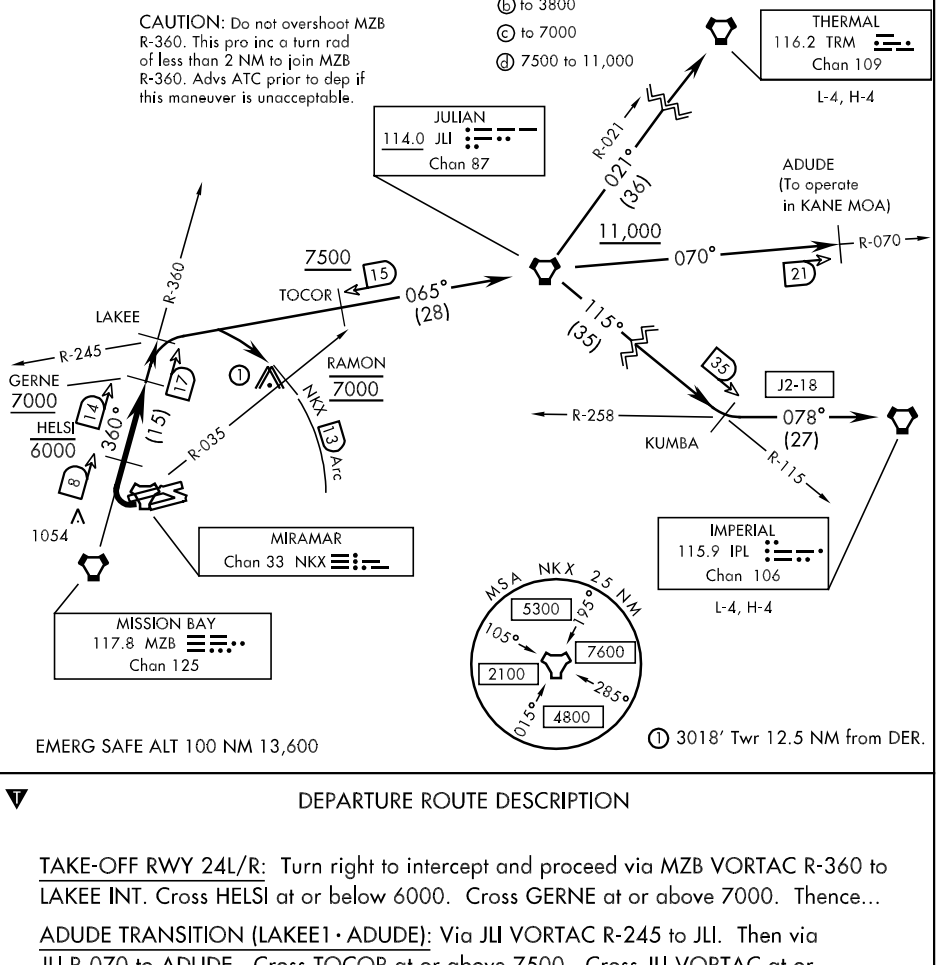
SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
* 24L/R ⓐ	V/V(fpm)	260	520	780	1040	1300	1560
** 24L/R ⓑ	V/V(fpm)	280	560	840	1120	1400	1680
† 24L/R ⓒ	V/V(fpm)	735	1470	2205	2940	3675	4410
† 24L/R ⓓ	V/V(fpm)	235	470	705	940	1175	1410

* Military Minimum ** Civil Minimum † ATC Minimum

ⓐ to 3600
ⓑ to 3800
ⓒ to 7000
ⓓ 7500 to 11,000

CAUTION: Do not overshoot MZB R-360. This pro inc a turn rad of less than 2 NM to join MZB R-360. Advs ATC prior to dep if this maneuver is unacceptable.



EMERG SAFE ALT 100 NM 13,600

① 3018' Twr 12.5 NM from DER.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE1 • ADUDE): Via JLI VORTAC R-245 to JLI. Then via JLI R-070 to ADUDE. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (LAKEE1 • IPL): Via JLI VORTAC R-245 to JLI. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION
(Continued)

JULIAN TRANSITION (LAKEE1 • JLI): Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE1 • RAMON): Via JLI VORTAC R-245 to NKX TACAN 13 DME. Then arc NE of NKX via the 13 DME arc to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (LAKEE1 • TRM): Via JLI VORTAC R-245 to JLI. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

REDIN-ONE DEPARTURE (REDIN1 • REDIN)

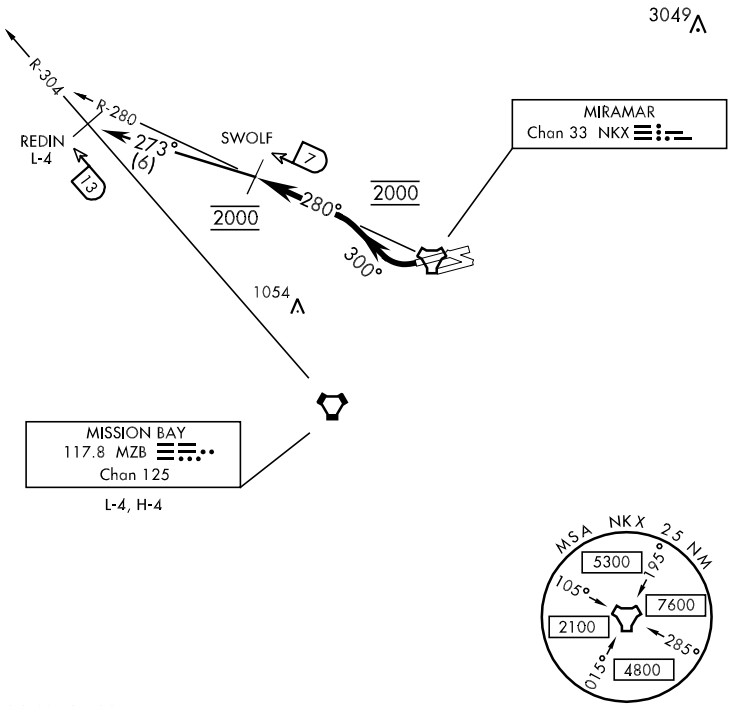
ATIS ★ 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
MIRAMAR TOWER ★
135.2 298.925
SOCAL DEP CON
119.6 363.1 W

SL-903 [USN]

Rwy	Knots	60	120	180	240
24L/R	V/V(fpm)	780	1560	2340	3120

ATC Climb Rate to 2000

RESTRICTED TO CAT A & B ACFT ONLY



EMERG SAFE ALT 100 NM 13,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mandatory. Cross SWOLF at 2000 mandatory.

REDIN TRANSITION (REDIN1•REDIN): Turn left heading 273° to intercept MZB VORTAC R-304 at REDIN.

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24L

WAAS CH 54028 W24A	APCH CRS 240°	Rwy Idg 8001 / TDZE 477 / Arpt Elev 477

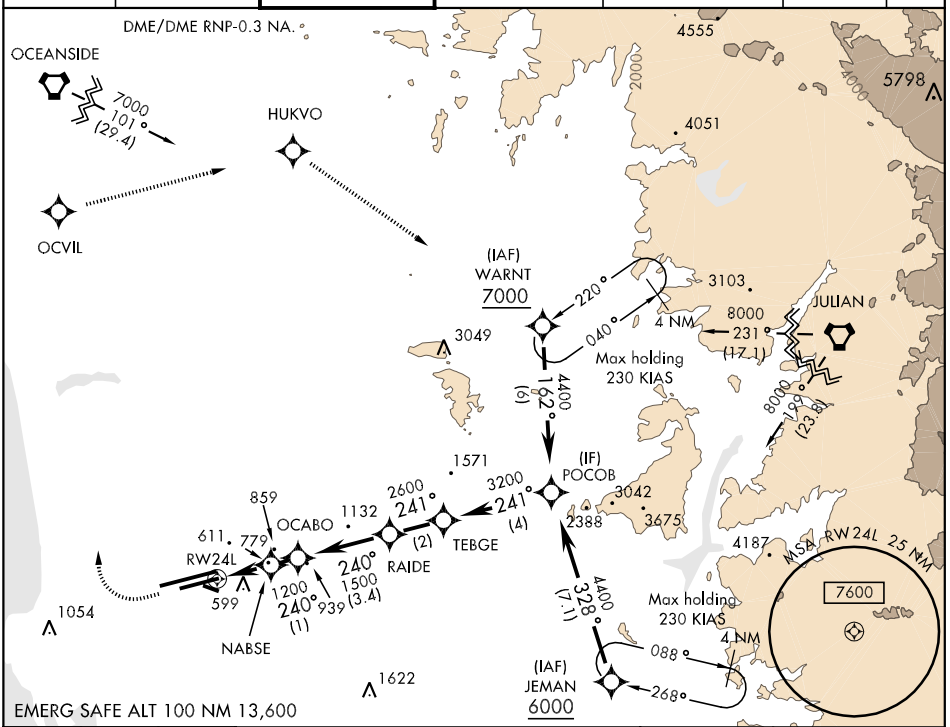
AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX)

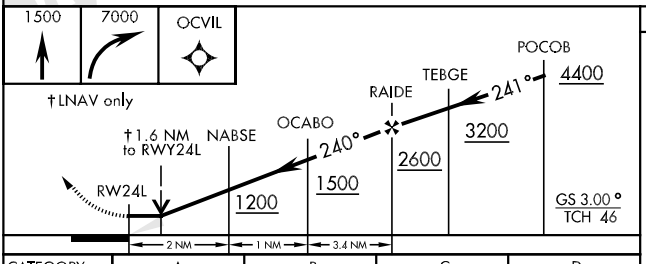
* Circling not authorized to Rwy 10-28.
For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15° C (4° F) or above 35° C (95° F)

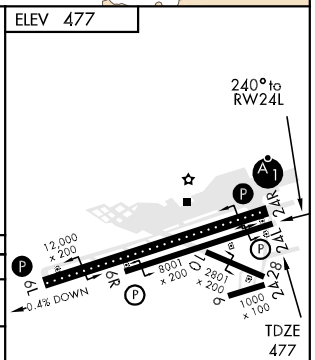
MISSED APPROACH: Climb to 1500, then climbing right turn to 7000 direct OCVIL, and right turn via 060° track to HUKVO and right turn via 110° track to WARNT and hold.

ATIS ★	SOCAL APP CON	MIRAMAR TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
352.0	132.2 269.1	135.2 298.925	128.625 307.325	125.975 254.325	291.7	

SW-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
LPV DA	677-1 200 (200-1)			
LNAV/VNAV DA	900-1½ 423 (500-1½)			
LNAV MDA	1040-1 563 (600-1)		1040-1½ 563 (600-1½)	1040-1¾ 563 (600-1¾)
CIRCLING *	1040-1½ 563 (600-1½)			1160-2¼ 683 (700-2¼)

HIRL Rwy 6L-24R, 6R-24L and 10-28

RNAV (GPS) RWY 24R

WAAS CH 61450 W24B	APCH CRS 240°	Rwy ldg 12,000 TDZE 475 Arpt Elev 477

AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX)

T *When ALS inop, increase CAT ABCD vis to 1 mile.
**When ALS inop, increase CAT ABCD vis to 1½ miles.

ALSF-1

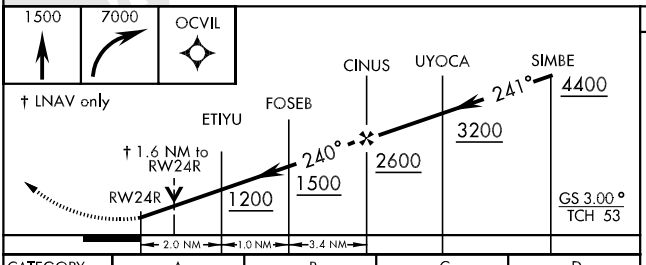
MISSED APPROACH: Climb to 1500, then climbing right turn to 7000 direct OCVIL, and right turn via 060° track to HUKVO, and right turn via 110° track to WARNT and hold.

ATIS ★	SOCAL APP CON	MIRAMAR TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
352.0	132.2 269.1	135.2 298.925 C	128.625 307.325	125.975 254.325	291.7	

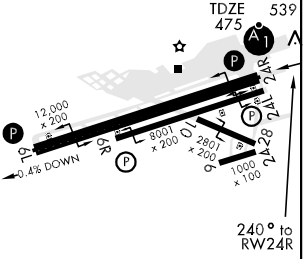
*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles and Cat D vis to 1¾ miles.
**** Circling not authorized to Rwy 10-28

OCEANSIDE
7000
10.1°
(29.4)
OCVIL
HUKVO
JULIAN
8000
231°
(17.1)
8000
199°
(23.8)
Max hldg 230 KIAS
4600
For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15° C (4° F) or above 35° C (95° F).
DME/DME RNP-0.3 NA.
(IAF)
WARNT
7000
3049
220°
040°
4 NM
162°
(5.9)
4400
1571
(IF)
SIMBE
MSA RW24R 25 NM
7600
3042
2388
3675
859
ETIYU
611
1132
FOSEB
2600
241°
(2)
3200
241°
(4)
UYOCA
RW24R
1500
240°
(3.4)
CINUS
1200
240°
(1)
779
939
1054
328°
(7.2)
4400
Max hldg 230 KIAS 4 NM
088°
268°
(IAF)
JEMAN
6000
EMERG SAFE ALT 100 NM 13,600

SW-3, 21 OCT 2010 to 18 NOV 2010



ELEV 477



CATEGORY	A	B	C	D
LPV DA *	675-½	200	(200-½)	
LNAV/VNAV DA **	900-1	425	(500-1)	
*** LNAV MDA	1040-½ 565	(600-½)	1040-1 565 (600-1)	1040-1¼ 565 (600-1¼)
**** CIRCLING	1040-1½ 563	(600-1½)		1160-2¼ 683 (700-2¼)

HIRL Rwy 6L-24R, C 6R-24L and 10-28

SW-3, 21 OCT 2010 to 18 NOV 2010

SWOLF-SIX DEPARTURE (SWOLF 6 • SWOLF)

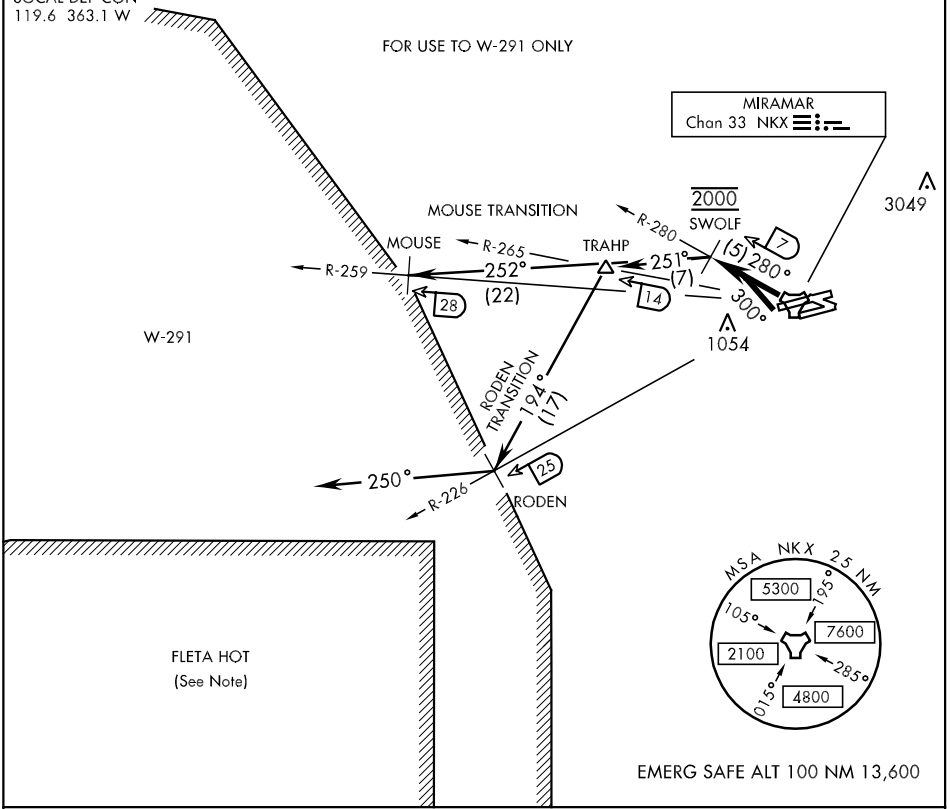
SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
MIRAMAR TOWER ★
135.2 298.925
SOCAL DEP CON
119.6 363.1 W

SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

ATC Minimum Climb Rate to 2000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mand. Cross SWOLF at 2000 mand. Thence...

MOUSE TRANSITION (SWOLF 6 • MOUSE): Turn left heading 252° to intercept NKX R-259 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

RODEN TRANSITION (SWOLF 6 • RODEN): Turn left heading 251° to intercept NKX R-265 at TRAHP. Then turn left heading 194° to intercept NKX R-226 at RODEN. Maintain 2000 for entry into W-291 via heading 250°.

NOTE:

(1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).

(2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 24R

TACAN	APCH CRS	Rwy Idg	24R	12,000	24L	8001
NKX Chan 33	244°	TDZE	24R	475	24L	477
		Arpt Elev		477		

AL-903 [USN]

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles.
** Circling not authorized to Rwy 10-28.

ALSF-1

† MISSED APPROACH: Climb to 1500, then climbing right turn to 7000 via NKX TACAN R-360 to HUKVO. Arc NE of NKX via the 16 mile arc to WARNT and hold. Cross NKX R-320 at 3000 manatory, cross HUKVO at 6000 manatory.

ATIS ★	SOCAL APP CON	MIRAMAR TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
352.0	132.2 269.1	135.2 298.925 C	128.625 307.325	125.975 254.325	291.7	

† CAUTION: Missed Approach Minimum Climb Rate to 6000

Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

ATC Minimum Climb Rate

OCEANSIDE

MSA NKX 25 NM
5300 (105°–195°)
7600 (195°–285°)
2100 (105°–015°)
4800 (285°–015°)

HUKVO NKX 16

R-360

7000 (101°) (29.4) NKX 16 Arc

8000 (103°) (38.4)

(IAF) WARNT NKX 16 7000

R-040

220°

040°

NKX 16 Arc

(IAF) CHEEF NKX 21 8000

(IF) RETOE NKX 16

8000 (199°) (14.4)

R-064

244°

064°

8000 (199°) (23.8)

NKX 25

NKX 20

088°

268°

R-088

(IAF) JEMAN NKX 16 6000

R-320

10 NM

LADGE NKX 10

BIVTE NKX 4.7

WOXEL NKX 3.3

244°

MIRAMAR Chan 33 NKX

EMERG SAFE ALT 100 NM 13,600

4555 4051 3103 3049 1228 1374 1133 999 839 859 611 639 1054 1622 3675 3254 4187 2000 4000 8000 JULIAN

1500	7000 NKX R-360	HUKVO NKX 16	Arc NE 16

NKX TACAN
3.2
WOXEL
BIVTE 4.7
LADGE 10
RETOE R-064 16
5500
ZIKAT 1.9
3.3
244°
3800
1260
1800
3.65°
TCH 55
1.4 NM 1.4 NM 5.3 NM

ELEV 477

244° to TACAN

TDZE 475

12,000 x 200
8001 x 200
2801 x 200
1000 x 100
6R 24L 6L 24R 10 28
0.4% DOWN

TDZE 477

CATEGORY	A	B	C	D
S-24R *	1100-½ 625 (700-½)		1100-1¼ 625 (700-1¼)	1100-1½ 625 (700-1½)
SIDE-STEP 24L	1100-1 623 (700-1)		1100-1¾ 623 (700-1¾)	1100-2 623 (700-2)
CIRCLING **	1100-1 623 (700-1)		1100-1¾ 623 (700-1¾)	1160-2¼ 683 (700-2¼)

HIRL Rwy 6L-24R, C 6R-24L and 10-28

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TINNY-ONE DEPARTURE (TINNY1 • TINNY)

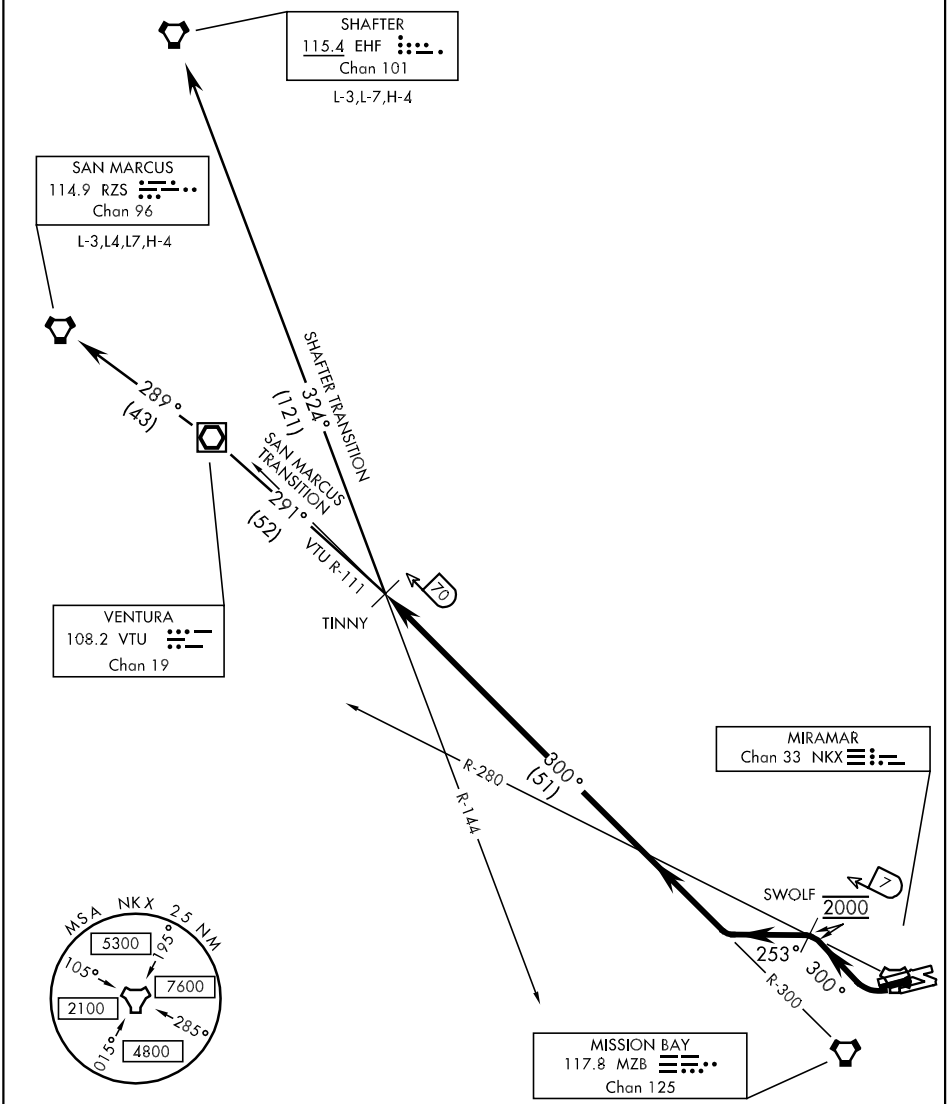
MIRAMAR MCAS (MITSCHER FLD) (KNKX)
SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
MIRAMAR TOWER ★
135.2 298.925
SOCAL DEP CON
119.6 363.1 W

SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

ATC Minimum Climb Rate to 2000



EMERG SAFE ALT 100 NM 13,600

NOTE: Chart not to scale

TINNY-ONE DEPARTURE (TINNY1 • TINNY)
SAN DIEGO, CALIFORNIA
MIRAMAR MCAS (MITSCHER FLD) (KNKX)
SW-3, 21 OCT 2010 to 18 NOV 2010

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mandatory. Cross SWOLF at 2000 mandatory. Then turn left heading 253° to intercept and proceed via MZB VORTAC R-300 to TINNY INT. Thence...

SAN MARCUS TRANSITION (TINNY1• RZS): Via VTU VOR/DME R-111 to VTU, then via RZS VORTAC R-109 to RZS.

SHAFTER TRANSITION (TINNY1•EHF): Via EHF VORTAC R-144 to EHF.

SW-3, 21 OCT 2010 to 18 NOV 2010

VITKO-ONE DEPARTURE (VITKO1 • VITKO)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
MIRAMAR TOWER ★
135.2 298.925
SOCAL DEP CON
132.2 269.1 E

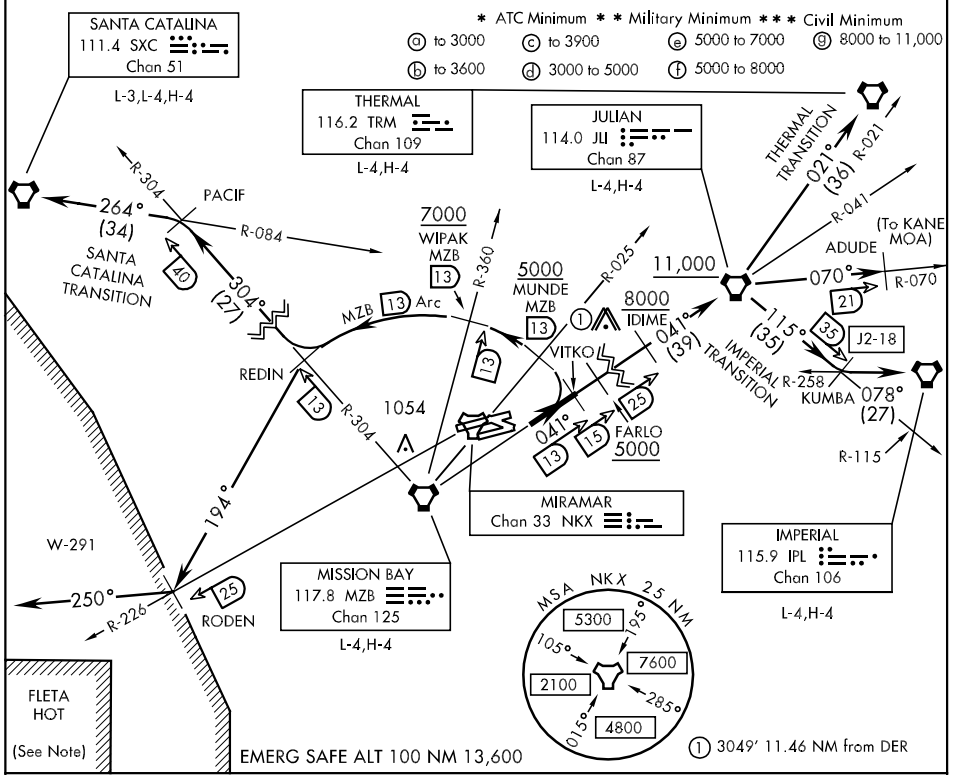
SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
* 6L/R(a)	V/V(fpm)	520	1040	1560	2080	2600	3120
** 6L/R(b)	V/V(fpm)	280	560	840	1120	1400	1680
*** 6L/R(c)	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R(d)	V/V(fpm)	680	1360	2040	2720	3400	4080
* 6L/R(e)	V/V(fpm)	353	706	1059	1412	1765	2118
* 6L/R(f)	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R(g)	V/V(fpm)	220	440	660	880	1100	1320

* ATC Minimum ** Military Minimum *** Civil Minimum

(a) to 3000 (c) to 3900 (e) 5000 to 7000 (g) 8000 to 11,000

(b) to 3600 (d) 3000 to 5000 (f) 5000 to 8000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6L/R: Climb via heading 060° to intercept and proceed via MZB VORTAC R-041 to VITKO. Join MZB R-041 at or above 3000. Thence...

ADUDE TRANSITION (VITKO1 • ADUDE): Via MZB R-041 to JLI VORTAC. Then JLI R-070 to ADUDE. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (VITKO1 • IPL): Via MZB R-041 to JLI VORTAC. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

SW-3, 21 OCT 2010 to 18 NOV 2010

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

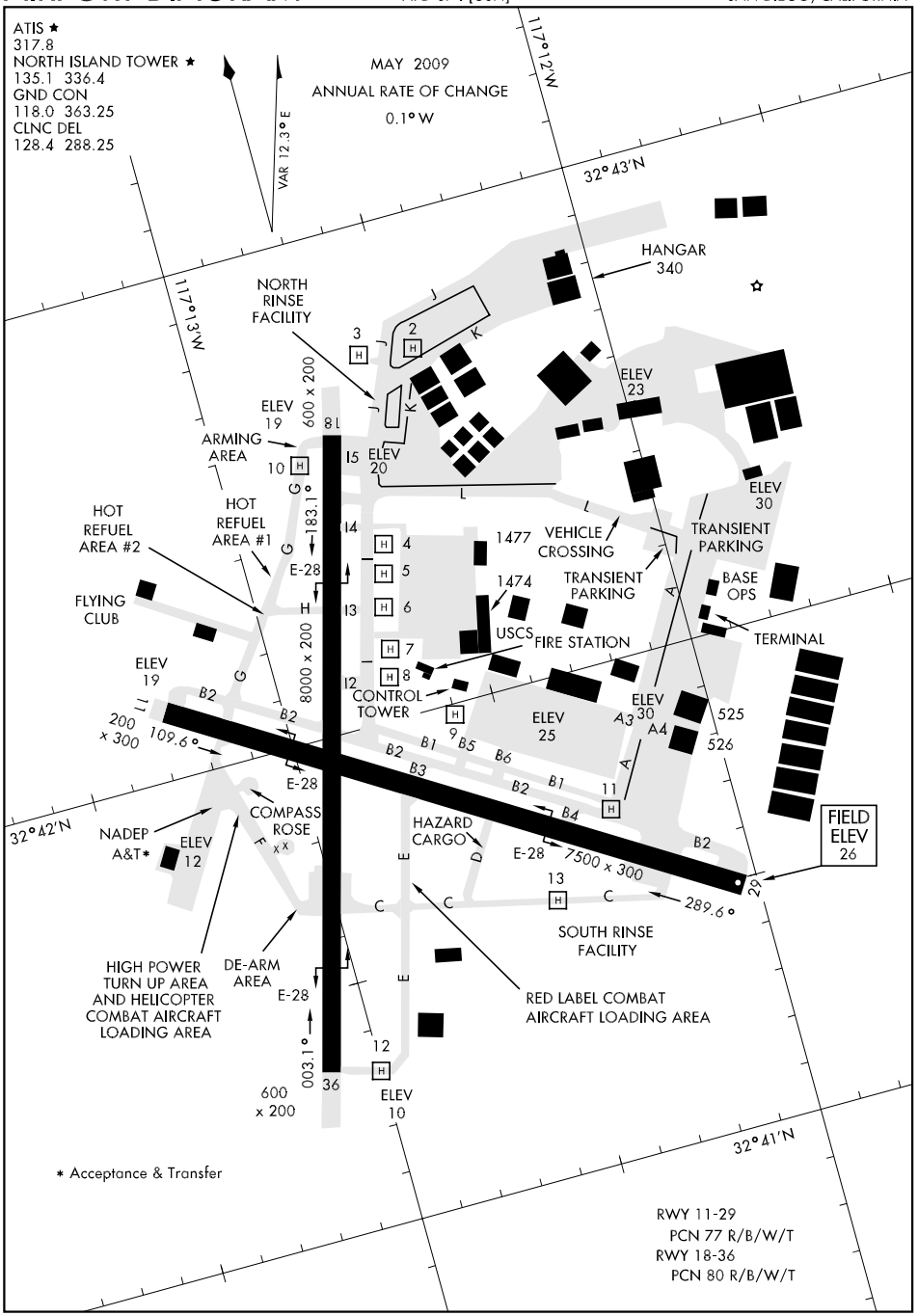
RODEN TRANSITION (VITKO1 • RODEN): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 194° to intercept NKX R-226 at RODEN. Then turn right heading 250° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

SANTA CATALINA TRANSITION (VITKO1 • SXC): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO1 • TRM): Via MZB R-041 to JLI VORTAC. Then via JLI R-021to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

NOTE:
(1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
(2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!

SW-3, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

BARET FOUR ARRIVAL

(BARET.BARET4) 09183

SAN DIEGO, CALIFORNIA

SOCAL APP CON
124.35 279.625
LINDBERGH ATIS
134.8
NORTH ISLAND ATIS ★
317.8

NOTE: RADAR and DME required on TNP, EED, and PKE transitions.

NOTE: When SAN arrivals are using Rwy 9, aircraft can expect to depart and re-enter the TCA southwest of PGY VORTAC.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

TNP, EED and PKE transitions expect to cross Saltn Int at or below FL 240, expect to cross 25 NM northeast of the PGY VORTAC at 12000.

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′ - W115°46.19′
L-4, H-4

NEEDLES
115.2 EED
Chan 99
N34°45.96′
W114°28.45′
L-7, H-4

THERMAL
116.2 TRM
Chan 109

SHADI
N33°37.24′
W115°45.70′

PARKER
117.9 PKE
Chan 126
N34°06.12′
W114°40.93′
L-4-5, H-4

OCEANSIDE
115.3 OCN
Chan 100

KARRO
N33°15.89′
W116°22.46′

MOMAR
N33°30.90′
W115°56.67′

JULIAN
114.0 JLI
Chan 87

SALTN
N33°22.75′
W116°10.70′

LOCALIZER 111.55
I-SAN
Chan 52 (Y)

MISSION BAY
117.8 MZB
Chan 125

(IFEHI)
N32°48.08′
W116°37.80′

KUMBA
N32°45.72′
W116°03.22′

SARGS
N32°46.90′
W117°23.37′

LOCALIZER 110.9
I-UBR
Chan 46

BARET
N32°46.45′
W116°40.65′

SWATT
N32°40.75′
W116°57.97′

PILLO
N32°46.22′ - W116°28.12′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10000′.

IMPERIAL
115.9 IPL
Chan 106
N32°44.93′ - W115°30.51′
L-4, H-4

SAN DIEGO INTL

NORTH ISLAND NAS
(HALSEY FIELD)

(IFSOX)
N32°41.70′
W117°23.03′

(IFHEJ)
N32°39.60′
W116°53.31′

POGGI
109.8 PGY
Chan 35
N32°36.62′ - W116°58.75′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ST-373 (FAA)

HI-TACAN RWY 29

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NZY Chan 117	296°	7500	26	26

JAL-374 [USN]

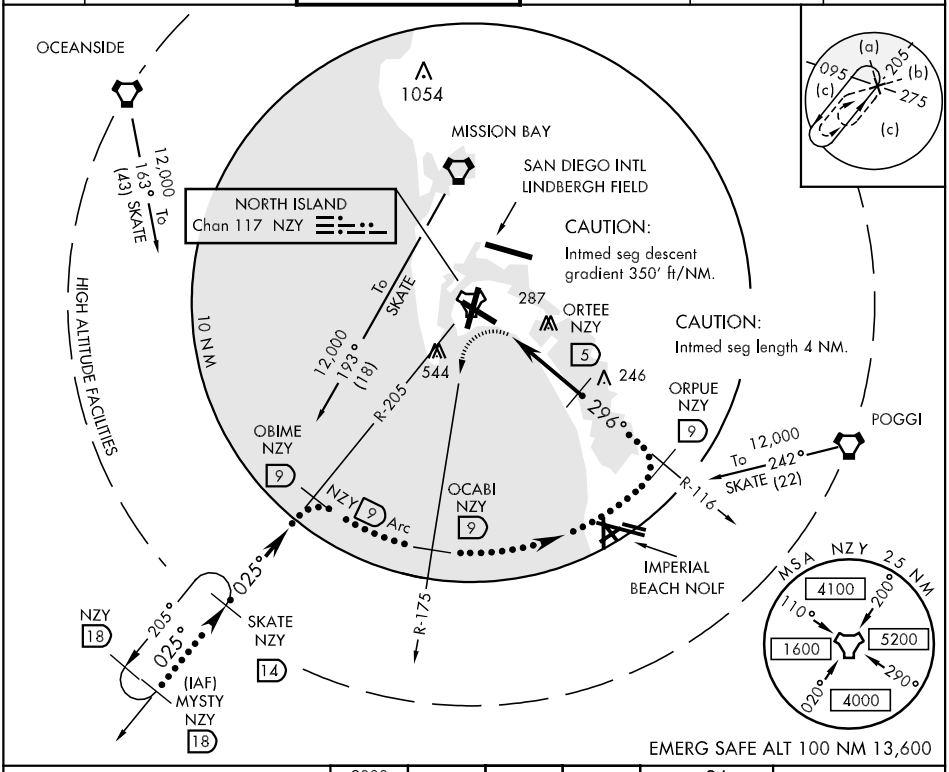
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

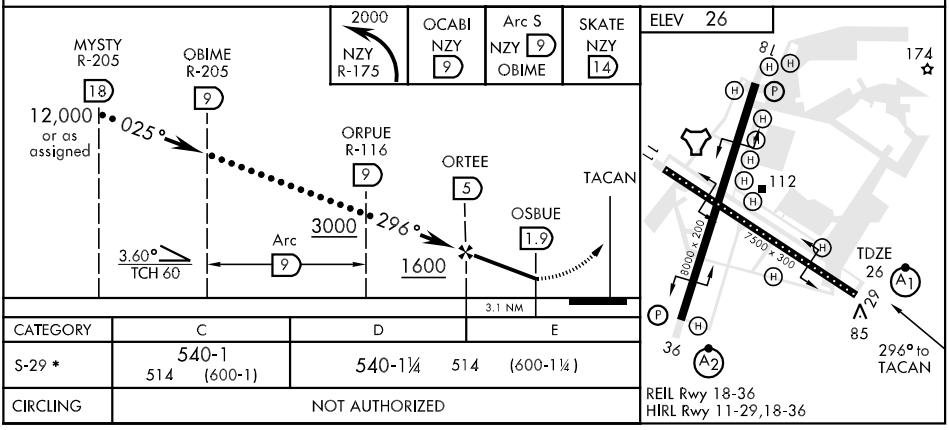
▼ * When ALS inop, increase vis CAT C to 1½ miles, CAT DE to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climbing to left turn to 2000 via NZY TACAN R-175 to OCABI. Arc S on the NZY 9 DME arc to OBIME, then via NZY R-205 to SKATE and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	





CATEGORY	C	D	E
S-29 *	540-1 514 (600-1)	540-1¼ 514 (600-1¼)	
CIRCLING	NOT AUTHORIZED		

HI-TACAN RWY 36

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NZY Chan 117	358°	8000	19	26

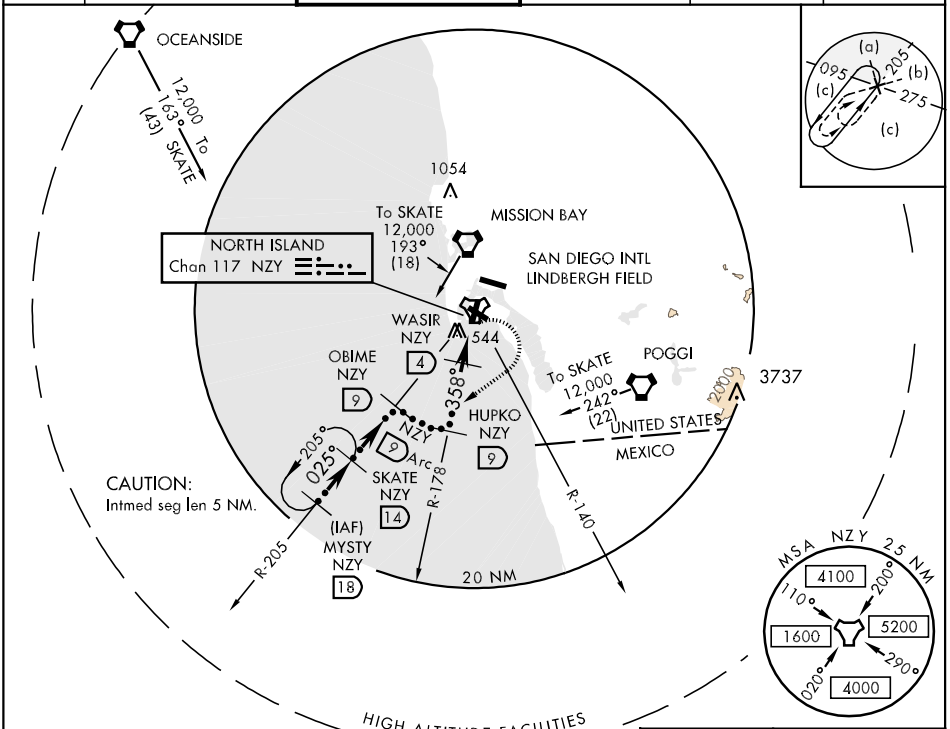
JAL-374 [USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

* When ALS inop, increase vis CAT C to 2¼ miles, CAT D to 2½miles, CAT E to 2¾ miles .

SALSF (A2)

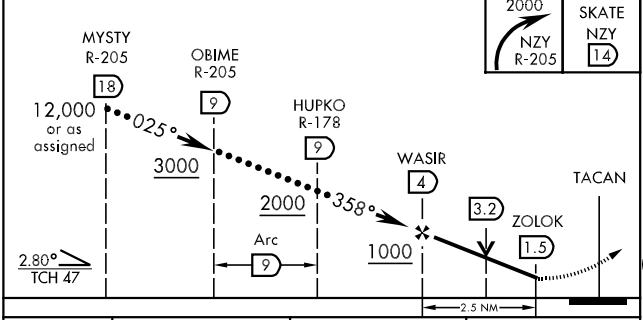
MISSED APPROACH: Climbing right turn to 2000 intercept the NZY TACAN R-205 to SKATE and hold.

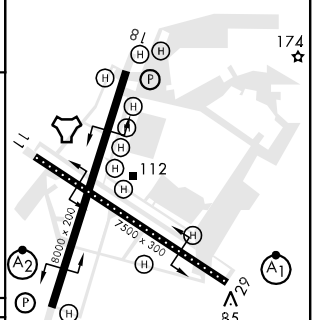
ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	



EMERG SAFE ALT 100 NM 13,600

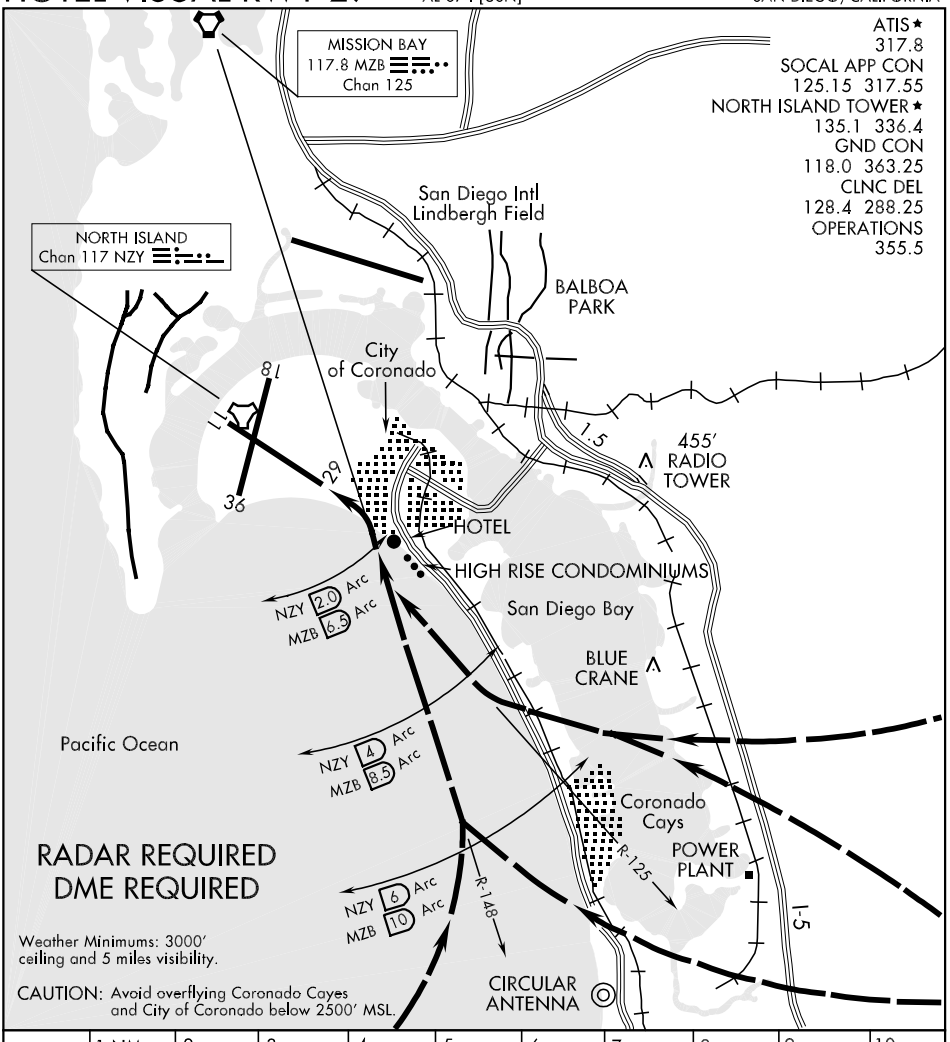
ELEV 26





CATEGORY	C	D	E
S-36 *	800-2 781 (800-2)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)
CIRCLING	NOT AUTHORIZED		

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



HOTEL VISUAL RWY 29

Aircraft avoid overflying Coronado Cayes and City of Coronado below 2500' MSL. Proceed visually via the NZY R-125 or MZB R-148 until reaching NZY 2 DME / MZB 6.5 DME, then maneuver to runway centerline for straight-in Runway 29.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME-A

LOC I-UBR	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.9 Chan 46	272°	N/A / N/A / 26

AL-374 [USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

▼ * CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

MISSED APPROACH: Climb and maintain 2000 via hdg 175°, intercept PGY VORTAC R-250 to HANIS and hold.

ATIS *	SOCAL APP CON	NORTH ISLAND TOWER *	LINDBERGH TOWER	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.3 270.9	118.0 363.25	128.4 288.25	

CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.

Procedure NA for arrivals at RYAHH via V66-440-514 Eastbound.

MISSION BAY 117.8 MZB Chan 125

LOCALIZER 110.9 I-UBR Chan 46

(IAF) RYAHH PGY 5000 11.8

SAN DIEGO INTL LINDBERGH FIELD

I-UBR CIJHI 8.4

OKAIN I-UBR 12.3

DOUGA PGY 8.9 5000

I-UBR REEBO 6.5

HANIS PGY 20

VYDDA I-UBR 14.3

POGGI 109.8 PGY Chan 35

R-076 R-084 R-304 R-314 R-351 R-018 R-250

272° 092° 250° 070°

10 NM

1054 524 803 1328 394 544 2791 3675 2801 3737

MSA MZ B 25 NM 4400 2100 5400 30° 220° 340°

ELEV 26

217° 2 NM from ZOLPA

174 81 63 112 17 29 85 36 A1 A2

8000 × 200 7500 × 300

REIL Rwy 18-36
HIRL Rwy 11-29, 18-36

EMERG SAFE ALT 100 NM 13,600

2000 hdg 175° | PGY R-250 | HANIS PGY 20

visual to airport 217° 2 NM

ZOLPA I-UBR 1.3

REEBO PGY R-304 I-UBR 6.5

CIJHI PGY R-314 I-UBR 8.4

OKAIN PGY R-351 I-UBR 12.3

VYDDA PGY R-018 I-UBR 14.3

1800 2400 3600 4000 272°

5.2 NM

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING *	860-2½ 834 (900-2½)			860-2¾ 834 (900-2¾)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME-B

LOC I-SAN 111.55 Chan 52 (Y)	APCH CRS 092°	Rwy Idg N/A TDZE N/A Arpt Elev 26

AL-374 [USN]

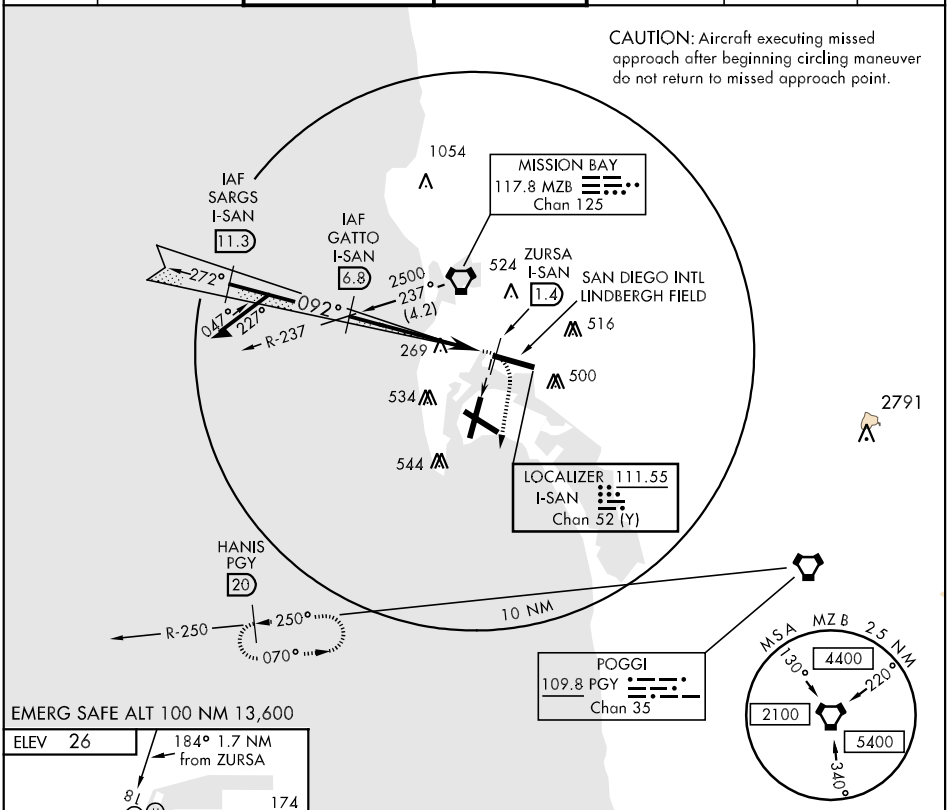
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

* CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

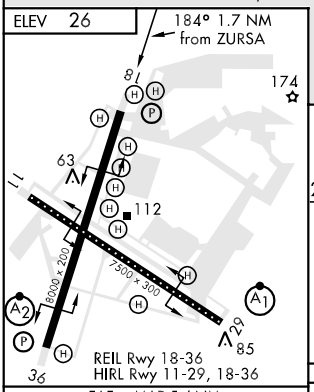
MISSED APPROACH: Climb and maintain 2000 via hdg 175°, intercept PGY VORTAC R-250 to HANIS and hold.

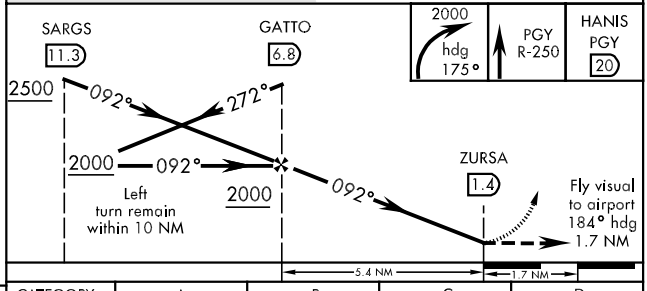
ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	LINDBERGH TOWER	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.3 270.9	118.0 363.25	128.4 288.25	

CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.



EMERG SAFE ALT 100 NM 13,600





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:49	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING *	860-2 834 (900-2)		860-2½ 834 (900-2½)	860-2¾ 834 (900-2¾)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

NASNI-FIVE DEPARTURE (NASNI 5 • NASNI)

SHL-374 [USN]

SAN DIEGO, CALIFORNIA

ATIS ★
317.8
CLNC DEL
128.4 288.25
GND CON
118.0 363.25
NORTH ISLAND TOWER ★
135.1 336.4
SOCAL DEP CON
125.15 317.55

Minimum Climb Rate

Rwy	Knots	60	120	180	240	300	360
11 ⓐ	V/V(fpm)	265	530	795	1060	1325	1590
11 ⓑ	V/V(fpm)	290	580	870	1160	1450	1740
29 ⓒ	V/V(fpm)	410	820	1230	1640	2050	2460
29 ⓓ	V/V(fpm)	480	960	1440	1920	2400	2880

ⓐ Military climb to 700 or 600-2¼ authorized in lieu of climb rate.

ⓑ Civil climb to 700 or 600-2¼ authorized in lieu of climb rate.

ⓒ Military climb to 400 or 600-2½ authorized in lieu of climb rate.

ⓓ Civil climb to 500 or 600-2½ authorized in lieu of climb rate.

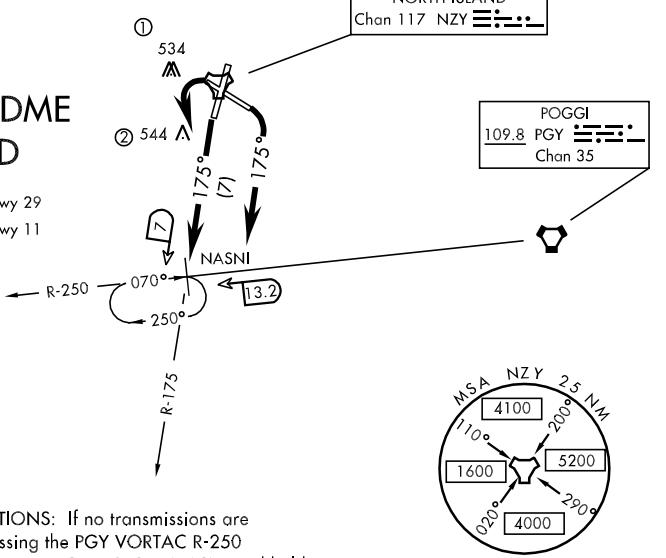
Rwy 29 departure
TACAN required

NORTH ISLAND
Chan 117 NZY

POGGI
109.8 PGY
Chan 35

RADAR and DME REQUIRED

① 1.4 NM from DER Rwy 29
② 2.4 NM from DER Rwy 11



W-291

LOST COMMUNICATIONS: If no transmissions are received prior to crossing the PGY VORTAC R-250 Southbound, turn direct on PGY R-250 to NASNI and hold as published, if no transmissions received within five minutes after entering holding, proceed on course, climb to filed altitude.

EMERG SAFE ALT 100 NM 13,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Immediate climbing right turn to 2000 via heading 175°, remain within NZY TACAN 1.4 DME to not overfly the City of Coronado, thence...

TAKE-OFF RWY 18: Climb to 2000 via heading 175°, thence ....

TAKE-OFF RWY 29: Immediate climbing left turn to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-175 to NASNI, thence...

Expect radar vector to join assigned route.

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	8000
355°	TDZE	19
	Arpt Elev	26

AL-374 [USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

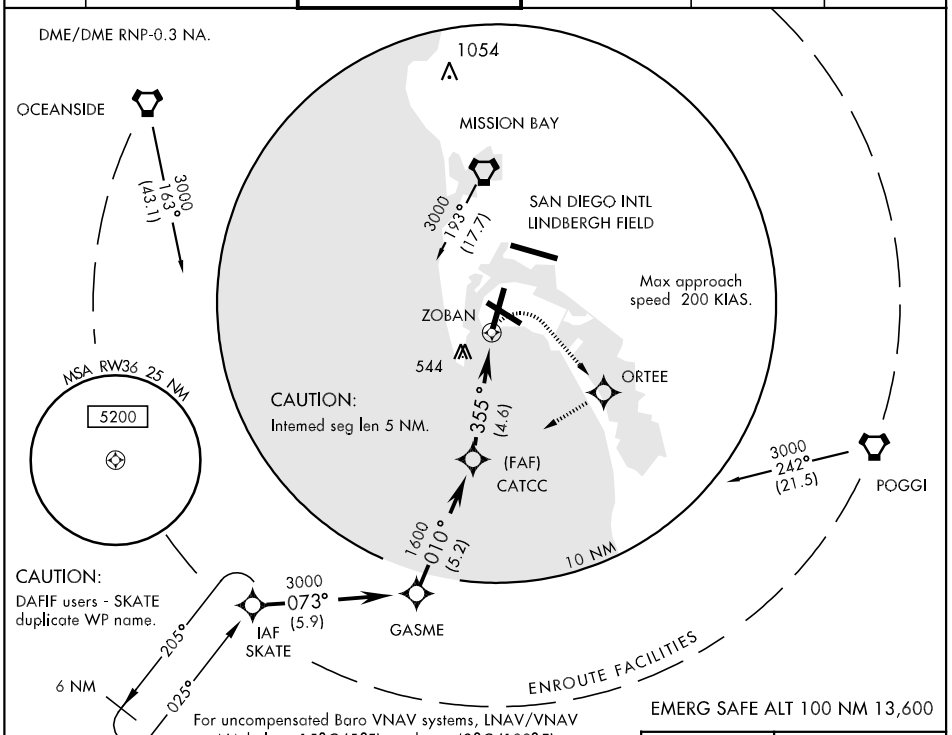
▼ * When ALS inop, increase vis CAT ABCD to 1¼ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALSF

MISSED APPROACH: Climbing right turn to 2000 direct ORTEE, then turn right via track 226° to SKATE and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	

DME/DME RNP-0.3 NA.

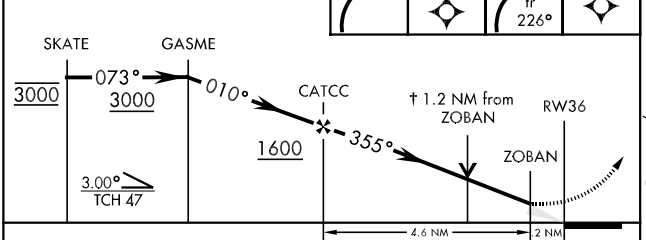


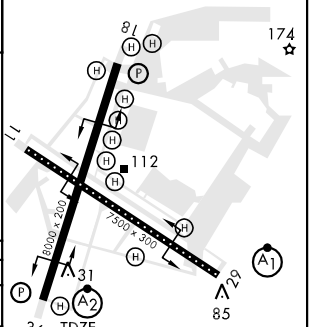
EMERG SAFE ALT 100 NM 13,600

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F)

ELEV 26

†LNAV only





CATEGORY	A	B	C	D
LNAV/VNAV DA *	380-1	361 (400-1)		
LNAV MDA **	460-¾	441 (500-¾)	460-1 441 (500-1)	460-1¼ 441 (500-1¼)
CIRCLING	NOT AUTHORIZED			

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 29

TACAN	APCH CRS	Rwy Idg	7500
NZY Chan 117	296°	TDZE	26
		Arpt Elev	26

AL-374 [USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 2000 via NZY TACAN R-175 to OCABI. Arc S on NZY 9 DME arc to OBIME, then via NZY R-205 to SKATE and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	

** CAUTION: Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Circling approach authorized for Rwy 18 only.

CAUTION: Intmed seg descent gradient 350'/NM.

CAUTION: Intmed seg len 4 NM.

OCEANSIDE

3000 163° (43.1)

1054

MISSION BAY

SAN DIEGO INTL LINDBERGH FIELD

3000 193° (17.7)

NORTH ISLAND Chan 117 NZY

202 267

ORTEE NZY 5

544 246

10 NM

ENROUTE FACILITIES

MSA NZY 25 NM

4100 200° 110° 1600 5200 290° 020° 4000

OBIME NZY 9

R-205

296°

ORPUE NZY 9

POGGI

3000 242° (21.5)

R-116

NZY 9 Arc

OCABI NZY 9

NZY 18 205° 025° 025°

IAF SKATE NZY 14

R-175

IMPERIAL BEACH NOLF

EMERG SAFE ALT 100 NM 13,600

2000 NZY R-175 | OCABI NZY 9 | Arc S NZY 9 OBIME

ORPUE R-116 9 | OBIME R-205 9 | SKATE R-205 14

ORTEE 5

296° 3000 025° 3000

TACAN OSBUE 1.9 1600 Arc 9

3.60° TCH 60

3.1 NM

ELEV 26

81 174 112 11 TDZE 26 A1 29 85 36 A2 296° to TACAN

8000 x 200 7500 x 300

REIL Rwy 18-36

HIRL Rwy 11-29,18-36

CATEGORY	A	B	C	D
S-29 *	540-½ 514 (600-½)		540-1 514 (600-1)	540-1¼ 514 (600-1¼)
CIRCLING **	620-1 594 (600-1)		NOT AUTHORIZED	

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 36

TACAN	APCH CRS	Rwy Idg	8000
Chan 117	358°	TDZE	19
		Arpt Elev	26

AL-374 [USN]

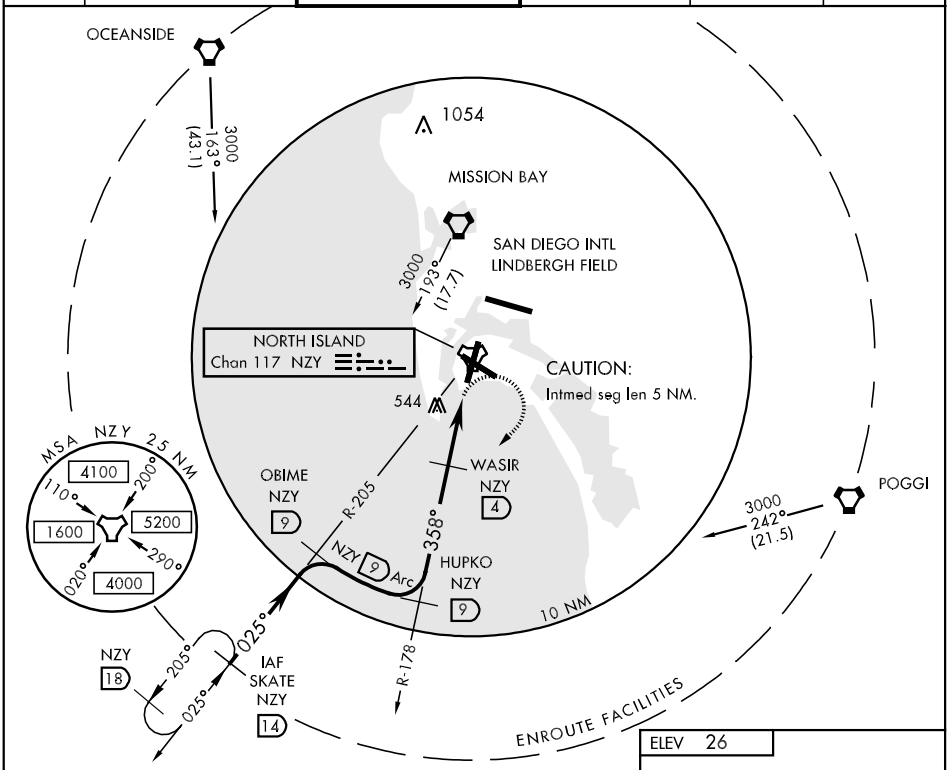
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

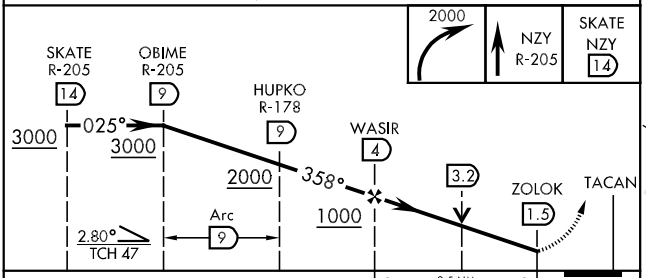
* When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles.

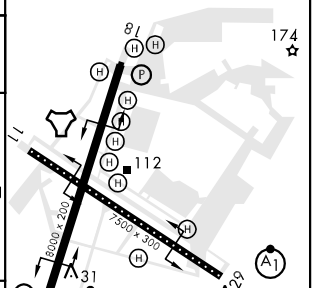
SALSF

MISSED APPROACH: Climbing right turn to 2000 intercept the NZY TACAN R-205 to SKATE and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	







CATEGORY	A	B	C	D
S-36 *	800-¾ 781 (800-¾)	800-1 781 (800-1)	800-2 781 (800-2)	800-2¼ 781 (800-2¼)
CIRCLING	NOT AUTHORIZED			

SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 29

VORTAC PGY	APCH CRS	Rwy ldg 7500
109.8	279°	TDZE 26
Chan 35		Arpt Elev 26

AL-374 [USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles.

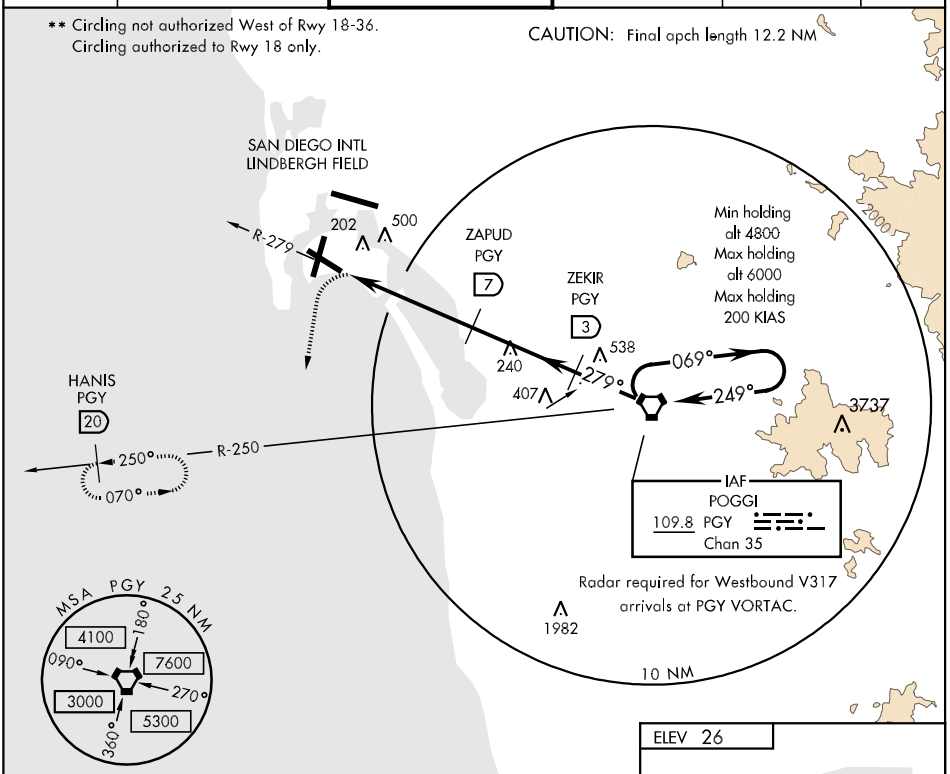
ALSF-1

MISSED APPROACH: Climbing left turn to 2000 via hdg 175° intercept PGY VORTAC R-250 to HANIS and hold.

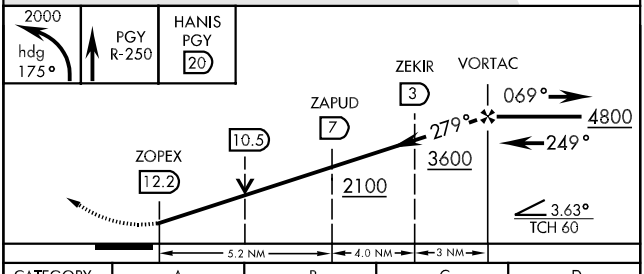
ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 363.25	128.4 288.25	

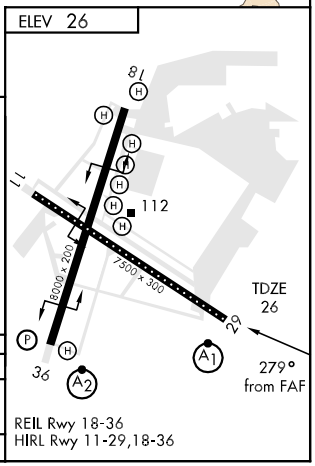
** Circling not authorized West of Rwy 18-36.
Circling authorized to Rwy 18 only.

CAUTION: Final apch length 12.2 NM



EMERG SAFE ALT 100 NM 13,600





CATEGORY	A	B	C	D
S-29 *	640-½ 614 (700-½)		640-1¼ 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING **	640-1 614 (700-1)		NOT AUTHORIZED	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

AL-373 (FAA)

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

10210

SW-3, 21 OCT 2010 to 18 NOV 2010

BARET FOUR ARRIVAL

(BARET.BARET4) 09183

SAN DIEGO, CALIFORNIA

SOCAL APP CON
124.35 279.625
LINDBERGH ATIS
134.8
NORTH ISLAND ATIS ★
317.8

NOTE: RADAR and DME required on TNP, EED, and PKE transitions.

NOTE: When SAN arrivals are using Rwy 9, aircraft can expect to depart and re-enter the TCA southwest of PGY VORTAC.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

TNP, EED and PKE transitions expect to cross Saltn Int at or below FL 240, expect to cross 25 NM northeast of the PGY VORTAC at 12000.

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73′ - W115°46.19′
L-4, H-4

NEEDLES
115.2 EED
Chan 99
N34°45.96′
W114°28.45′
L-7, H-4

THERMAL
116.2 TRM
Chan 109

SHADI
N33°37.24′
W115°45.70′

PARKER
117.9 PKE
Chan 126
N34°06.12′
W114°40.93′
L-4-5, H-4

OCEANSIDE
115.3 OCN
Chan 100

KARRO
N33°15.89′
W116°22.46′

MOMAR
N33°30.90′
W115°56.67′

JULIAN
114.0 JLI
Chan 87

SALTN
N33°22.75′
W116°10.70′

LOCALIZER 111.55
I-SAN
Chan 52 (Y)

MISSION BAY
117.8 MZB
Chan 125

(IFEHI)
N32°48.08′
W116°37.80′

KUMBA
N32°45.72′
W116°03.22′

SARGS
N32°46.90′
W117°23.37′

LOCALIZER 110.9
I-UBR
Chan 46

BARET
N32°46.45′
W116°40.65′

SWATT
N32°40.75′
W116°57.97′

PILLO
N32°46.22′ - W116°28.12′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10000′.

IMPERIAL
115.9 IPL
Chan 106
N32°44.93′ - W115°30.51′
L-4, H-4

SAN DIEGO INTL

NORTH ISLAND NAS
(HALSEY FIELD)

(IFSOX)
N32°41.70′
W117°23.03′

(IFHEJ)
N32°39.60′
W116°53.31′

POGGI
109.8 PGY
Chan 35
N32°36.62′ - W116°58.75′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ST-373 (FAA)

ARRIVAL DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET4): From over IPL VORTAC via IPL R-258 and MZB R-076 to BARET INT. Thence....

NEEDLES TRANSITION (EED.BARET4): From over EED VORTAC via EED R-208 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

PARKER TRANSITION (PKE.BARET4): From over PKE VORTAC via PKE R-227 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BARET4): From over TNP VORTAC via TNP R-179 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to PGY VORTAC. Thence....

....WHEN SAN ARRIVALS USING RWY 9: Via PGY R-043 to PGY VORTAC, then via PGY R-270 to intercept the OCN R-162, then via OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or ILS-A approach to NZY.

....WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR localizer, then via I-UBR localizer to SWATT INT. Expect LOC Rwy 27 approach to SAN or LOC-A approach to NZY.

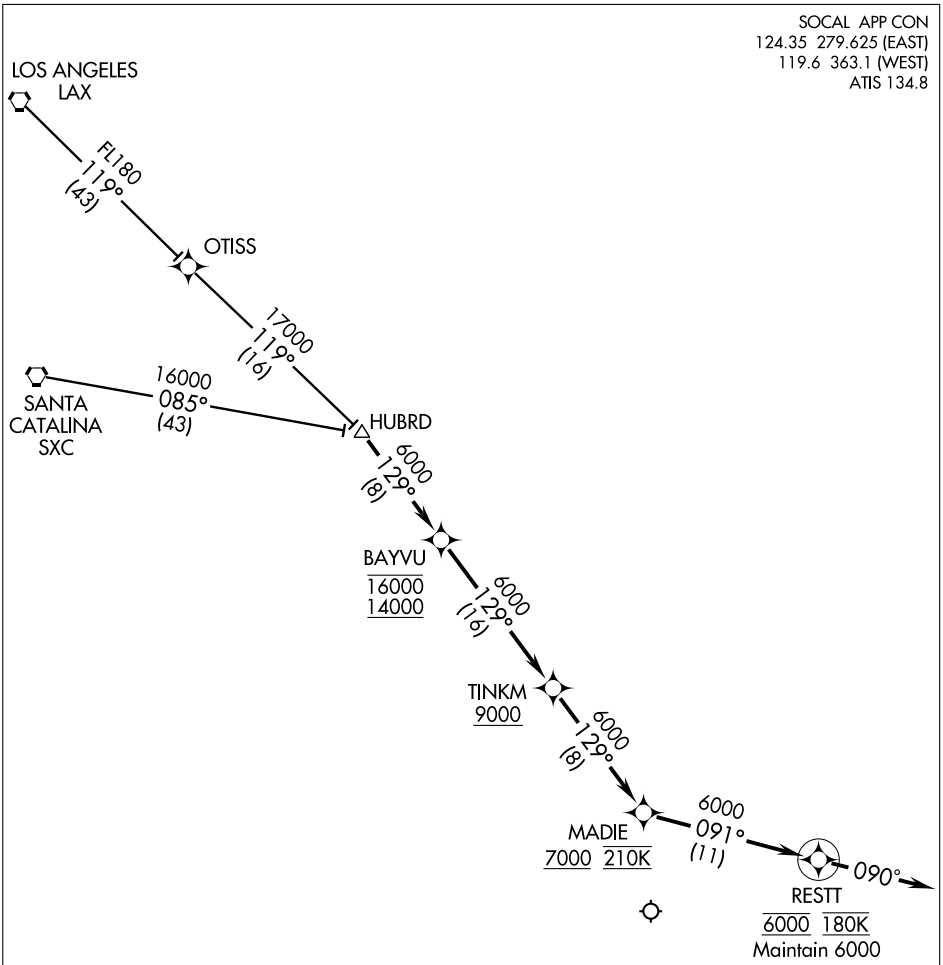
LOST COMMUNICATIONS: In the event of lost communications, North Island arrival shall execute the TACAN Rwy 29 or Rwy 36.

SW-3, 21 OCT 2010 to 18 NOV 2010

BAYVU ONE ARRIVAL (RNAV)

ST-373 (FAA)

SAN DIEGO INTL
SAN DIEGO, CALIFORNIA



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Program FMS to descend via a speed schedule of 280K until leaving 10000′ MSL. Pilots are expected to program their FMS to pick up the speed schedule of 280K as the aircraft descends from the mach regime.

NOTE: Chart not to scale.

LOS ANGELES TRANSITION (LAX.BAYVU1)
SANTA CATALINA TRANSITION (SXC.BAYVU1)

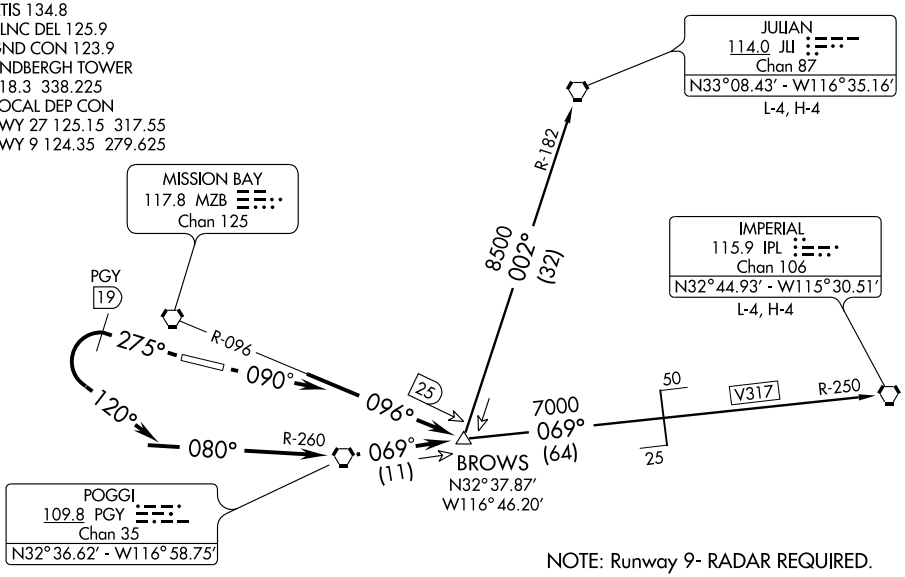
From HUBRD as depicted to cross RESTT at 6000. Depart RESTT heading 090°. Expect RADAR vectors to final approach course runway 27.

SW-3, 21 OCT 2010 to 18 NOV 2010

BORDER FIVE DEPARTURE

SL-373 (FAA)

ATIS 134.8
CLNC DEL 125.9
GND CON 123.9
LINDBERGH TOWER
118.3 338.225
SOCAL DEP CON
RWY 27 125.15 317.55
RWY 9 124.35 279.625



NOTE: Runway 9- RADAR REQUIRED.

NOTE: Runway 27- DME REQUIRED.

TAKE-OFF MINIMUMS

Rwy 9, 300-1 with minimum climb of 610′ per NM to 1900.

Rwy 27, 300-1½ or standard with minimum climb of 317′ per NM to 400.

TAKE-OFF NOTES

Rwy 9: Trees 792 feet from departure end of runway, 142 feet left of centerline, 60′ AGL/99′ MSL.
Antenna 740 feet from departure end of runway, 302 feet right of centerline, 62′ AGL/82′ MSL.
Antenna 1946 feet from departure end of runway, 969 feet left of centerline, 126′ AGL/192′ MSL.
Trees 1377 feet from departure end of runway, 285 feet left of centerline, 80′ AGL/135′ MSL.
Trees 4625 feet from departure end of runway, 1414 feet left of centerline, 250′ AGL/385′ MSL.

Rwy 27: Trees 1 mile from departure end of runway, 685 feet right of centerline, 220′ AGL/253′ MSL.
Flagpole 2511 feet from departure end of runway, 700 feet left of centerline, 90′ AGL/116′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

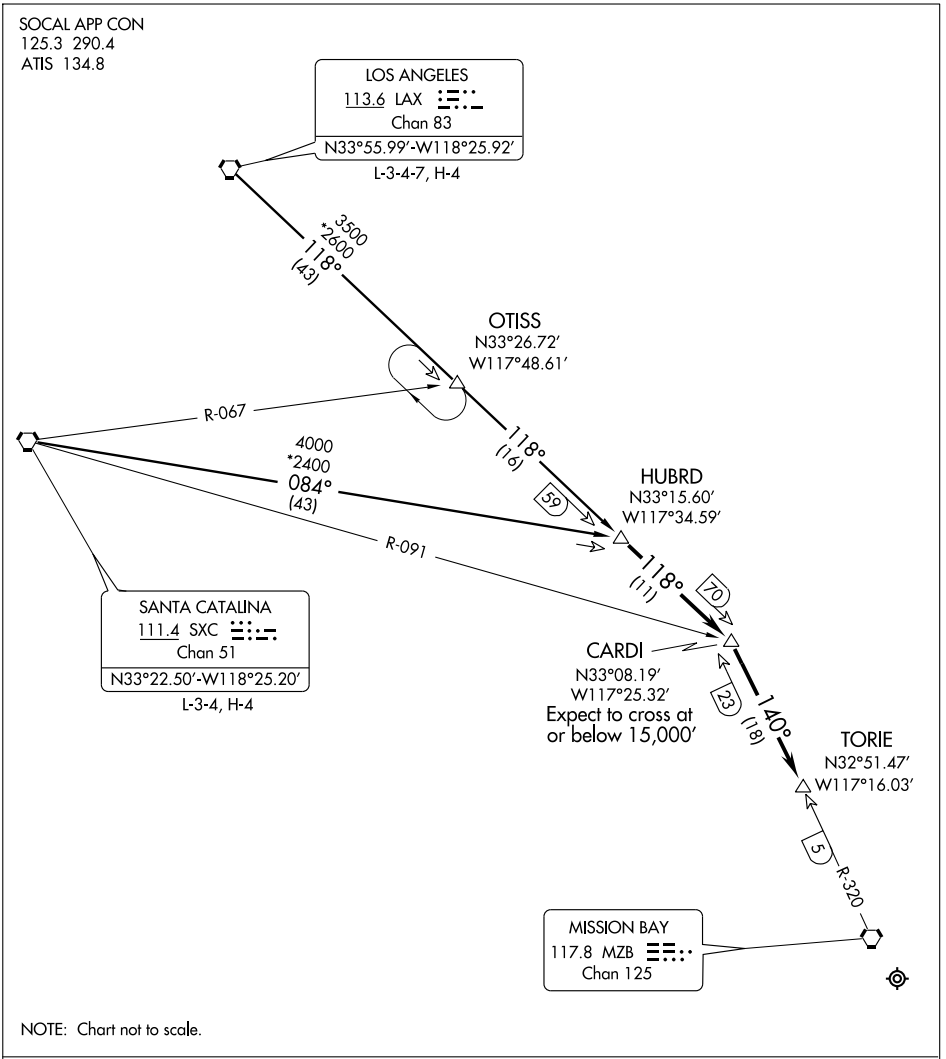
TAKE-OFF RUNWAY 9: Climb via heading 090° to intercept and proceed via MZB R-096 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

TAKE-OFF RUNWAY 27: Climb via heading 275° until PGY 19 DME, then turn left via heading 120° to intercept and proceed via PGY R-260 and R-069 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

IMPERIAL TRANSITION (BRDR5.IPL): From over BROWS INT via PGY R-069 and IPL R-250 to IPL VORTAC.

JULIAN TRANSITION (BRDR5.JLI): From over BROWS INT via JLI R-182 to JLI VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

LOS ANGELES TRANSITION (LAX.HUBRD1): From over LAX VORTAC via LAX R-118 to OTISS INT, then via LAX R-118 to HUBRD INT. Thence . . . .

SANTA CATALINA TRANSITION (SXC.HUBRD1): From over SXC VORTAC via SXC R-084 to HUBRD INT. Thence . . . .

. . . . From over HUBRD INT via LAX R-118 to CARDI FIX via MZB R-320 to TORIE FIX. Expect vector to final approach course.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SAN	APP CRS	Rwy Idg	7580
111.55	092°	TDZE	17
Chan 52 (Y)		Apt Elev	17

ILS or LOC RWY 9

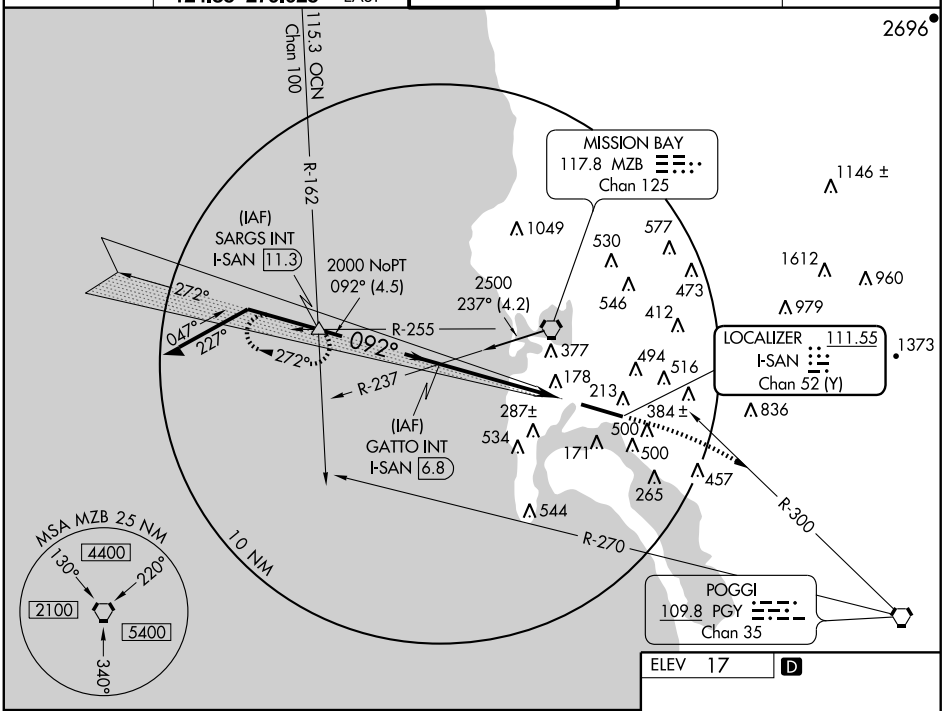
SAN DIEGO INTL (SAN)

T A Inoperative table does not apply.

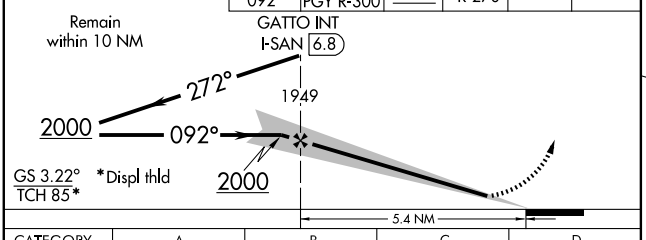
MALSR

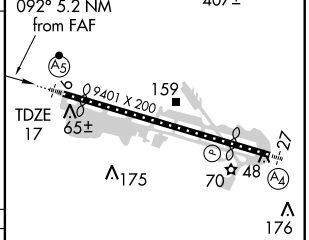
MISSED APPROACH: Climb to 3000 via heading 092° until intercepting PGY R-300, then continue climb to 5000 via PGY R-300 to PGY VORTAC. Then right turn via PGY R-270 to intercept OCN R-162 to SARGS Int and hold.

ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON	CLNC DEL
134.8	119.6 363.1 WEST 124.35 279.625 EAST	118.3 338.225	123.9	125.9



	3000	5000	PGY	PGY	OCN	SARGS
	↑ 092°	↑ PGY R-300	⬡ 109.8	↗ R-270	R-162 115.3	△





CATEGORY	A	B	C	D
S-ILS 9	353/50 336 (400-1)			
S-LOC 9	540/50 526 (600-1)		540-1½ 526 (600-1½)	540-1¾ 526 (600-1¾)
CIRCLING	820-1 803 (900-1)	820-1¼ 803 (900-1¼)	820-2¼ 803 (900-2¼)	820-2½ 803 (900-2½)

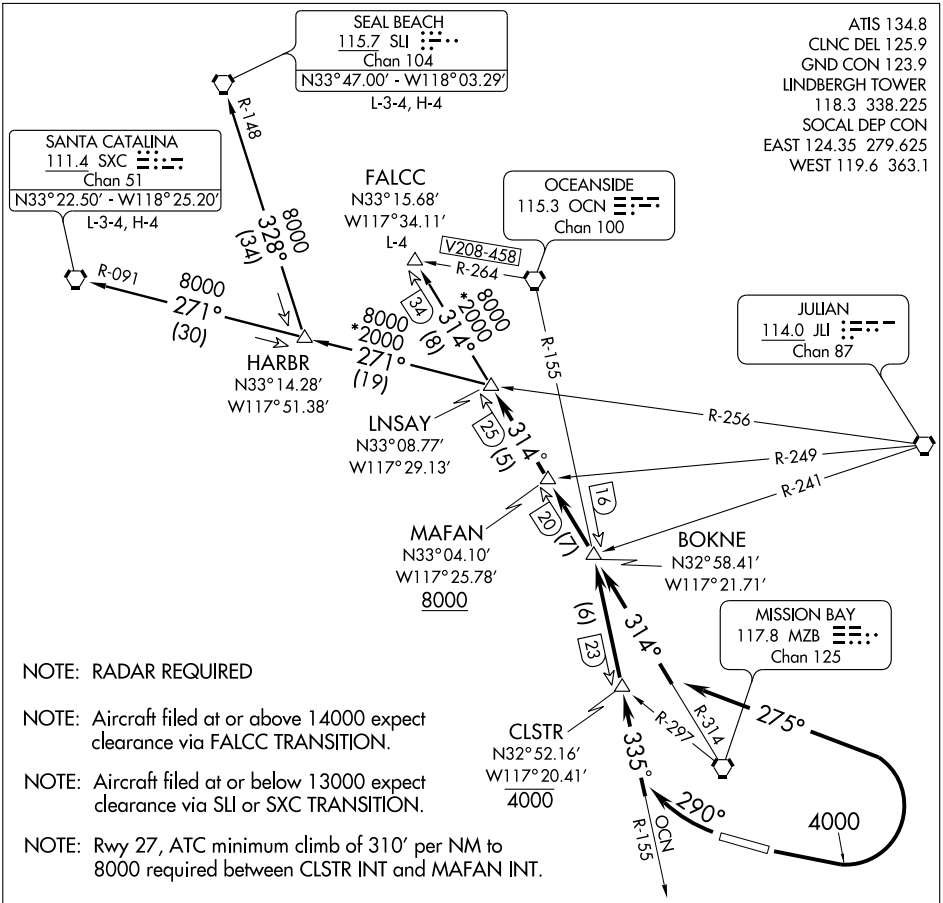
TDZ/CL Rwys 9 and 27
HIRL Rwy 9-27

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LNSAY TWO DEPARTURE

SL-373 (FAA)



NOTE: RADAR REQUIRED

NOTE: Aircraft filed at or above 14000 expect clearance via FALCC TRANSITION.

NOTE: Aircraft filed at or below 13000 expect clearance via SLI or SXC TRANSITION.

NOTE: Rwy 27, ATC minimum climb of 310′ per NM to 8000 required between CLSTR INT and MAFAN INT.

TAKE-OFF MINIMUMS

Rwy 9, 300-1 with minimum climb of 610′ per NM to 1900.
Rwy 27, 300-1½ or standard with minimum climb of 317′ per NM to 400.

TAKE-OFF NOTES

Rwy 9: Trees 792 feet from departure end of runway, 142 feet left of centerline, 60′ AGL/99′ MSL.
Antenna 740 feet from departure end of runway, 302 feet right of centerline, 62′ AGL/82′ MSL.
Antenna 1946 feet from departure end of runway, 969 feet left of centerline, 126′ AGL/192′ MSL.
Trees 1377 feet from departure end of runway, 285 feet left of centerline, 80′ AGL/135′ MSL.
Trees 4625 feet from departure end of runway, 1414 feet left of centerline, 250′ AGL/385′ MSL.

Rwy 27: Trees 1 mile from departure end of runway, 685 feet right of centerline, 220′ AGL/253′ MSL.
Trees 3118 feet from departure end of runway, 846 feet right of centerline, 120′ AGL/149′ MSL.
Flagpole 2511 feet from departure end of runway, 700 feet left of centerline, 90′ AGL/116′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LNSAY TWO DEPARTURE
(LNSAY2.LNSAY) 09183
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UBR	APP CRS	Rwy Idg	7591
110.9	272°	TDZE	17
Chan 46		Apt Elev	17

LOC RWY 27

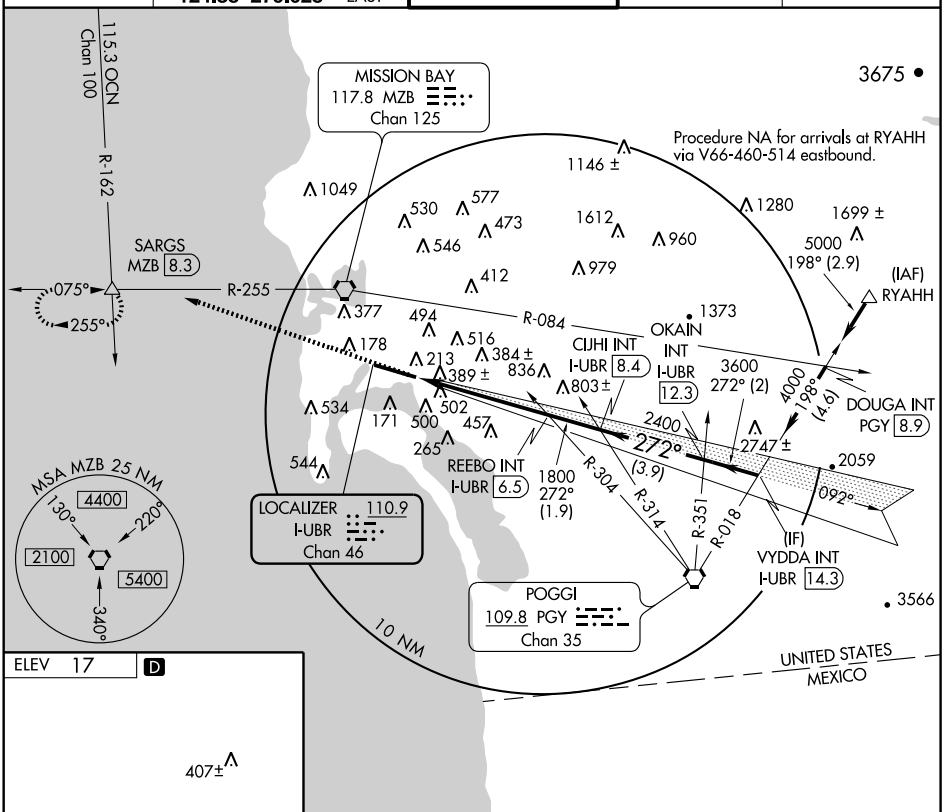
SAN DIEGO INTL (SAN)

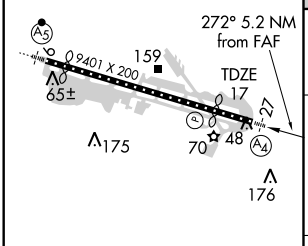
Inoperative table does not apply.
Visibility reduction by helicopters NA.

MALS

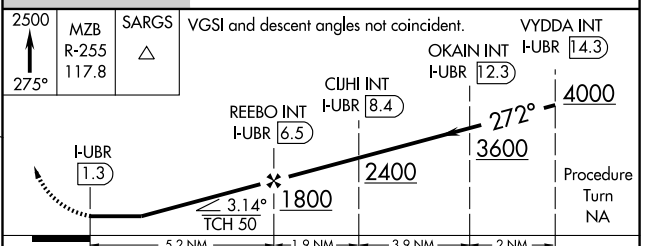
MISSED APPROACH: Climb to 2500 via heading 275° and MZB VORTAC R-255 to SARGS INT/8.3 DME and hold.

ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON	CLNC DEL
134.8	119.6 363.1 WEST 124.35 279.625 EAST	118.3 338.225	123.9	125.9





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-27	640/50 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	820-1 803 (900-1)	820-1¼ 803 (900-1¼)	820-2¼ 803 (900-2¼)	820-2½ 803 (900-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LYNDI TWO ARRIVAL (RNAV)

(LYNDI.LYNDI2) 09351

SAN DIEGO, CALIFORNIA

SAN DIEGO INTL

IMPERIAL TRANSITION (IPL.LYNDI2)

NEEDLES TRANSITION (EED.LYNDI2)

PARKER TRANSITION (PKE.LYNDI2)

TWENTYNINE PALMS TRANSITION (TNP.LYNDI2)

From LUCKI WP via 236° track to cross LYNDI WP at/above 5000. Expect RNAV (GPS) Rwy 27 approach.

LOST COMMUNICATIONS: Join the San Diego RNAV (GPS) RWY 27 approach at LYNDI.

ATIS
134.8
SOCAL APP CON
124.35 279.625 (EAST)
119.6 363.1 (WEST)

TWENTYNINE PALMS TNP

NEEDLES EED

PARKER PKE

15000 *7100 180° (37)

15000 *7200 209° (94)

15000 *6600 228° (61)

14000 *6100 221° (11)

SHADI

MOMAR

8 NM

13000 *7900 221° (14)

SALTN

12500 *8300 221° (4)

DSURT

12000 *7900 192° (22)

TRIXI
14000 270 KIAS
12000

10000 *8500 192° (11)

BARET
8000

8000 *7600 226° (8)

SLOYD
10000

GREED
14000 270 KIAS
12000

10000 *8300 246° (11)

12000 *7100 257° (12)

KUMBA

15000 *4700 258° (28)

IMPERIAL IPL

LUCKI
6100

6100 *6100 227° (8)

6100 *6100 254° (8)

8000 *7500 246° (8)

CUCCA
11000
10000

MORAA
8000

*5000 236° (3)

LYNDI
5000

NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: IPL TRANSITION: For non-GPS equipped aircraft JLI must be operational.

NOTE: EED, PKE, and TNP TRANSITIONS: For non-GPS equipped aircraft JLI and PGY must be operational.

N

NOTE: Chart not to scale

LYNDI TWO ARRIVAL (RNAV)

(LYNDI.LYNDI2) 09351

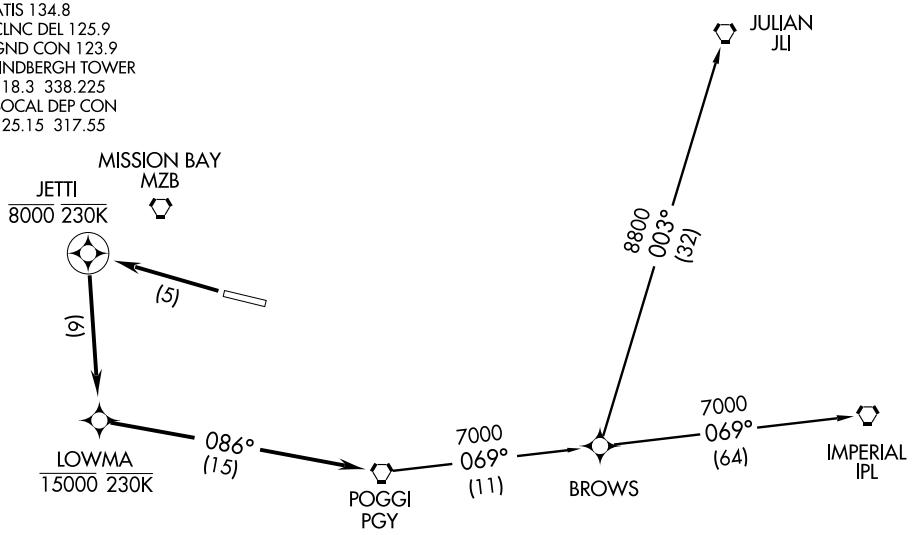
SAN DIEGO, CALIFORNIA

SAN DIEGO INTL

ST-373 (FAA)

POGGI TWO DEPARTURE (RNAV)

ATIS 134.8
CLNC DEL 125.9
GND CON 123.9
LINDBERGH TOWER
118.3 338.225
SOCAL DEP CON
125.15 317.55



NOTE: DME/DME/IRU or GPS required.
NOTE: Imperial Transition: For Non-GPS equipped aircraft PGY, MZB, JLI VORTACs must be operational.
NOTE: Julian Transition: For Non-GPS equipped aircraft PGY VORTAC must be operational.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: Do not exceed 230 KIAS until LOWMA.

TAKE-OFF MINIMUMS

Rwy 9, NA-ATC.
Rwy 27, Standard with minimum ATC climb of 400' per NM to 520 and minimum obstacle climb of 317' per NM to 1600.

TAKE-OFF OBSTACLE NOTES

Rwy 27: Multiple trees, flag pole, light pole, and obstruction lights beginning at 287' from DER, 1985' left to 1577' right of centerline, up to 116' AGL/269' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb direct to cross JETTI at or below 8000, then climbing left turn direct to cross LOWMA at or below 15000, then via 086° track to POGGI VORTAC, Thence....

....via (transition). Maintain 15000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (POGGI2.IPL)

JULIAN TRANSITION (POGGI2.JLI)

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7580
092°	TDZE	17
	Apt Elev	17

RNAV (GPS) RWY 9

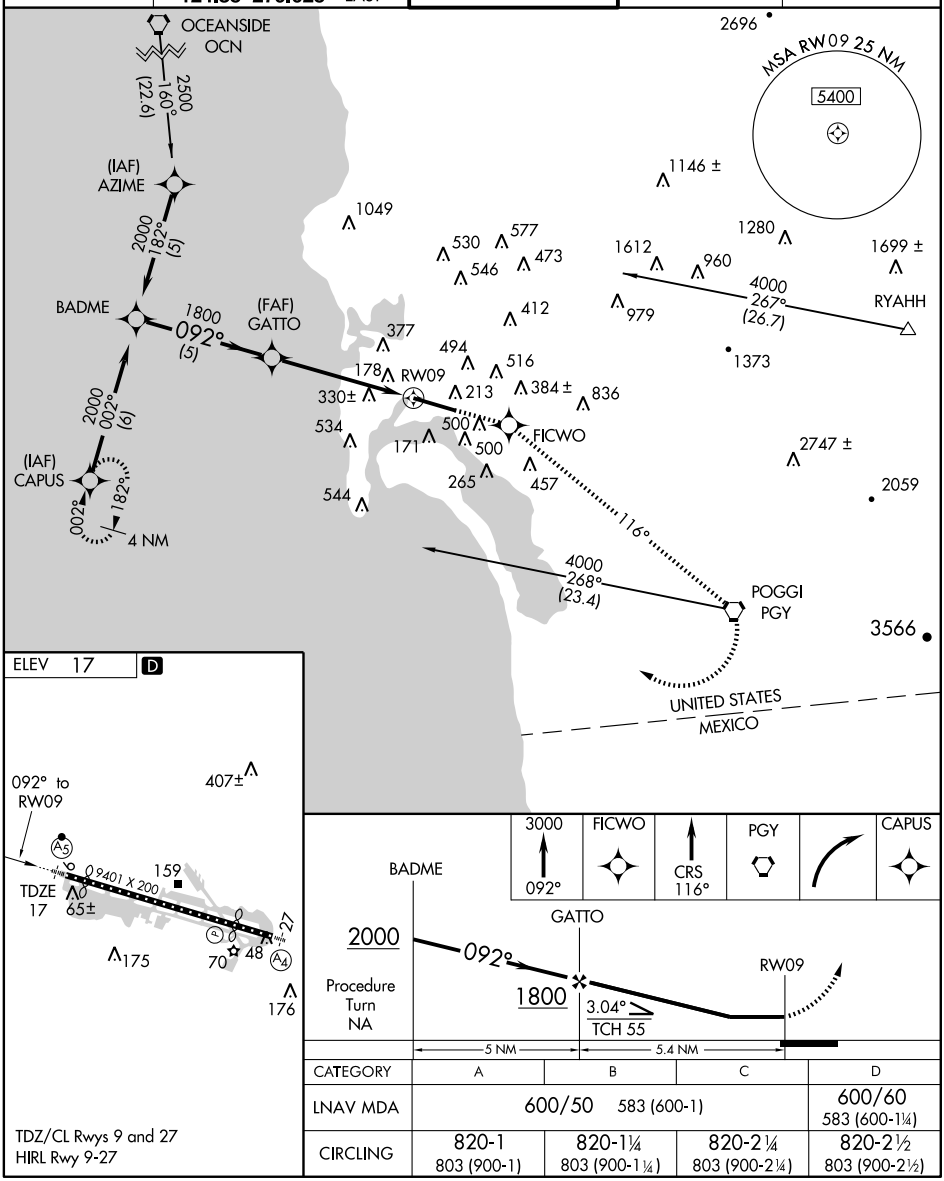
SAN DIEGO INTL (SAN)

Inoperative table does not apply to Cats A/B.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 via 092° course to FICWO WP then via 116°course to PGY VORTAC, then right turn direct CAPUS WP and hold.

ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON	CLNC DEL
134.8	119.6 363.1 WEST 124.35 279.625 EAST	118.3 338.225	123.9	125.9



CATEGORY	A	B	C	D
LNAV MDA	600/50 583 (600-1)			600/60 583 (600-1¼)
CIRCLING	820-1 803 (900-1)	820-1¼ 803 (900-1¼)	820-2¼ 803 (900-2¼)	820-2½ 803 (900-2½)

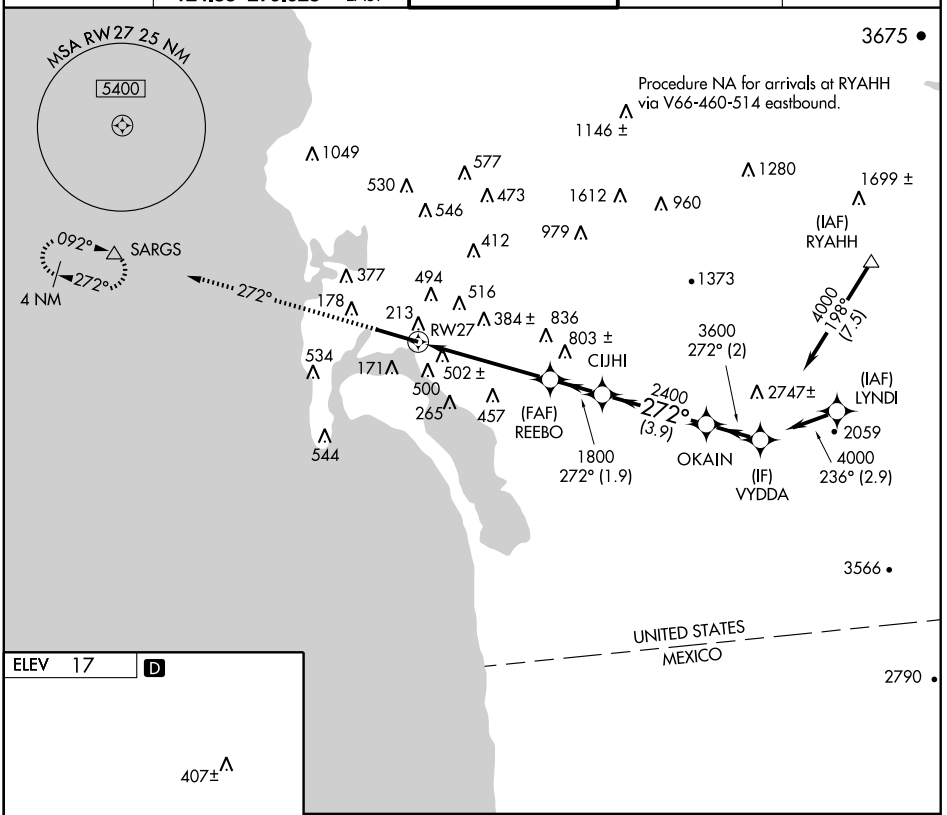
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

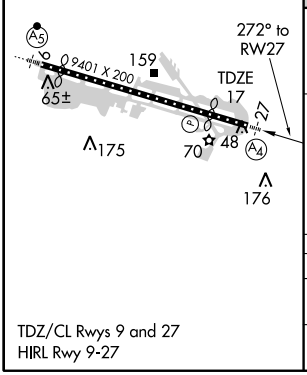
APP CRS	Rwy Idg	7591
272°	TDZE	17
	Apt Elev	17

RNAV (GPS) RWY 27

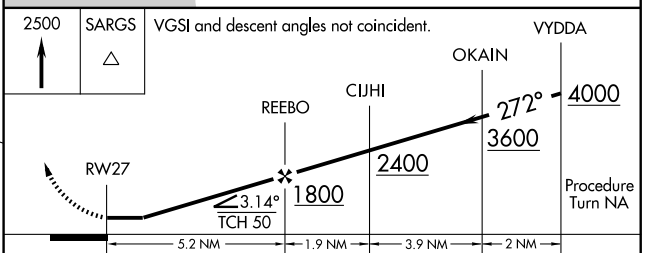
SAN DIEGO INTL (SAN)

Inoperative table does not apply. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 2500 direct SARGS and hold.	
ATIS 134.8	SOCAL APP CON 119.6 363.1 WEST 124.35 279.625 EAST	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9





TDZ/CL Rwys 9 and 27
HIRL Rwy 9-27



CATEGORY	A	B	C	D
LNAV MDA	760/50 743 (800-1)	760/60 743 (800-1¼)	760-2¼ 743 (800-2¼)	760-2½ 743 (800-2½)
CIRCLING	820-1 803 (900-1)	820-1¼ 803 (900-1¼)	820-2¼ 803 (900-2¼)	820-2½ 803 (900-2½)

SW-3, 21 OCT 2010 to 18 NOV 2010

SHAMU ONE ARRIVAL

SOCAL APP CON
119.6 363.1
ATIS 134.8

LOS ANGELES
113.6 LAX
Chan 83
N33°55.99' - W118°25.92'
L-3-4-7, H-4

VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at or below
FL 270

4500
132°
(50)

EIREE
N33°13.91'
W117°53.46'

43

114°
(8)

SHAMU
N33°08.88' - W117°45.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at
15000' and 250K.

35

135°
(25) *

*Aprx dist to
MZB R-255

OCEANSIDE
115.3 OCN
Chan 100

R-162

R-294

MISSION BAY
117.8 MZB
Chan 125

075°

8

R-255

092°

11

RWY 9

SARGS
N32°46.90'
W117°23.37'

LOCALIZER 111.55
I-SAN
Chan 52 (Y)

NOTE: Expect radar vectors to
San Diego Intl Rwy 9 localizer.

NOTE: DME required.

NOTE: Radar required.

NOTE: Chart not to scale.

SW-3, 21 OCT 2010 to 18 NOV 2010

LOS ANGELES TRANSITION (LAX.SHAMU1): From over LAX VORTAC via LAX R-132 and MZB R-294 to SHAMU FIX. Thence....

....From over SHAMU FIX via heading 135° to intercept MZB R-255 then via MZB R-255 to SARGS INT. Expect radar vectors to SAN Rwy 9 localizer.

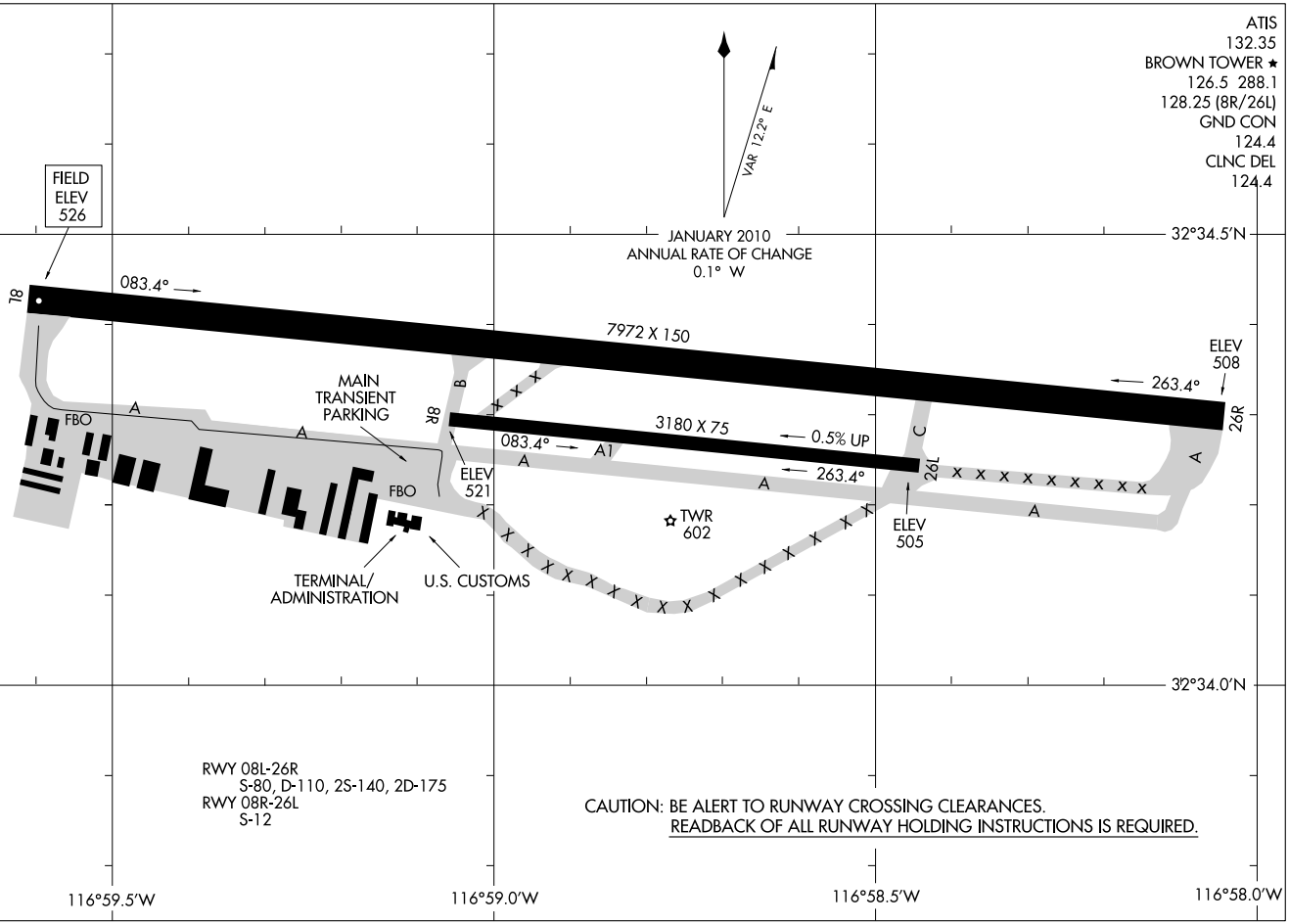
AIRPORT DIAGRAM

10266

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

SAN DIEGO/ BROWN FIELD MUNI (SDM)



AIRPORT DIAGRAM

AL-5814 (FAA)

SAN DIEGO/ BROWN FIELD MUNI (SDM)

SAN DIEGO, CALIFORNIA

APP CRS	Rwy Idg	7972
082°	TDZE	526
	Apt Elev	526

RNAV (GPS) RWY 8L

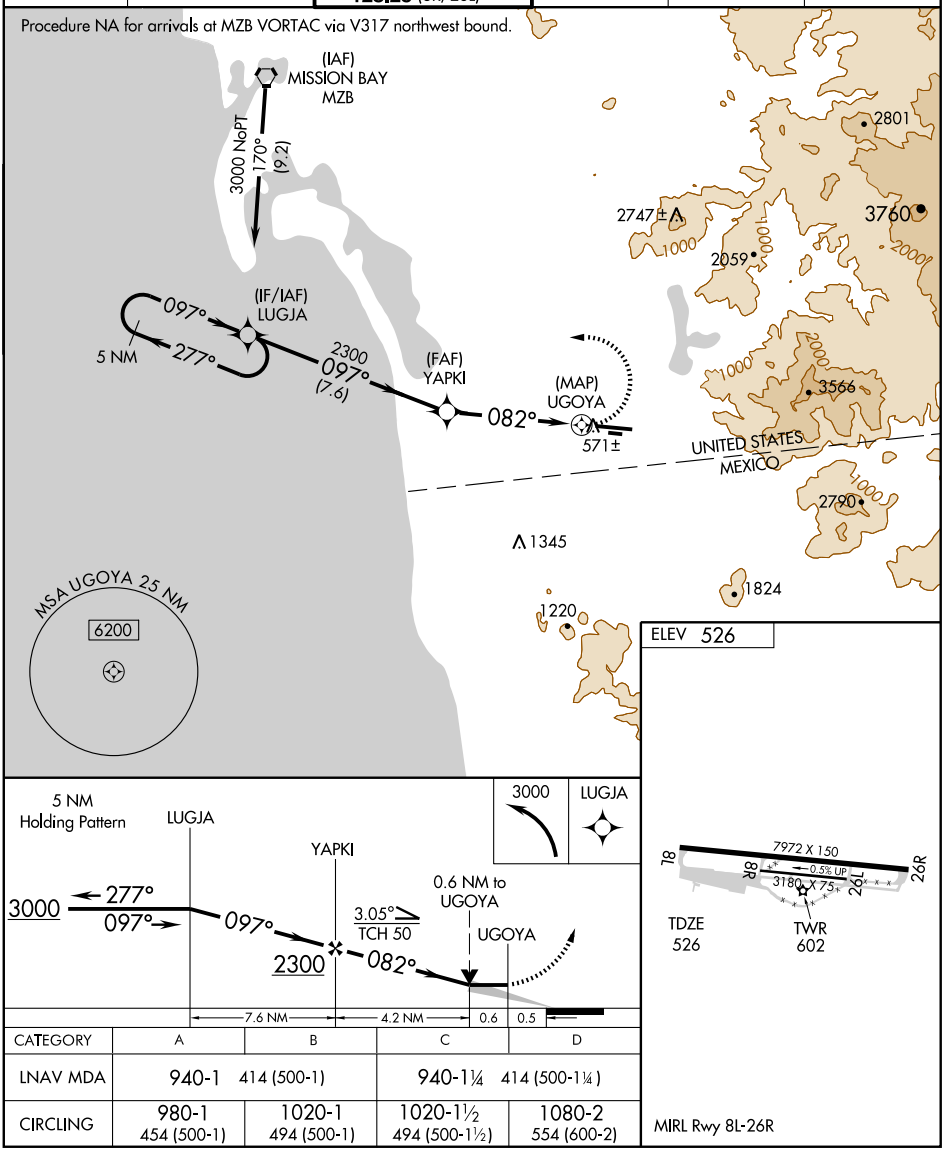
SAN DIEGO/ BROWN FIELD MUNI (SDM)

DME/DME RNP -0.3 NA.
Circling NA south of Rwy 8R-26L.
If local altimeter setting not received, use San Diego Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using San Diego Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct LUGJA and hold.

ATIS	SOCAL APP CON	BROWN TOWER ★	GND CON	CLNC DEL	UNICOM
132.35	124.35 279.625	126.5 (CTAF) 288.1 128.25 (8R/26L)	124.4	124.4	122.95

Procedure NA for arrivals at MZB VORTAC via V317 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	940-1 414 (500-1)		940-1¼ 414 (500-1¼)	
CIRCLING	980-1 454 (500-1)	1020-1 494 (500-1)	1020-1½ 494 (500-1½)	1080-2 554 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PGY	APP CRS	Rwy Idg	N/A
109.8	156°	TDZE	N/A
Chan 35		Apt Elev	524

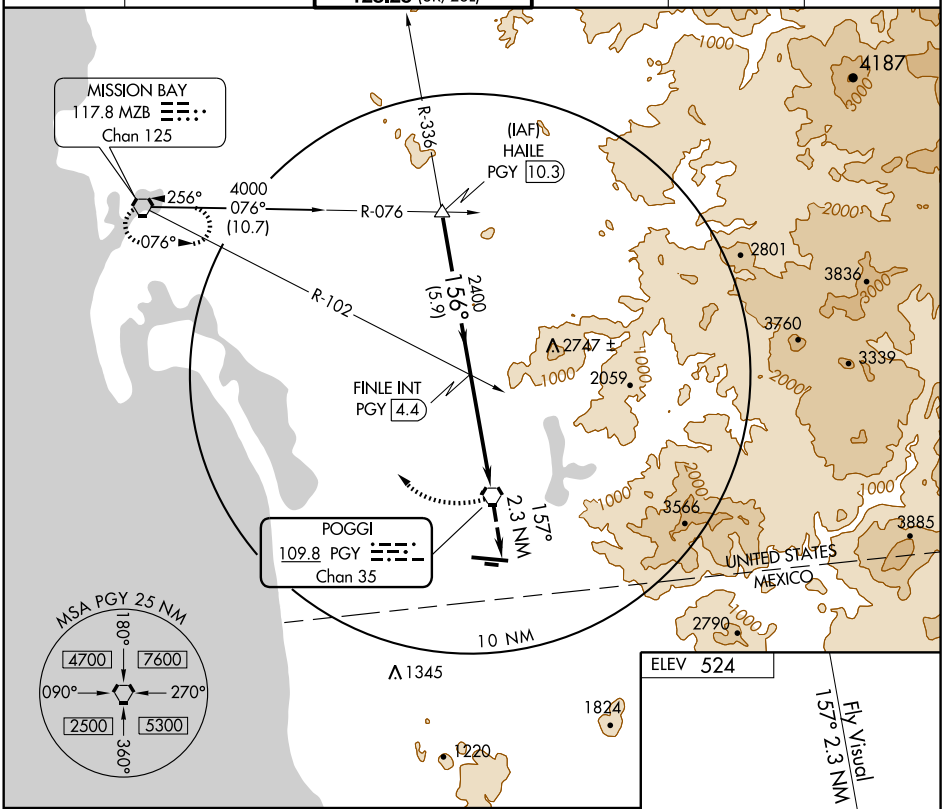
VOR or GPS-A

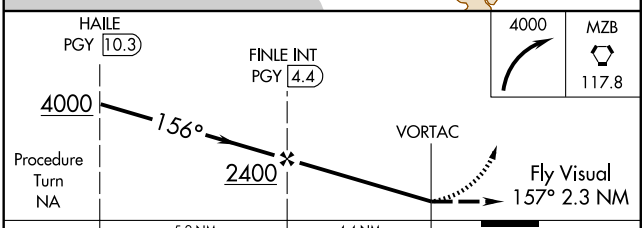
SAN DIEGO/ BROWN FIELD MUNI (SDM)

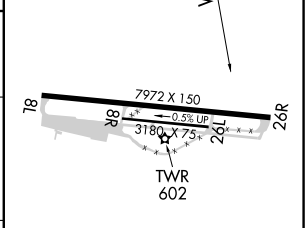
When control tower closed, use San Diego Intl altimeter setting minimums.
Circling not authorized south of runway 8R-26L.

MISSED APPROACH: Climbing right turn to 4000 direct MZB VORTAC and hold.

ATIS	SOCAL APP CON	BROWN TOWER ★	GND CON	CLNC DEL	UNICOM
132.35	124.35 279.625	126.5 (CTAF) 288.1 128.25 (8R/26L)	124.4	124.4	122.95







CATEGORY	A	B	C	D
CIRCLING	1220-2¾ 696 (700-2¾)			
SAN DIEGO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1340-2¾ 816 (900-2¾)			

MIRL Rwy 8L-26R

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN DIEGO/GILLESPIE FIELD (SEE)
SAN DIEGO (EL CAJON), CALIFORNIA

AL-5402 (FAA)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 09L-27R
S-90, D-120, 2D-200
RWY 09R-27L
S-12
RWY 17-35
S-58, D-106, 2D-195

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
SAN DIEGO (EL CAJON), CALIFORNIA
SAN DIEGO/GILLESPIE FIELD (SEE)
10210

LOC I-SEE	APP CRS	Rwy Idg	N/A
110.5	269°	TDZE	N/A
		Apt Elev	387

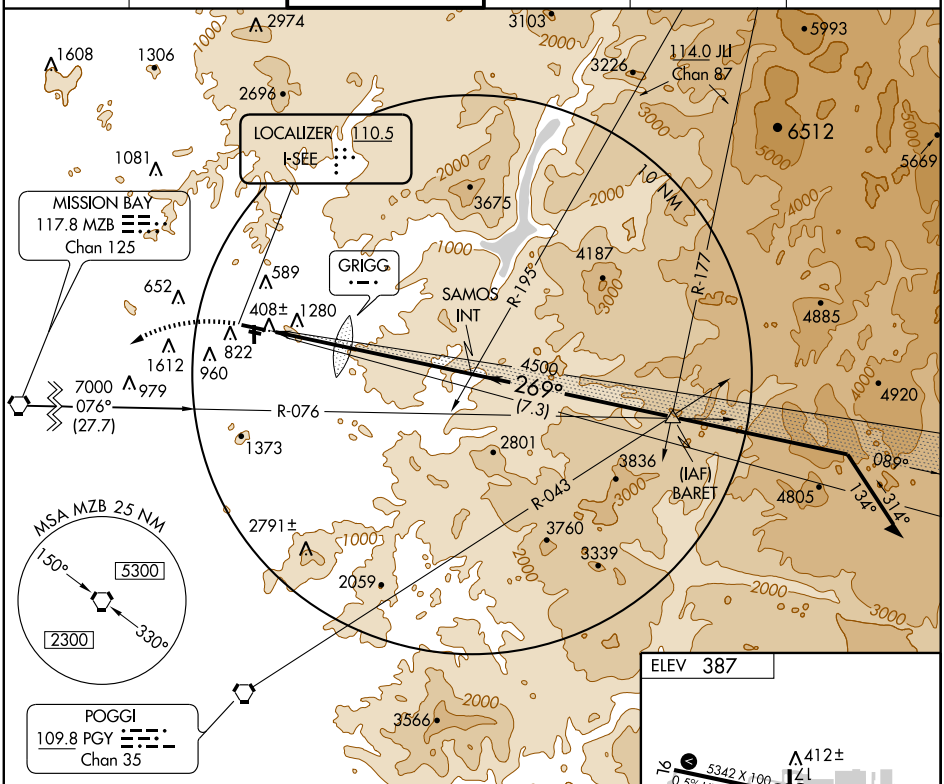
LOC-D

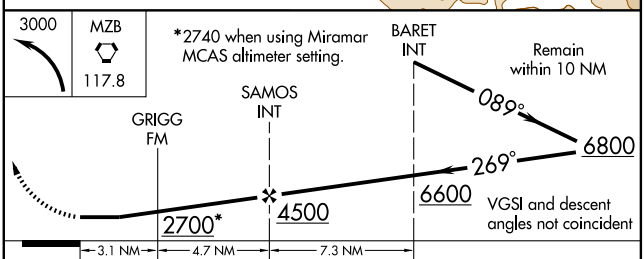
SAN DIEGO/GILLESPIE FIELD (SEE)

T A Circling not authorized NE of Rwys 17 and 27R. When control tower closed use Miramar MCAS, CA altimeter setting and increase all MDAs 40 feet.

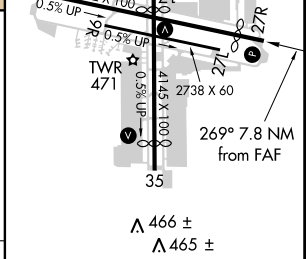
MISSED APPROACH: Climbing left turn to 3000 direct to MZB VORTAC.

ATIS	SOCAL APP CON	GILLESPIE TOWER*	GND CON	CLNC DEL	UNICOM
125.45	124.35 279.625	120.7 (CTAF) L 257.8	121.7	125.1	123.05





CATEGORY	A	B	C	D
CIRCLING	2700-1¼ 2313 (2400-1¼)	2700-1½ 2313 (2400-1½)	2700-3 2313 (2400-3)	
GRIGG FM MINIMUMS				
CIRCLING	1580-1¼ 1193 (1200-1¼)	1580-1½ 1193 (1200-1½)	1580-3 1193 (1200-3)	1920-3 1533 (1600-3)



MIRL Rwys 9L-27R and 17-35 L

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3695
152°	TDZE	379
	Apt Elev	388

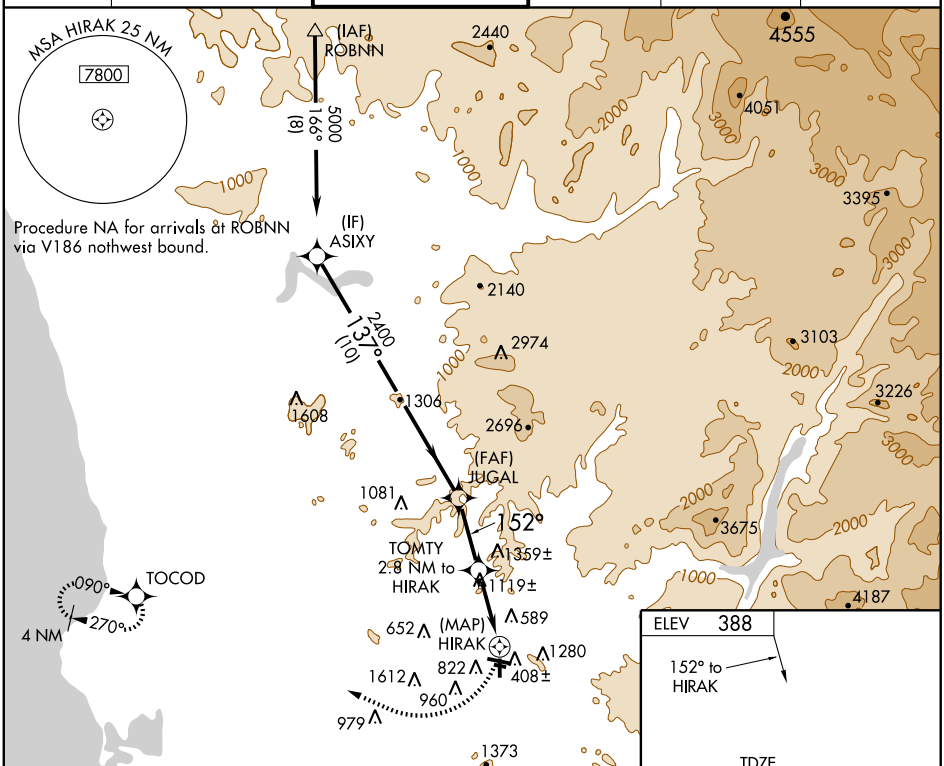
RNAV (GPS) RWY 17

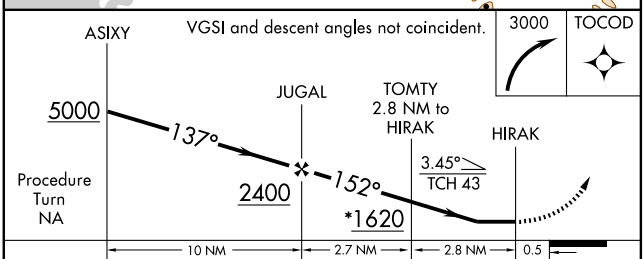
SAN DIEGO/GILLESPIE FIELD (SEE)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. *1660 when using Miramar MCAS altimeter setting. LNAV MDA Cat D minima NA when using Miramar MCAS altimeter setting.

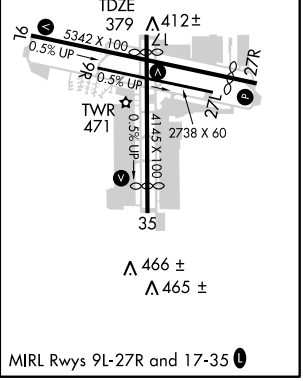
MISSED APPROACH: Climbing right turn to 3000 direct TOCOD and hold.

ATIS	SOCAL APP CON	GILLESPIE TOWER*	GND CON	CLNC DEL	UNICOM
125.45	124.35 279.625	120.7 (CTAF) L 257.8	121.7	125.1	123.05





CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 1061 (1100-1¼)	1440-1½ 1061 (1100-1½)	1440-3 1061 (1100-3)	
CIRCLING	1440-1¼ 1052 (1100-1¼)	1440-1½ 1052 (1100-1½)	1440-3 1052 (1100-3)	1520-3 1132 (1200-3)



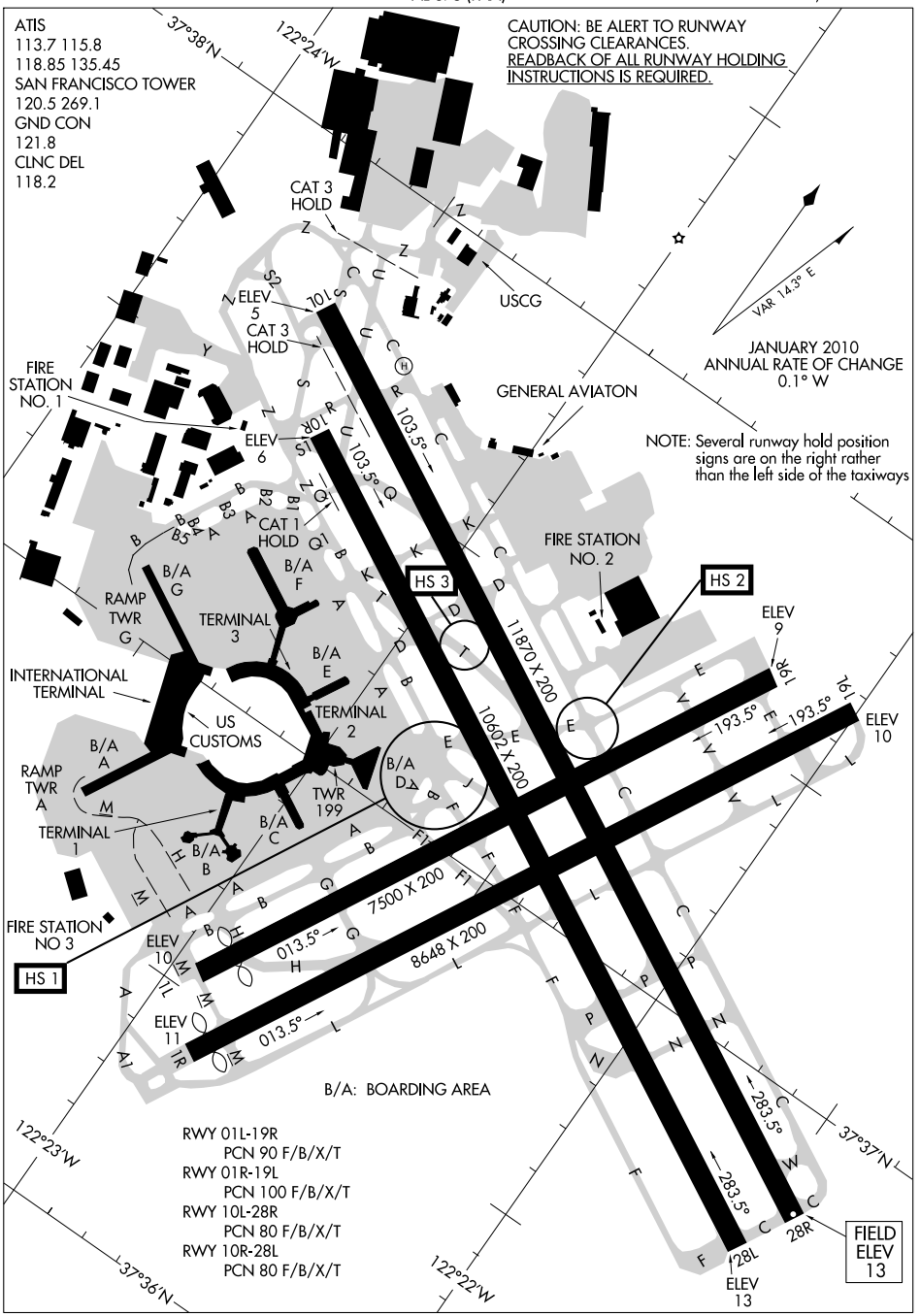
MIRL Rwys 9L-27R and 17-35 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

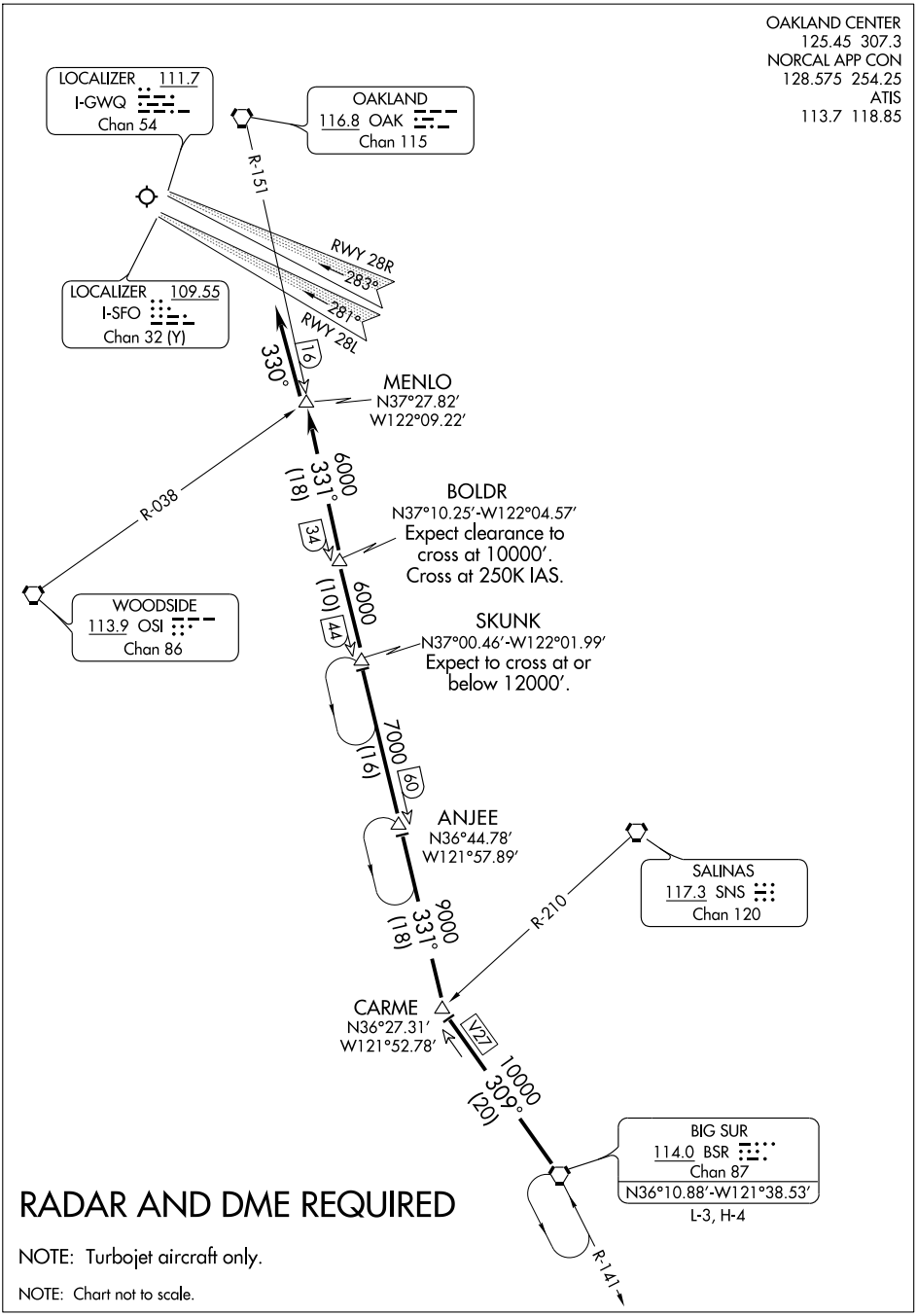


SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

10266



RADAR AND DME REQUIRED

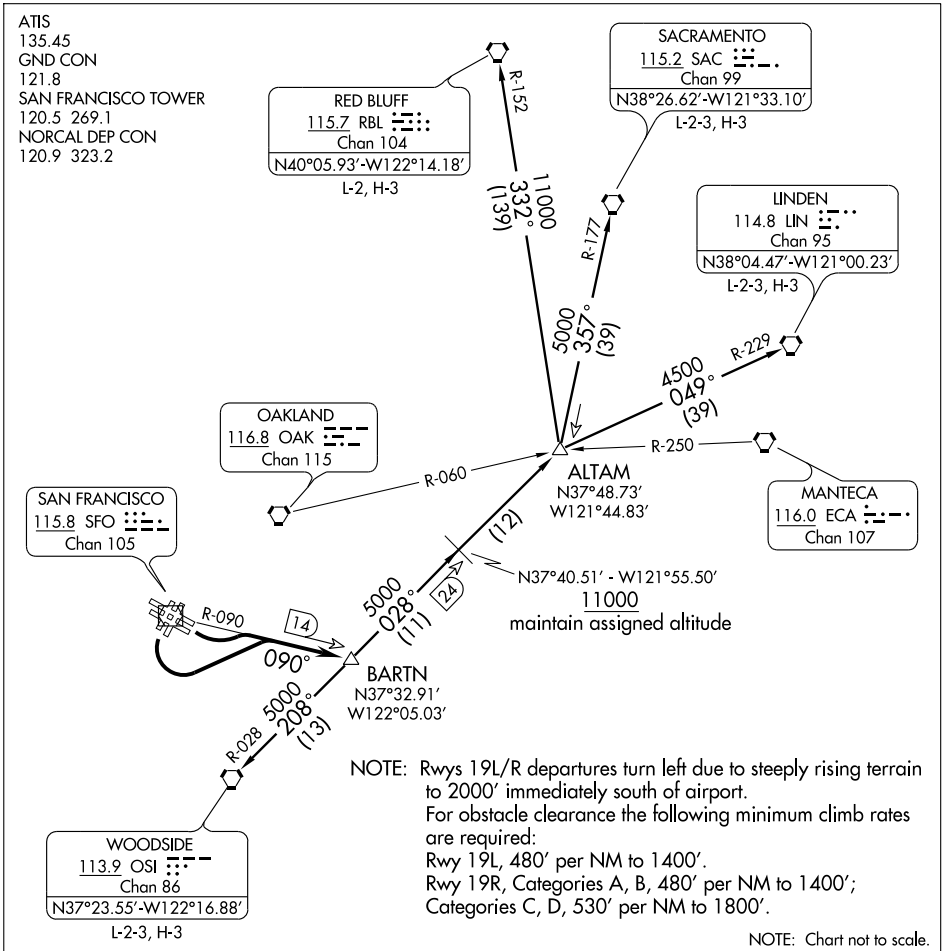
NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010

DUMBARTON SIX DEPARTURE

SL-375 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 to BARTN INT, thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

LINDEN TRANSITION (DUMB6.LIN): From over BARTN INT via OSI R-028 and LIN R-229 to LIN VORTAC.

RED BLUFF TRANSITION (DUMB6.RBL): From over BARTN INT via OSI R-028 and RBL R-152 to RBL VORTAC.

SACRAMENTO TRANSITION (DUMB6.SAC): From over BARTN INT via OSI R-028 and SAC R-177 to SAC VORTAC.

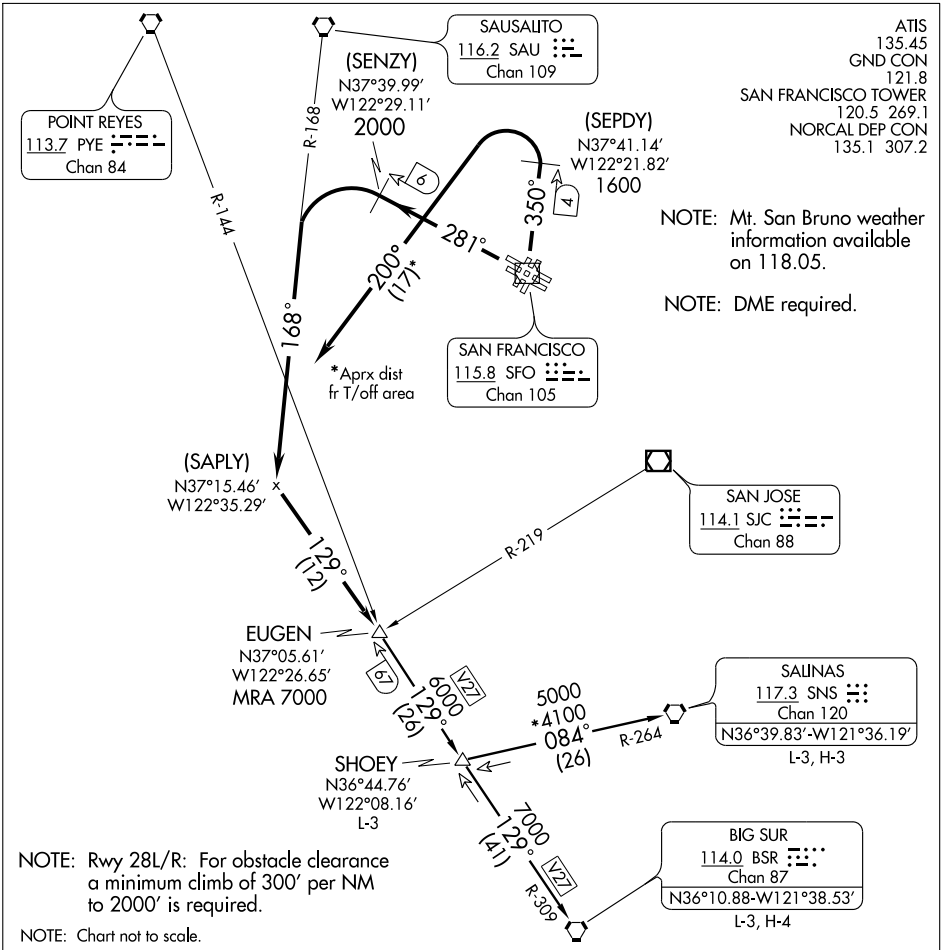
WOODSIDE TRANSITION (DUMB6.OSI): From over BARTN INT via OSI R-028 to OSI VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

EUGEN FIVE DEPARTURE

SL-375 (FAA)

SAN FRANCISCO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via SFO R-350, after passing the 4 DME fix and after reaching 1600', turn left heading 200° to intercept and proceed via SAU R-168 and BSR R-309 to EUGEN INT. Thence....

TAKE-OFF RUNWAYS 28L/R: Climb via SFO R-281, after passing 6 DME fix and reaching 2000', turn left to intercept and proceed via SAU R-168 and BSR R-309 to EUGEN INT. Thence....

....via (transition) or (assigned route). Expect further clearance to filed alittude 10 minutes after departure.

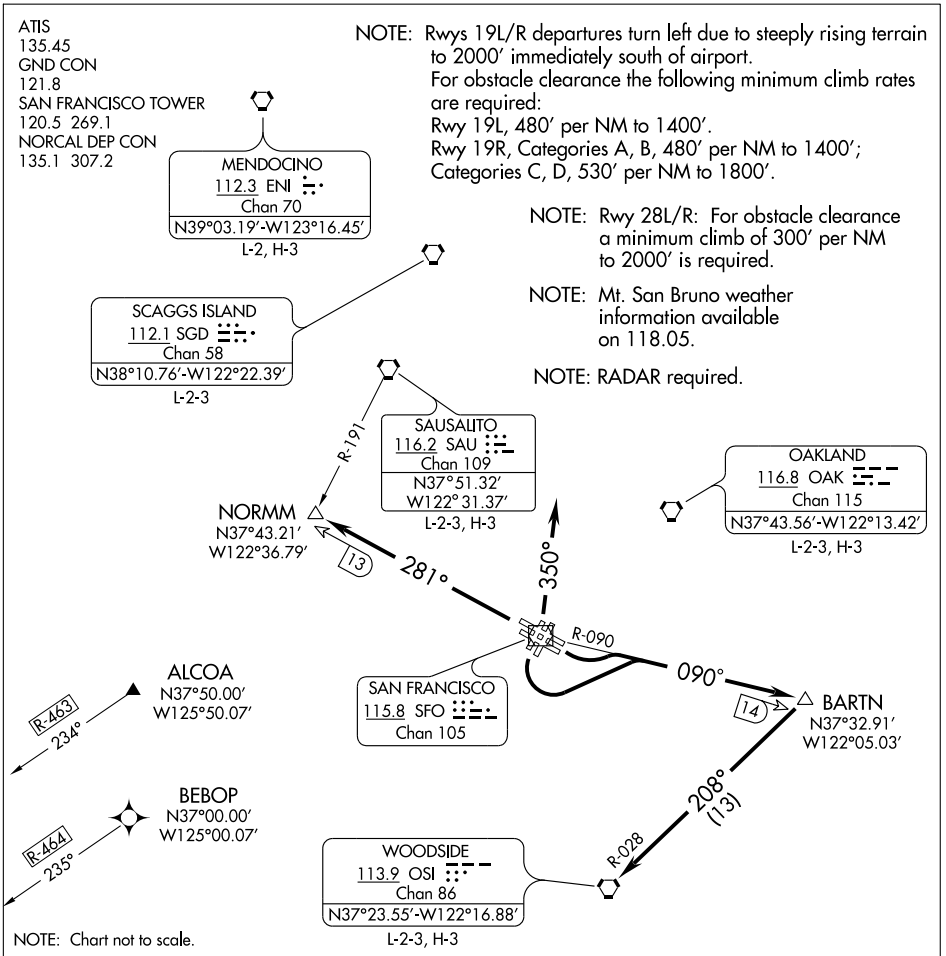
BIG SUR TRANSITION (EUGEN5.BSR)

SALINAS TRANSITION (EUGEN5.SNS)

SHOEY TRANSITION (EUGEN5.SHOEY)

SW-2, 21 OCT 2010 to 18 NOV 2010

EUGEN FIVE DEPARTURE
SAN FRANCISCO, CALIFORNIA
(EUGEN5.EUGEN) 09351
SAN FRANCISCO INTL (SFO)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 350° (or as assigned) for vector to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 and OSI R-028 to OSI VORTAC; expect vector to assigned route/fix after OSI VORTAC. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Climb via SFO VOR/DME R-281 to NORMM INT; expect vector to assigned route/fix after NORMM INT. Expect further clearance to filed altitude 10 minutes after departure.

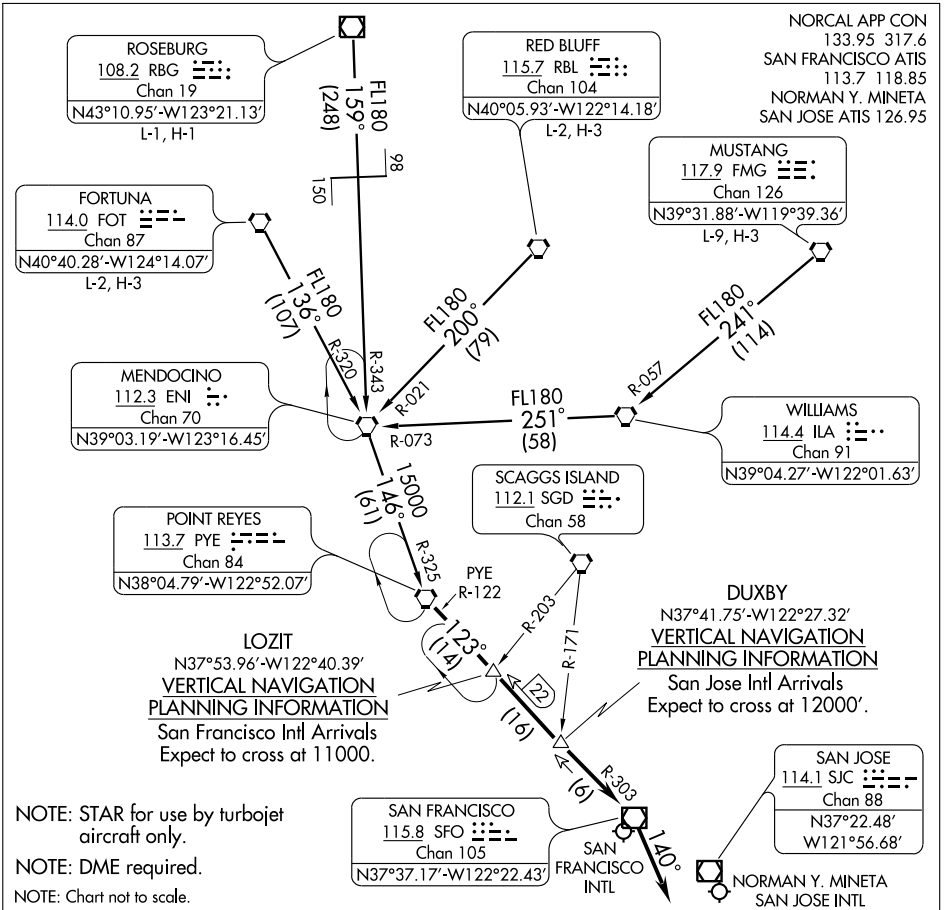
LOST COMMUNICATIONS:

ALL RUNWAYS: If not in contact with departure control after reaching 3000′, continue climb to assigned altitude and proceed direct to assigned route/fix.

SW-2, 21 OCT 2010 to 18 NOV 2010

GOLDEN GATE FIVE ARRIVAL

SAN FRANCISCO, CALIFORNIA



FORTUNA TRANSITION (FOT.GOLDN5): From over FOT VORTAC via FOT R-136 and ENI R-320 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

MUSTANG TRANSITION (FMG.GOLDN5): From over FMG VORTAC via FMG R-241 and ILA R-057 to ILA VORTAC, then via ILA R-251 and ENI R-073 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

RED BLUFF TRANSITION (RBL.GOLDN5): From over RBL VORTAC via RBL R-200 and ENI R-021 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

ROSEBURG TRANSITION (RBG.GOLDN5): From over RBG VOR/DME via RBG R-159 and ENI R-343 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

....From over PYE VORTAC via SFO R-303 to SFO VOR/DME, then via heading 140° (MEA 6000). Expect vectors to final approach course.

LOST COMMUNICATIONS: San Jose Intl: After SFO VOR/DME proceed direct SJC VOR/DME. (MEA 6000).

GOLDEN GATE FIVE ARRIVAL

SAN FRANCISCO, CALIFORNIA

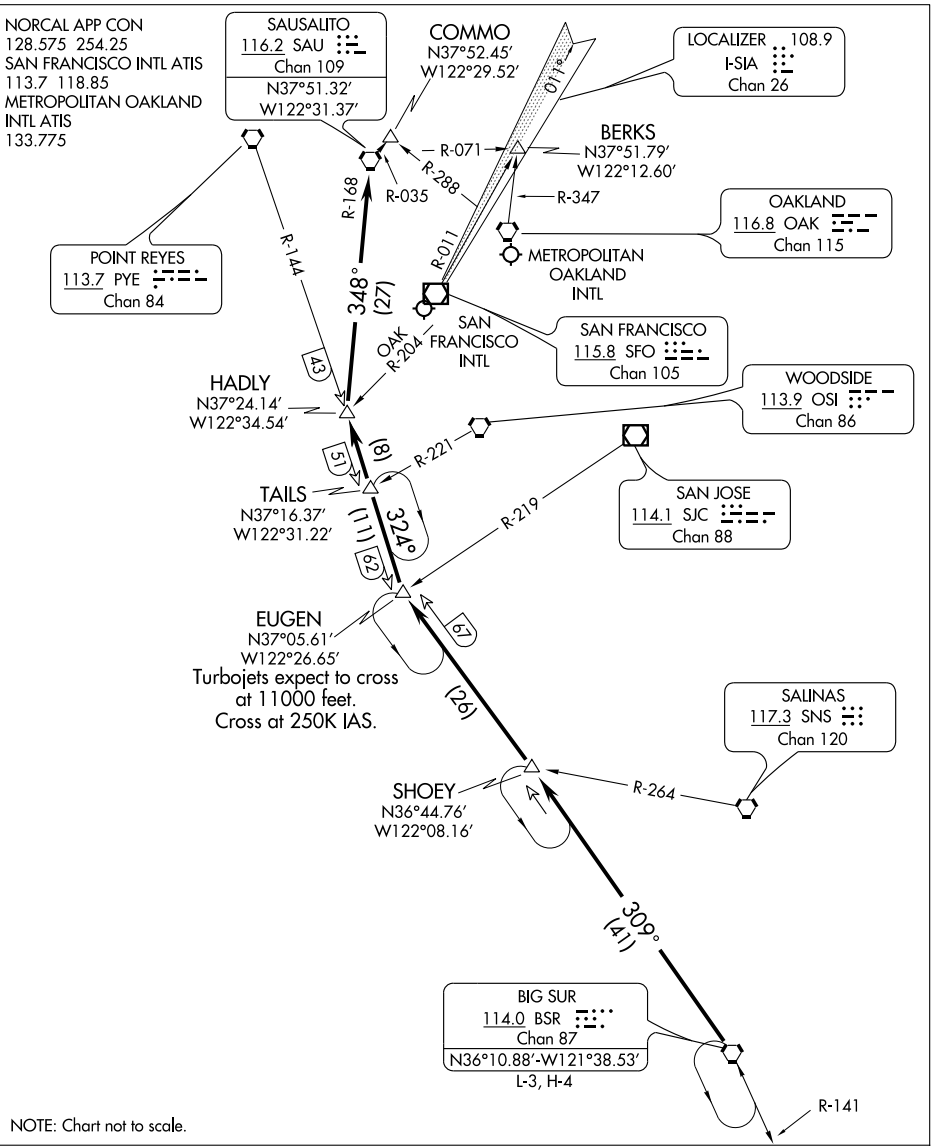
(PYE.GOLDN5) 09351

SW-2, 21 OCT 2010 to 18 NOV 2010

HADLY TWO ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000′ and at 250K IAS.

LOST COMMUNICATIONS

San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT.

Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

HADLY TWO ARRIVAL

SAN FRANCISCO, CALIFORNIA

(BSR.HADLY2) 09351

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-SIA	APP CRS	Rwy 19L ldg	Rwy 19R ldg
108.9 Chan 26	191°	8648 TDZE 11 Apt Elev 13	7500 TDZE 10 Apt Elev 13

ILS or LOC RWY 19L

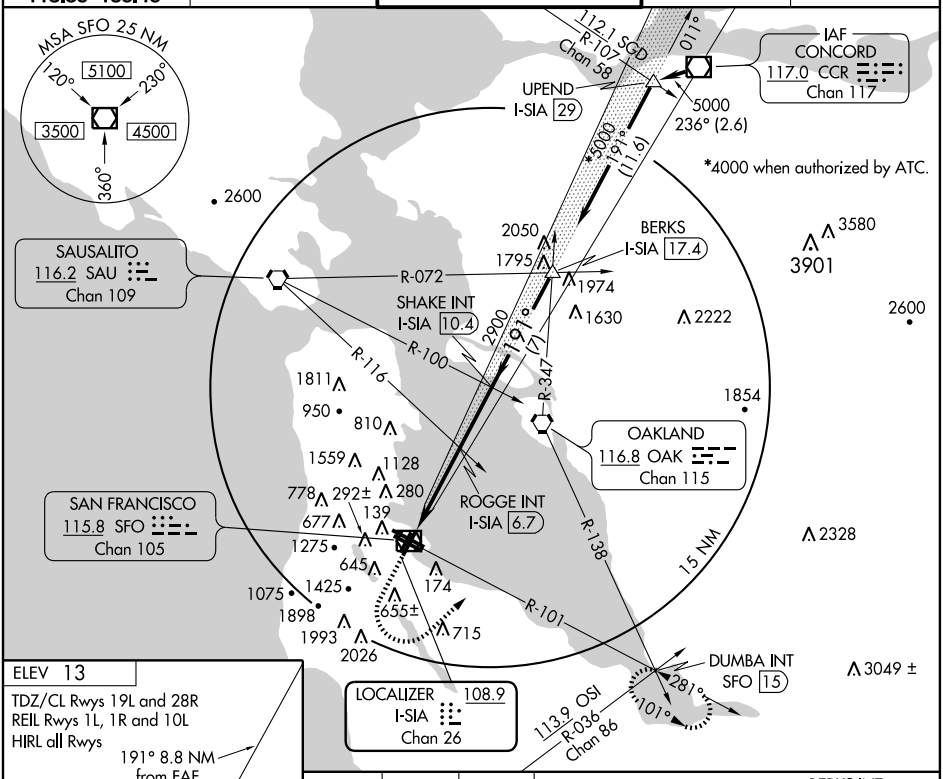
SAN FRANCISCO INTL (SFO)

Inoperative table does not apply.

MALSF Rwy 19L

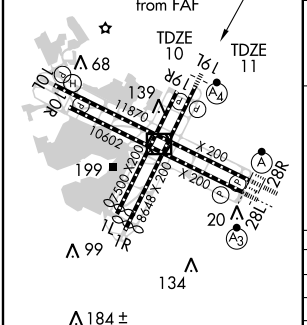
MISSED APPROACH: Climb to 420 then climbing left turn to 4000 via SFO VOR/DME R-101 to DUMBA Int and hold.

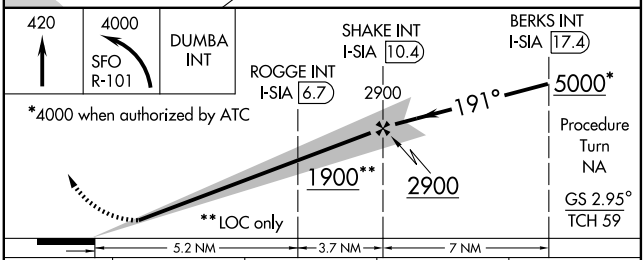
ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2



ELEV 13

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys





FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

CATEGORY	A	B	C	D
S-ILS 19L	211/40 200 (200-¾)			
S-LOC 19L	340/50 329 (400-1)			
SIDESTEP RWY 19R	340/50 330 (400-1)		340-1½ 330 (400-1½)	340-2 330 (400-2)
CIRCLING	760-1¼ 747 (800-1¼)	940-1½ 927 (1000-1½)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SFO	APP CRS	Rwy 28L Idg	Rwy 28R Idg
109.55	281°	TDZE	TDZE
Chan 32 (Y)		Apt Elev	Apt Elev
		10602 / 13 / 13	11870 / 13 / 13

ILS or LOC RWY 28L

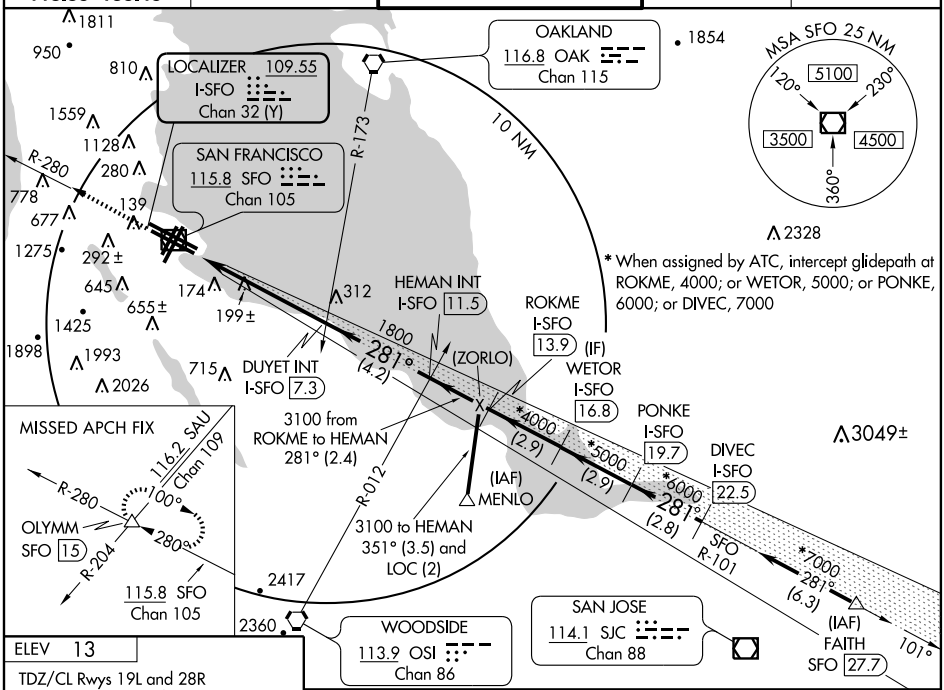
SAN FRANCISCO INTL (SFO)

T A Inoperative table does not apply to sidestep 28R Cat A and B. Disregard IM and MM indications. #RVR 1800 authorized with the use of FD or AP or HUD to DA.

SSALR Rwy 28L (A3) ALSF-2 Rwy 28R (A)

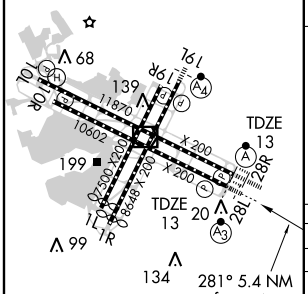
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via heading 285° and SFO VOR/DME R-280 to OLYMM INT 15 DME and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

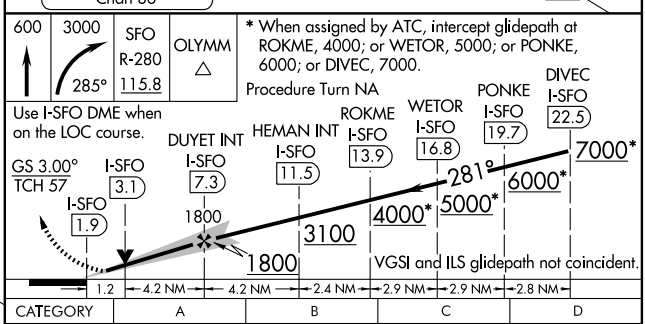


ELEV 13

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 28L	#213/24 200 (200-½)			
S-LOC 28L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
SIDESTEP RWY 28R	460/50 447 (500-1)			460-1½ 447 (500-1½)
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GWQ	APP CRS	Rwy 28R ldg	TDZE	Apt Elev	Rwy 28L ldg	TDZE	Apt Elev
111.7 Chan 54	283°	11870	13	13	10602	13	13

ILS or LOC RWY 28R
SAN FRANCISCO INTL (SFO)

Inoperative table does not apply to Sidestep Rwy 28L Cat A and Cat B.
For inoperative SSALR, increase Sidestep R28L Cat C visibility to RVR 6000.

ALSF-2 Rwy 28R (A) SSALR Rwy 28L (A3)

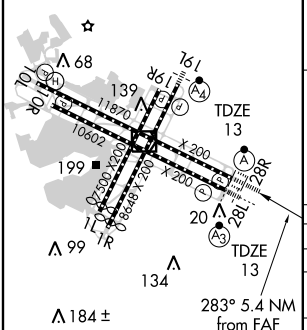
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 via heading 281° and SFO VOR/DME R-279 to VIKYU Int/SFO 12 DME and hold. #

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

Obstructions in missed approach area require a minimum rate of climb 400 FPM/100K, 600 FPM/150K, 800 FPM/200K to 900, no wind conditions.

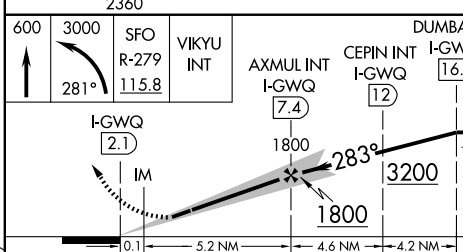
OAKLAND 116.8 OAK Chan 115
SAN FRANCISCO 115.8 SFO Chan 105
LOCALIZER 111.7 I-GWQ Chan 54
WOODSIDE 113.9 OSI Chan 86
VIKYU INT SFO 12
116.2 SAU Chan 109
R-186 099° 279° R-279
AXMUL INT I-GWQ 7.4
CEPIN INT I-GWQ 12
(IF/IAF) DUMBA INT I-GWQ 16.1
(IAF) MENLO
(IAF) MEHTA INT
SFO R-101 R-138 R-151 R-173 R-036 R-056 103°
4100 138° (14.7)
4100 NoPT 281° (5.4)
1800 283° (4.6)
3200 283° (4.2)
3200 331° (4.4)
283° 1 min
4100 to Dumba 036° (11.1)
10 NM
MSA SFO 25 NM 5100 3500 4500 120° 230° 360°
1811 950 1854 810 1559 1128 280 778 677 139 1275 292± 645 174 199± 312 1425 655± 1075 1898 1993 2026 715 2328 2417 2360

ELEV 13
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



283° 5.4 NM from FAF

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 28R	213/18		200 (200-½)	
S-LOC 28R	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
SIDESTEP RWY 28L	460/50 447 (500-1)			460-1½ 447 (500-1½)
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SFO	APP CRS	Rwy Idg	10602
109.55	281°	TDZE	13
Chan 32 (Y)		Apt Elev	13

ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL)

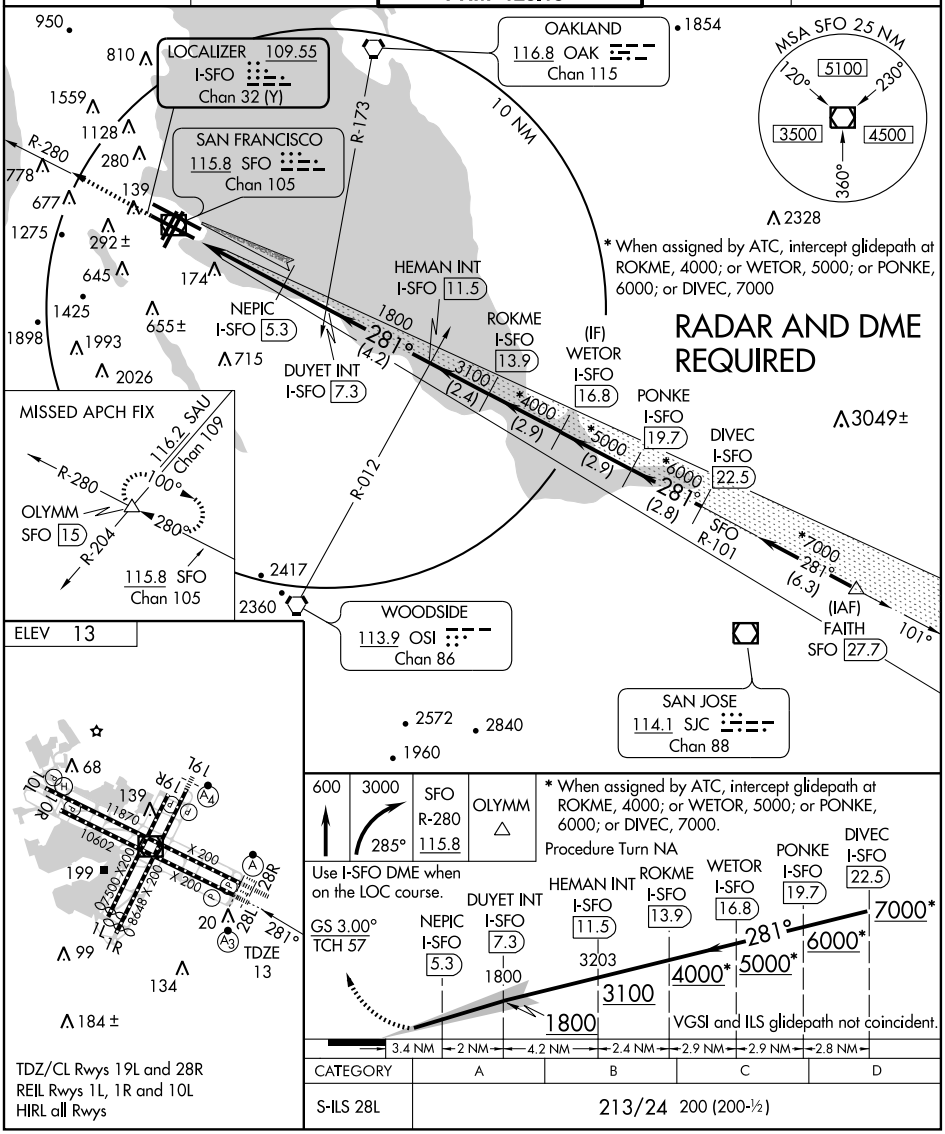
SAN FRANCISCO INTL (SFO)

Simultaneous close parallel approach authorized with LDA PRM Rwy 28R.
NA Localizer only not authorized during close-parallel operations.
Dual VHF comm required. Disregard IM and MM indications.
See additional requirements on AAUP.
Runway 28L and 28R separated by 750' centerline to centerline.

SSALR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via heading 285° and SFO VOR/DME R-280 to OLYMM INT/SFO VOR/DME 15 DME and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1 PRM 125.15	121.8	118.2



CATEGORY	A	B	C	D
S-ILS 28L	213/24 200 (200-½)			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- Listen to the PRM monitor frequency when communicating with NORCAL approach control (135.65), no later than LOC intercept.
- Expect to be switched to SFO Tower (120.5) at NEPIC (I-SFO 5.3 DME).
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 28L approach. If later advised to expect an ILS 28L approach, the ILS/PRM 28L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glideslope intercept altitude may be assigned when advised to expect the ILS 28L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (135.65), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with NORCAL approach control (135.65). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. The PRM monitor frequency may be de-selected passing NEPIC.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1600 feet at San Francisco International Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

      "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. Descending on (not above) the ILS glideslope ensures complying with any charted crossing restrictions and assists traffic on the LDA PRM 28R approach to mitigate possible wake turbulence encounters without destabilizing the LDA approach and creating a go-around.

5. **LDA Traffic:** While conducting this ILS/PRM approach to Runway 28L, other aircraft may be conducting the offset LDA/PRM approach to Runway 28R. These aircraft will approach from the right-rear and will re-align with 28R after making visual contact with the ILS traffic.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to SFO as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Oakland ARTCC as soon as practical, but at least 100 miles from SFO.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GWQ	APP CRS	Rwy Idg	11870
111.7	283°	TDZE	13
Chan 54		Apt Elev	13

ILS RWY 28R (CAT II)

SAN FRANCISCO INTL (SFO)

ALSF-2

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 via heading 281° and SFO VOR/DME R-279 to VIKYU Int/SFO 12 DME and hold. #

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

Obstructions in missed approach area require a minimum rate of climb 400 FPM/100K, 600 FPM/150K, 800 FPM/200K to 900, no wind conditions.

OAKLAND 116.8 OAK Chan 115

SAN FRANCISCO 115.8 SFO Chan 105

LOCALIZER 111.7 I-GWQ Chan 54

116.2 SAU Chan 109

R-186 099° 279° R-279

VIKYU INT SFO 12

AXMUL INT I-GWQ 7.4

CEPIN INT I-GWQ 12

(IF/IAF) DUMBA INT I-GWQ 16.1

SFO R-101 R-138 R-036 R-056 R-151 R-173

4100 138° (14.7)

10 NM

1800 283° (4.6)

3200 283° (4.2)

331° (4.4) 3200

4100 NoPT 281° (5.4)

1 min 283° 103°

(IAF) MENLO

(IAF) MEHTA INT

4100 to DUMBA 036° (11.1)

MSA SFO 25 NM

5100 120° 230° 3500 4500 360°

1811 950 1854 810 1559 1128 280 778 677 1275 139 292± 645 1425 655± 1075 1898 1993 2026 174 199± 312 715 715 2328 2417 2360

WOODSIDE 113.9 OSI Chan 86

ELEV 13

68 139 TDZE 13 199 99 134 184 ± 20 28L 28R 1L 1R 10L 10R 19L 19R

11870 x 200 10602 x 200 8500 x 200 8648 x 200

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

600 | 3000 | 281° | SFO R-279 115.8 | VIKYU INT

VGSI and ILS glidepath not coincident

AXMUL INT I-GWQ 7.4 | CEPIN INT I-GWQ 12 | DUMBA INT I-GWQ 16.1 | One Minute Holding Pattern

DH RA 113

1800 283° 3200 103° 283° 4100

13 MSL IM 1800

GS 3.00° TCH 55

1091' 864' 5.2 NM 4.6 NM 4.2 NM

CATEGORY	A	B	C	D
S-ILS 28R	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GWQ	APP CRS	Rwy Idg	11870
111.7	283°	TDZE	13
Chan 54		Apt Elev	13

ILS RWY 28R (CAT III)

SAN FRANCISCO INTL (SFO)

ALSF-2

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 via heading 281° and SFO VOR/DME R-279 to VIKYU Int/SFO 12 DME and hold. #

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

Obstructions in missed approach area require a minimum rate of climb 400 FPM/100K, 600 FPM/150K, 800 FPM/200K to 900, no wind conditions.

OAKLAND 116.8 OAK Chan 115

SAN FRANCISCO 115.8 SFO Chan 105

LOCALIZER 111.7 I-GWQ Chan 54

116.2 SAU Chan 109

R-186 099° 279° R-279

VIKYU INT SFO 12

AXMUL INT I-GWQ 7.4

CEPIN INT I-GWQ 12

(IF/IAF) DUMBA INT I-GWQ 16.1

SFO R-101 R-138 R-036 R-173 R-151 138° (14.7) 4100 10 NM

4100 NoPT 281° (5.4)

283° (4.6) 283° (4.2) 283° 1 min 103° 331° (4.4) 3200 1800

(IAF) MENLO

4100 to DUMBA 036° (11.1)

R-056 103°

(IAF) MEHTA INT

WOODSIDE 113.9 OSI Chan 86

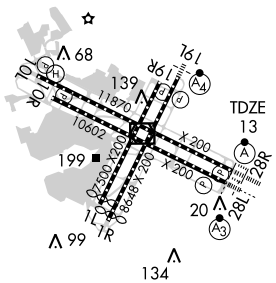
MSA SFO 25 NM 5100 3500 4500 120° 230° 360°

1811 950 810 1559 1128 280 778 677 139 1275 292± 645 1425 655± 1075 1898 1993 2026 174 199± 312 715 715 1854 2328 2417 2360

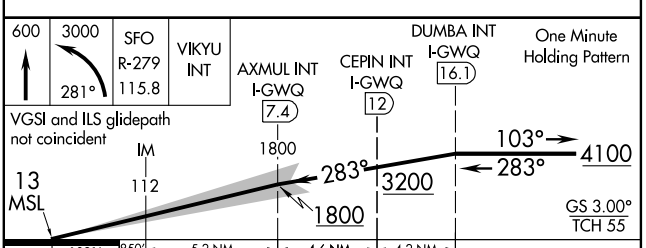
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ELEV 13



TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 28R	CAT IIIa	RVR 07		
S-ILS 28R	CAT IIIb	RVR 06		
S-ILS 28R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-FNP	APP CRS	Rwy Idg	11870
110.75	278°	TDZE	13
Chan 44(Y)		Apt Elev	13

LDA/DME RWY 28R
SAN FRANCISCO INTL (SFO)

Runway 28L and 28R separated by 750 feet centerline to centerline.
Procedure NA when glideslope is not available.
Localizer course 1199° right of Rwy 28R threshold.
Inoperative table does not apply.

ALSF-2

MISSED APPROACH: Climbing right turn to 6000 via heading 030° and SFO VOR/DME R-035 and OAK VORTAC R-060 to SALAD INT and hold, continue climb in hold to 6000.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

RADAR AND DME REQUIRED
LDA/GLIDESLOPE

OAKLAND 116.8 OAK Chan 115

LOCALIZER 110.75 I-FNP Chan 44(Y) LOC offset 3.01°

SALAD OAK 12.9 112.1 SGD Chan 58

R-060 R-035 R-124 240° 060°

10 NM

Fly Visual 274° 3.4 NM

DARNE I-FNP 4 GOBEC I-FNP 6 MIUKE I-FNP 9.7 WASOP I-FNP 12.6 HEGOT I-FNP 15.5 FATUS I-FNP 18.4 (IAF) ANETE I-FNP 21.3

1800 (3.6) 278° 3000 (3) *4000 (2.9) *5000 (2.9) *6000 (2.8) 278° 098°

*When assigned by ATC, intercept glidepath at WASOP, 4000; or HEGOT, 5000; or FATUS, 6000.

SAN FRANCISCO 115.8 SFO Chan 105

MSA SFO 25 NM
120° 230° 360°
5100 3500 4500

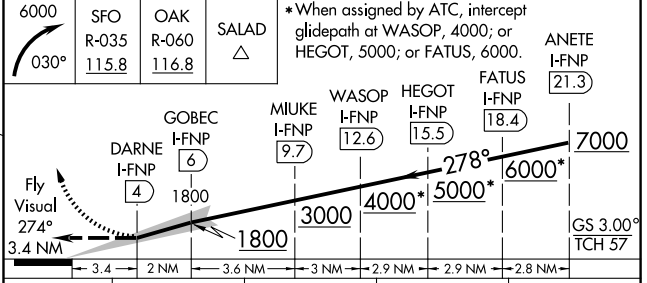
1811 950 810 1559 1128 778 280 677 139 1275 292± 645 174 1075 1425 655± 1898 1993 2026 715 1630 2222 1854 2328 3049± 2417 2360

ELEV 13

TDZE 13

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R, and 10L
HIRL all Rwys

6000 030°	SFO R-035 115.8	OAK R-060 116.8	SALAD △



CATEGORY	A	B	C	D
S-LDA/GS 28R	1140-4	1127 (1200-4)		

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LDA PRM RWY 28R
(SIMULTANEOUS CLOSE PARALLEL)
SAN FRANCISCO INTL (SFO)

LOC/DME I-FNP	APP CRS	Rwy Idg	11870
110.75	278°	TDZE	13
Chan 44(Y)		Apt Elev	13

T NA Simultaneous close parallel approach authorized with ILS PRM Rwy 28L. Localizer only not authorized during close parallel operations. Dual VHF comm required. See additional requirements on AAUP. Runway 28L and 28R separated by 750 feet centerline to centerline. Localizer course 1199' right of Rwy 28R threshold. Inoperative table does not apply.

ALSF-2

MISSED APPROACH: Climbing right turn to 6000 via heading 030° and SFO VOR/DME R-035 and OAK VORTAC R-060 to SALAD INT and hold, continue climb in hold to 6000.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1 PRM 127.675	121.8	118.2

RADAR AND DME REQUIRED
LDA/GLIDESLOPE

OAKLAND 116.8 OAK Chan 115

LOCALIZER 110.75 I-FNP Chan 44(Y) LOC offset 3.01°

SALAD OAK 12.9

112.1 SGD Chan 58

R-060 R-035 R-124 240° 060°

10 NM

NOTE: If go around executed after crossing DARNE, terrain in missed approach area requires a rate of climb of at least 475 FPM/100K, 713 FPM/150K, 950 FPM/200K, to 1600 no wind conditions.

Fly Visual 274° 3.4 NM

DARNE I-FNP 4 GOBEC I-FNP 6 MIUKE I-FNP 9.7 WASOP I-FNP 12.6 HEGOT I-FNP 15.5 FATUS I-FNP 18.4 (IAF) ANETE I-FNP 21.3

1800 (3.6) 278° 3000 (3) *4000 (2.9) *5000 (2.9) *6000 (2.8) 278° 098°

*When assigned by ATC, intercept glidepath at WASOP, 4000; or HEGOT, 5000; or FATUS, 6000.

SAN FRANCISCO 115.8 SFO Chan 105

MSA SFO 25 NM 5100 120° 230° 3500 4500 360°

ELEV 13

TDZE 13

6000 030°	SFO R-035 115.8	OAK R-060 116.8	SALAD △

*When assigned by ATC, intercept glidepath at WASOP, 4000; or HEGOT, 5000; or FATUS, 6000.

GOBEC I-FNP 6 DARNE I-FNP 4 MIUKE I-FNP 9.7 WASOP I-FNP 12.6 HEGOT I-FNP 15.5 FATUS I-FNP 18.4 ANETE I-FNP 21.3

1800 3000 4000* 5000* 6000* 7000 278°

Fly Visual 274° 3.4 NM

GS 3.00° TCH 57

3.4 2 NM 3.6 NM 3 NM 2.9 NM 2.9 NM 2.8 NM

CATEGORY	A	B	C	D
S-LDA/GS 28R	1140-4	1127 (1200-4)		

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R, and 10L
HIRL all Rwys

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- Listen to the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35), no later than LOC intercept.
- Report the ILS traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Expect to be switched to SFO tower (120.5) at DARNE, (I-FNP 4.0 DME).
- Remain on the LDA until passing DARNE (LDA MAP) so as not to penetrate the NTZ.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM 28R approach. If later advised to expect an LDA/DME 28R approach, the LDA/PRM 28R chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A different glideslope intercept altitude may be assigned when advised to expect LDA/DME 28R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (120.35), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with the NORCAL approach control (120.35). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at DARNE, begin the turn as soon as practical.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 1600 feet at SFO.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **SFO LDA Visual Segment.** If ATC advises that there is traffic on the 28L ILS, pilots are authorized to continue past the LDA 28R MAP to align with runway 28R centerline when:

(a) the ILS traffic is in sight and is expected to remain in sight.
(b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
(c) the runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between DARNE and the runway threshold, pilots of the LDA aircraft are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is subsequently lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Refer to "special pilot training required" on the ILS PRM 28L AAUP for specific non-participation procedures.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOCKE ONE ARRIVAL (MOD.LOCKE1) 10266

SAN FRANCISCO, CALIFORNIA

CLOVIS TRANSITION (CZQ.LOCKE1): From over CZQ VORTAC via CZQ R-305 and MOD R-093 to MOD VOR/DME. Thence....

COALDALE TRANSITION (OAL.LOCKE1): From over OAL VORTAC via OAL R-246 and MOD R-064 to MOD VOR/DME. Thence...

MINA TRANSITION (MVA.LOCKE1): From over MVA VORTAC via MVA R-204, OAL R-246 and MOD R-064 to MOD VOR/DME. Thence....

MUSTANG TRANSITION (FMG.LOCKE1): From over FMG VORTAC via FMG R-182 and MOD R-064 to MOD VOR/DME. Thence....

....From over MOD VOR/DME via MOD R-245 to GROAN INT, then via SGD VORTAC R-107 to UPEND INT. Expect vectors to final approach course.

LOST COMMUNICATIONS METRO OAKLAND INTL ONLY: Depart UPEND INT via SGD R-107 to intercept and proceed via SAU R-035 to COMMO INT.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
128.325 254.3
SAN FRANCISCO INTL ATIS
113.7 118.85

MUSTANG
117.9 FMG
Chan 126
N39°31.88'-W119°39.36'
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92'-W118°01.97'
L-9, H-3

COALDALE
117.7 OAL
Chan 124
N38°00.20'-W117°46.23'
L-9, H-3

CLOVIS
112.9 CZQ
Chan 76
N36°53.06'-W119°48.91'
L-3-9, H-3

SCAGGS ISLAND
112.1 SGD
Chan 58

LOCALIZER 108.9
I-SIA
Chan 26

MANTECA
116.0 ECA
Chan 107

MODESTO
114.6 MOD
Chan 93
N37°37.64'-W120°57.47'

COMMO
N37°52.45'
W122°29.52'

UPEND
N38°01.92'
W122°05.82'

GROAN
N37°35.42'
W121°17.11'

(ITGIJ)
N37°49.56'
W119°22.09'

INYOE
N37°53.74'
W118°45.90'

TROSE
N37°41.95'
W120°24.25'

(IVIPY)
N37°28.56'
W120°26.39'

LOCKE
N37°42.81'
W121°30.58'

Expect clearance to cross at 10,000 feet. Turbojets cross at 250K IAS.

SAN FRANCISCO INTL

OAKLAND
116.8 OAK
Chan 115

SAN FRANCISCO
115.8 SFO
Chan 105

METRO OAKLAND INTL

116.2 SAU
R-035
Chan 109

R-107
R-229
R-288
R-01
R-064
R-093

FL220
182°
(115)

FL190
204°
(53)

FL190
246°
(48)

FL180
244°
(50)

FL180
244°
(27)

246°
(29)

287°
(34)

6000
287°
(13)

8000
245°
(16)

273°
(26)

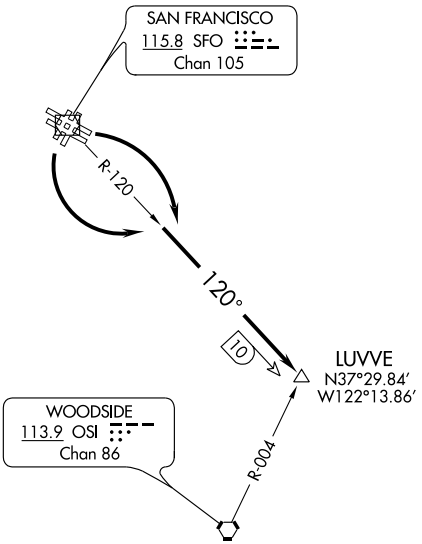
8000
305°
(47)

77
77
50
63

NOTE: Chart not to scale.

ST-375 (FAA)

ATIS 135.45
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2



TAKE-OFF OBSTACLE NOTES:
Rwy 10L :
Rod 257' from DER, 561' left of centerline, 4' AGL/24' MSL.
Rwy 19L :
Multiple trees, buildings, obstacle lights and transmission towers beginning 1041' from DER, 50' left of centerline, up to 105' AGL/155' MSL.
Multiple trees, buildings, obstacle lights and transmission towers beginning 1139' from DER, 61' right of centerline, up to 69' AGL/206' MSL.
Rwy 19R :
Multiple trees beginning 1892' from DER, 310' left of centerline, up to 105' AGL/155' MSL.
Multiple transmission towers and obstacle lights beginning 2187' from DER, 29' left of centerline, up to 71' AGL/81' MSL.
Building 3243' from DER, 308' left of centerline, 69' AGL/94' MSL.
Electrical system 1354' from DER, 299' right of centerline, 37' AGL/48' MSL.
Transmission tower 2118' from DER, 348' right of centerline, 68' AGL/79' MSL.

TAKE-OFF MINIMUMS:
Rwys 10L, 10R: standard.
Rwy 19L: standard with minimum climb of 490' per NM to 1700'.
Rwy 19R: standard with minimum climb of:
Categories A, B 480' per NM to 1700';
Categories C, D 530' per NM to 1800'.

NOTE: RADAR required.
NOTE: Propeller aircraft only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L, 10R: Turn right and climb via SFO R-120 to LUVVE INT. Thence...
TAKE-OFF RUNWAYS 19L, 19R: Turn left and climb via SFO R-120 to LUVVE INT. Thence...
...expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
If not in contact with departure control after reaching 3000' continue climb to assigned altitude and proceed direct to assigned route/fix.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

MODESTO THREE ARRIVAL

(MOD.MOD3) 10266

CLOVIS TRANSITION (CZQ.MOD3): From over CZQ VORTAC via CZQ R-305 and MOD R-092 to MOD VOR/DME. Thence....

COALDALE TRANSITION (OAL.MOD3): From over OAL VORTAC via OAL R-246 and MOD R-064 to MOD VOR/DME. Thence....

MINA TRANSITION (MVA.MOD3): From over MVA VORTAC via MVA R-204, OAL R-246 and MOD R-064 to MOD VOR/DME. Thence....

MUSTANG TRANSITION (FMG.MOD3): From over FMG VORTAC via FMG R-182 and MOD R-064 to MOD VOR/DME. Thence....

....From over MOD VOR/DME via MOD R-245 to CEDES INT, then via OSI R-056 to OOMEN INT, then via OSI R-056 to MEHTA INT. Expect vectors to the final approach course.

LOST COMMUNICATIONS: Intercept and proceed via SFO RWY 28R localizer to DUMBA INT.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
128.325 254.3
ATIS
113.7 118.85

MUSTANG
117.9 FMG
Chan 126
N39°31.88'-W119°39.36'
L-9, H-3

MINA
115.1 MVA
Chan 98
N38°33.92'-W118°01.97'
L-9, H-3

COALDALE
117.7 OAL
Chan 124
N38°00.20'-W117°46.23'
L-9, H-3

CLOVIS
112.9 CZQ
Chan 76
N36°53.06'-W119°48.91'
L-3-9, H-3

SAN FRANCISCO
115.8 SFO
Chan 105

WOODSIDE
113.9 OSI
Chan 86

LOCALIZER 111.7
I-GWQ
Chan 54

OAKLAND
116.8 OAK
Chan 115

MANTECA
116.0 ECA
Chan 107

MODESTO
114.6 MOD
Chan 93
N37°37.64'-W120°57.47'

112.1 SGD
Chan 58

DUMBA
N37°30.21'
W122°05.77'

MEHTA
N37°27.70'
W121°59.79'

OOMEN
N37°28.61'
W121°56.01'

CEDES
N37°33.05'
W121°37.48'

GROAN
N37°35.42'
W121°17.11'

TROSE
N37°41.95'
W120°24.25'

LNNDA
N37°28.93'
W120°26.65'

KYLLA
N37°49.56'
W119°22.09'

INYOE
N37°53.74'
W118°45.90'

FL240
182°
(115)

FL190
204°
(53)

FL190
246°
(48)

FL180
246°
(29)

FL180
244°
(50)

FL180
244°
(27)

8000
245°
(16)

7000
236°
(15)

272°
(26)

8000
305°
(47)

R-101
R-138
R-107
R-215
R-093
R-064
R-092
R-095
R-036
R-056
I-GWQ
16
14
17
(3)
32
33
(16)
77
77
RWY 28R
283°

Expect clearance
to cross at 11000.

N

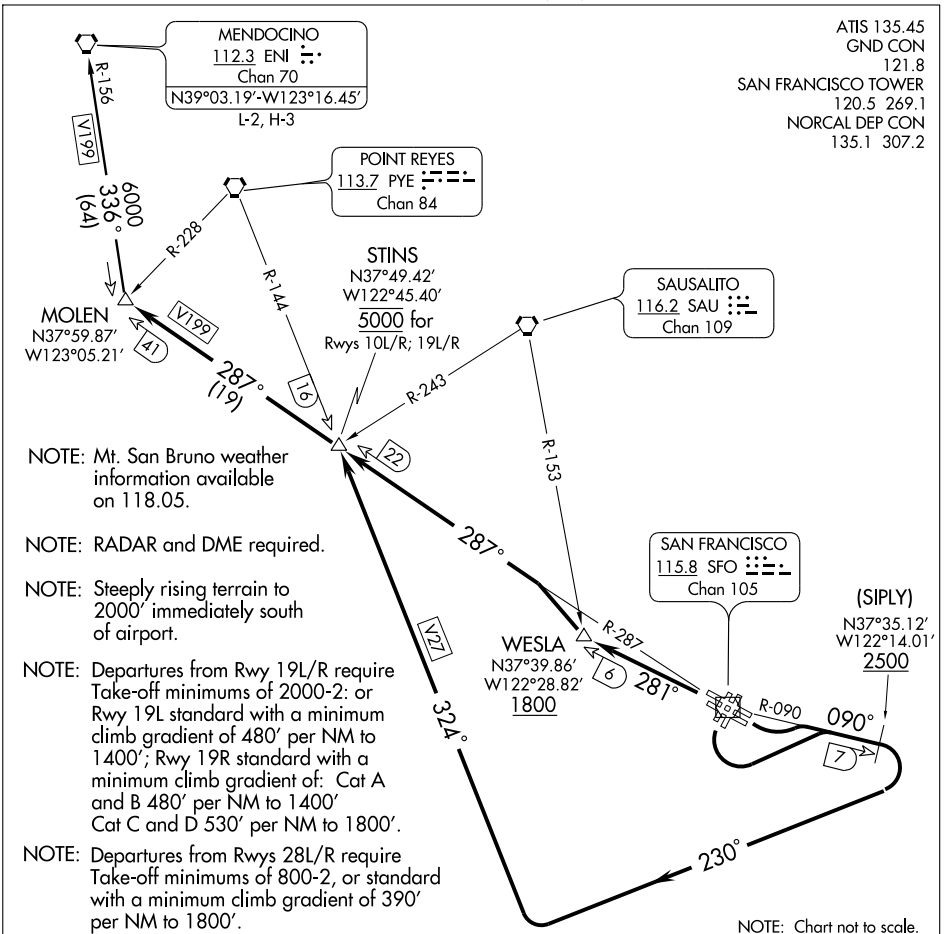
NOTE: Chart not to scale.

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL

ST-375 (FAA)

MOLEN THREE DEPARTURE

SL-375 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to the 7 DME Fix, then turn right heading 230° to intercept and proceed via PYE R-144 to STINS INT. Cross the SFO R-090 7 DME Fix at or above 2500'. Cross STINS INT at 5000'. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281 to WESLA INT, then turn right to intercept and proceed via SFO R-287 to MOLEN INT. Cross the SFO R-281 6 DME Fix (WESLA INT) at or above 1800'. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

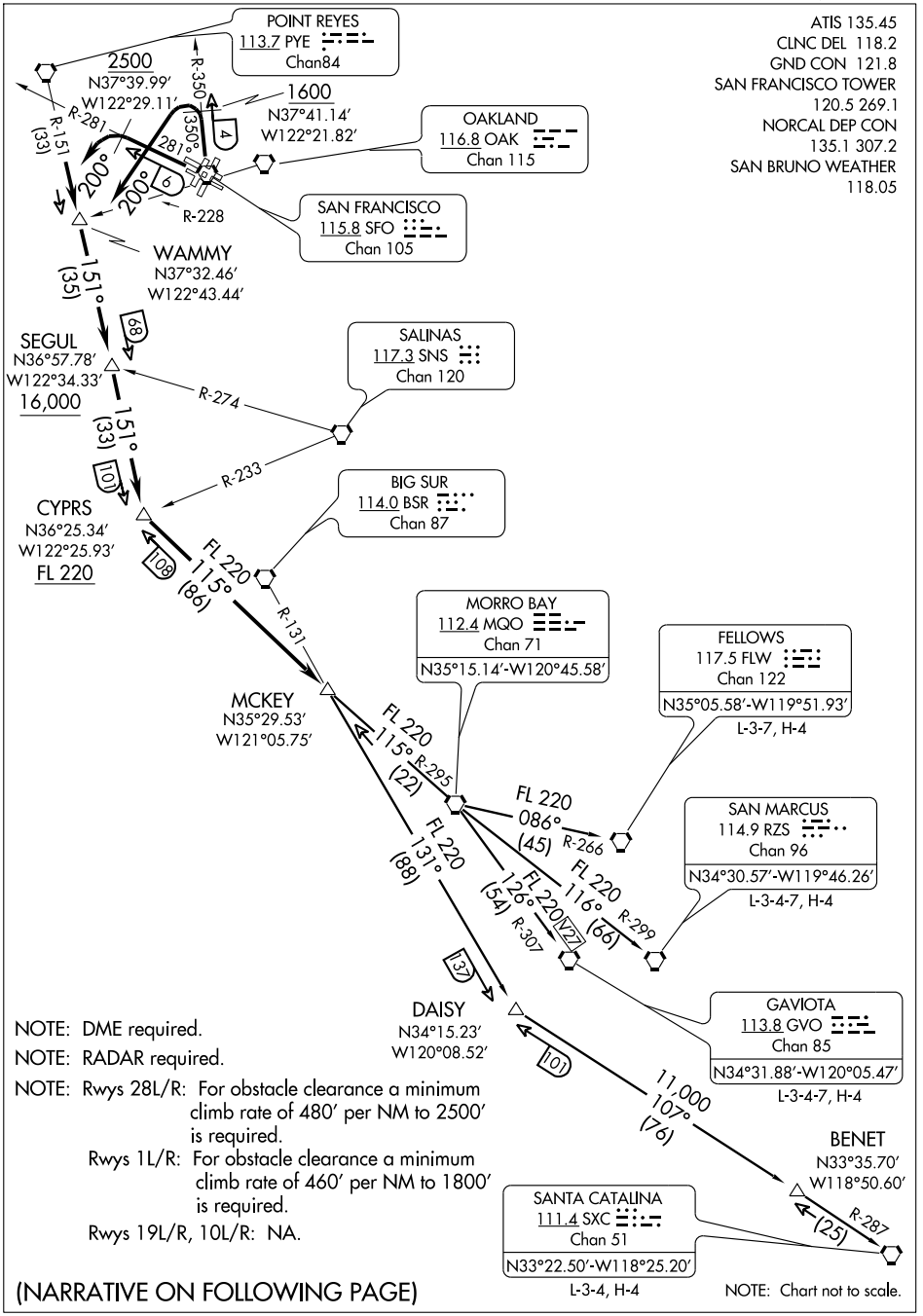
MENDOCINO TRANSITION (MOLEN3.ENI): From over MOLEN INT via ENI R-156 ENI VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

OFFSHORE FIVE DEPARTURE

SL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



NOTE: DME required.

NOTE: RADAR required.

NOTE: Rwys 28L/R: For obstacle clearance a minimum climb rate of 480′ per NM to 2500′ is required.
Rwys 1L/R: For obstacle clearance a minimum climb rate of 460′ per NM to 1800′ is required.
Rwys 19L/R, 10L/R: NA.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OFFSHORE FIVE DEPARTURE
(OFFSH5.MCKEY) 09239
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)
SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO R-350 4 DME at or above 1600'. Thence....

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281. Cross SFO R-281 6 DME at or above 2500'. Thence....

.... Turn left heading 200° to intercept and proceed via PYE R-151 to SEGUL INT. Cross SEGUL INT at or above 16,000'. Then proceed via PYE R-151 to CYPRS INT; cross CYPRS INT at or above FL 220. Then via the MQO R-295 to MCKEY INT, then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Runway 28 departures expect radar vector to PYE R-151, then resume departure.

FELLOWS TRANSITION (OFFSH5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-086 and FLW R-266 to FLW VORTAC.

GAVIOTA TRANSITION (OFFSH5.GVO): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-126 and GVO R-307 to GVO VORTAC.

SAN MARCUS TRANSITION (OFFSH5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-116 and RZS R-299 to RZS VORTAC.

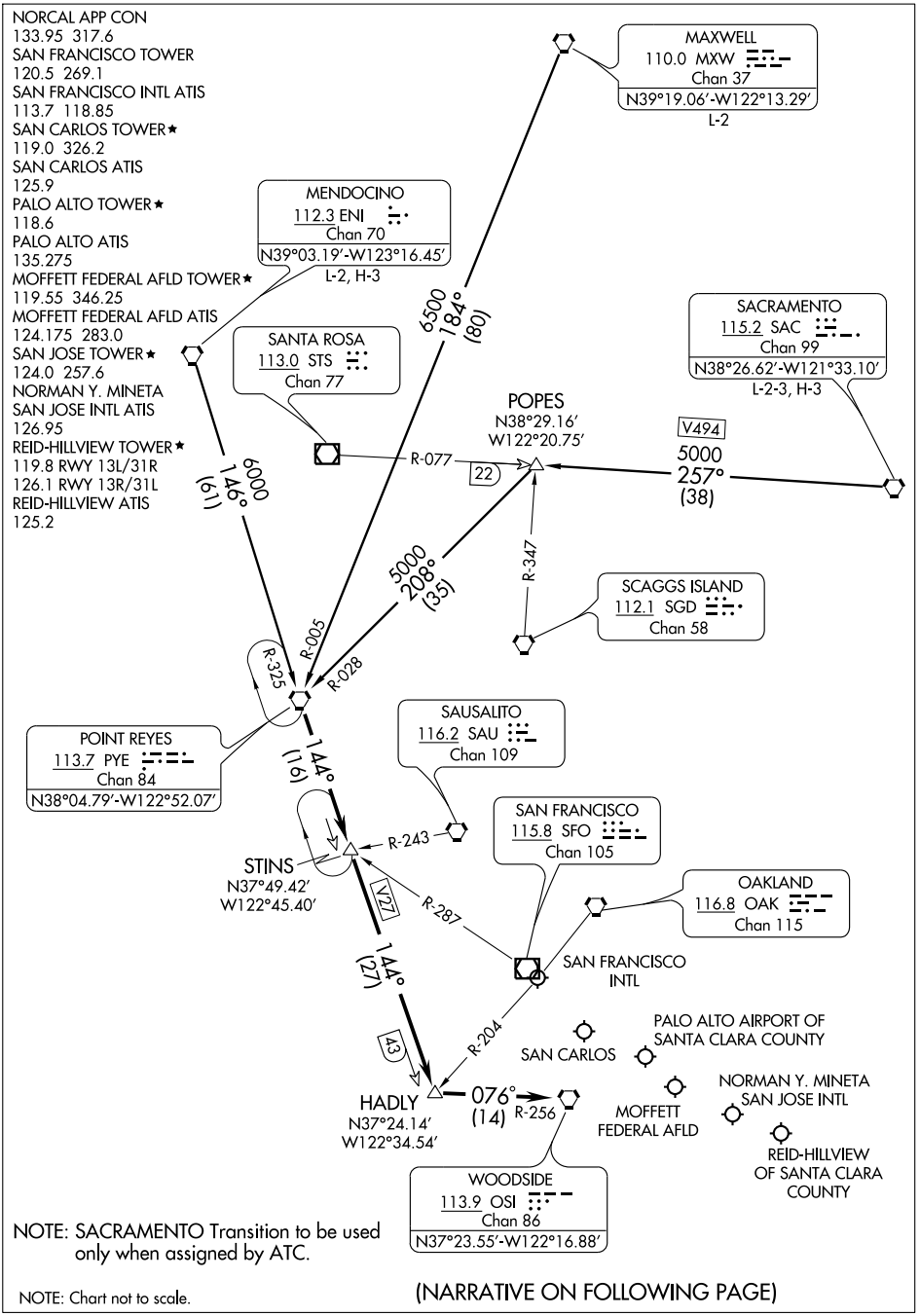
SANTA CATALINA TRANSITION (OFFSH5.SXC): From over MCKEY INT via BSR R-131 and SXC R-287 to SXC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

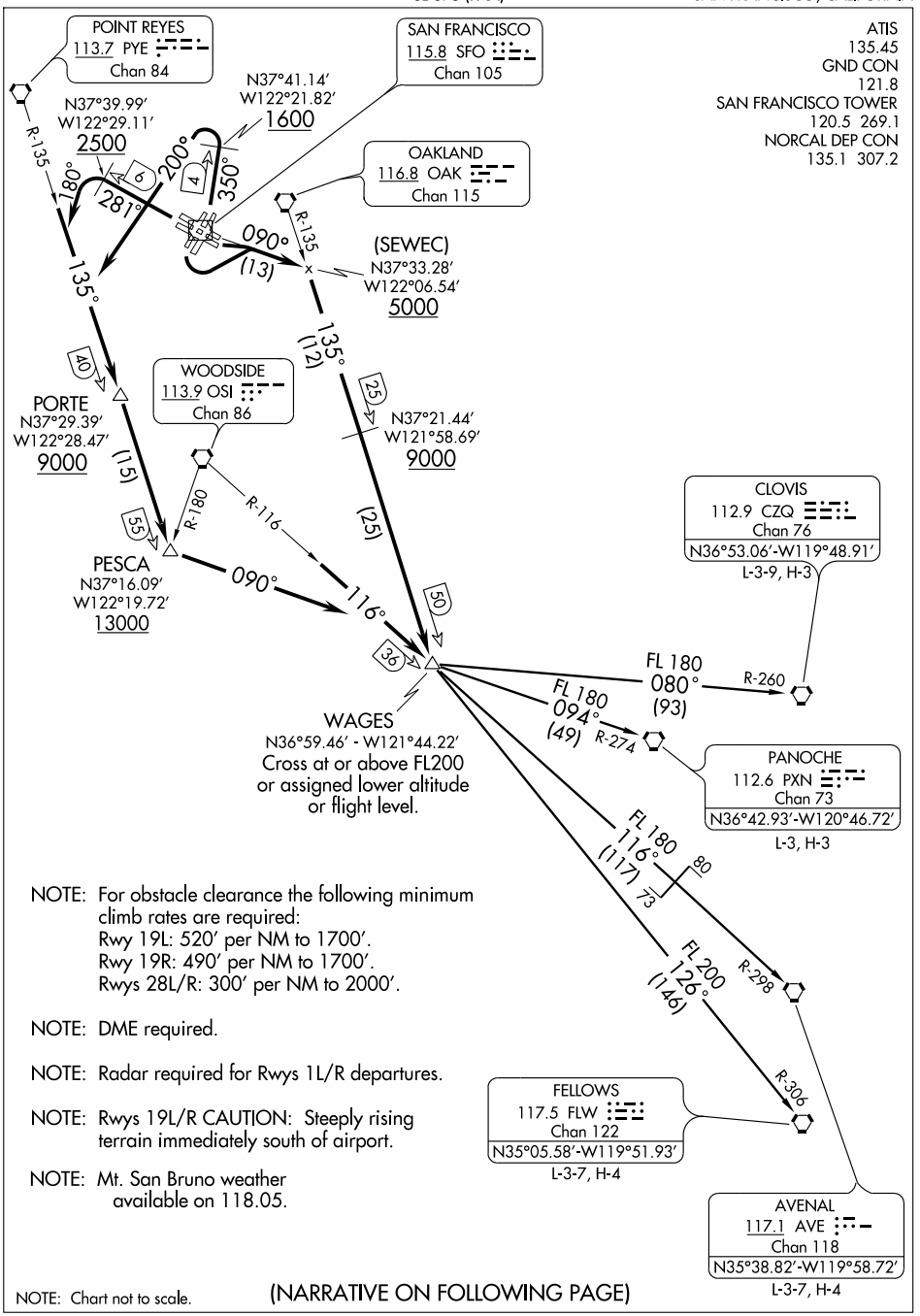
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

PORTE THREE DEPARTURE

SL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



NOTE: For obstacle clearance the following minimum climb rates are required:
Rwy 19L: 520′ per NM to 1700′.
Rwy 19R: 490′ per NM to 1700′.
Rwys 28L/R: 300′ per NM to 2000′.

NOTE: DME required.

NOTE: Radar required for Rwys 1L/R departures.

NOTE: Rwys 19L/R CAUTION: Steeply rising terrain immediately south of airport.

NOTE: Mt. San Bruno weather available on 118.05.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO R-350/4 DME fix at or above 1600′. Turn left heading 200° to intercept and proceed via PYE R-135. Cross PORTE DME fix at or above 9000′ and PESCA DME fix at or above 13,000′. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to intercept the OAK R-135 at or above 5000′. Proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/25 DME fix at or above 9000′. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the SFO R-281, cross SFO R-281/6 DME fix at or above 2500′, then turn left heading 180° to intercept and proceed via the PYE R-135 to cross PORTE DME fix at or above 9000′ and PESCA DME fix at or above 13,000′. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Rwy 28 departures expect radar vector to PYE R-135 then resume SID.

AVENAL TRANSITION (PORTE3.AVE): From over WAGES INT via OSI R-116 and AVE R-298 to AVE VORTAC.

CLOVIS TRANSITION (PORTE3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

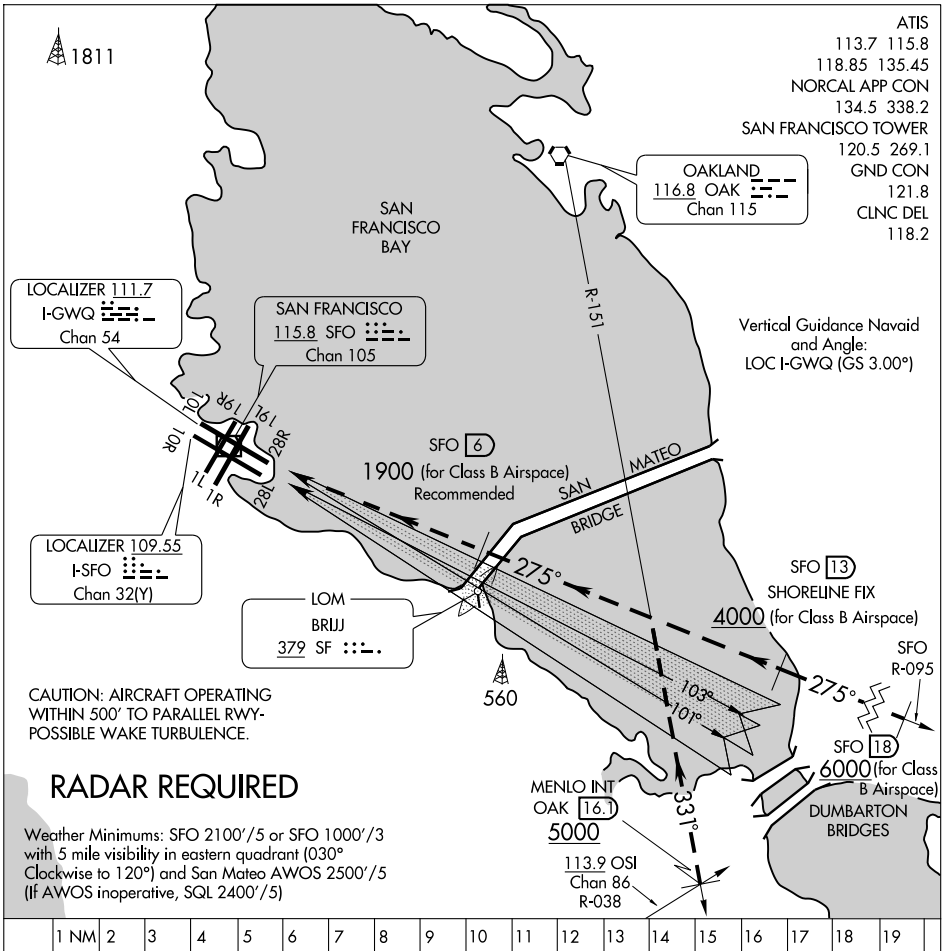
FELLOWS TRANSITION (PORTE3.FLW): From over WAGES INT via FLW R-306 to FLW VORTAC.

PANOCHE TRANSITION (PORTE3.PXN): From over WAGES INT via PXN R-274 to PXN VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

QUIET BRIDGE VISUAL RWYS 28L/R

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

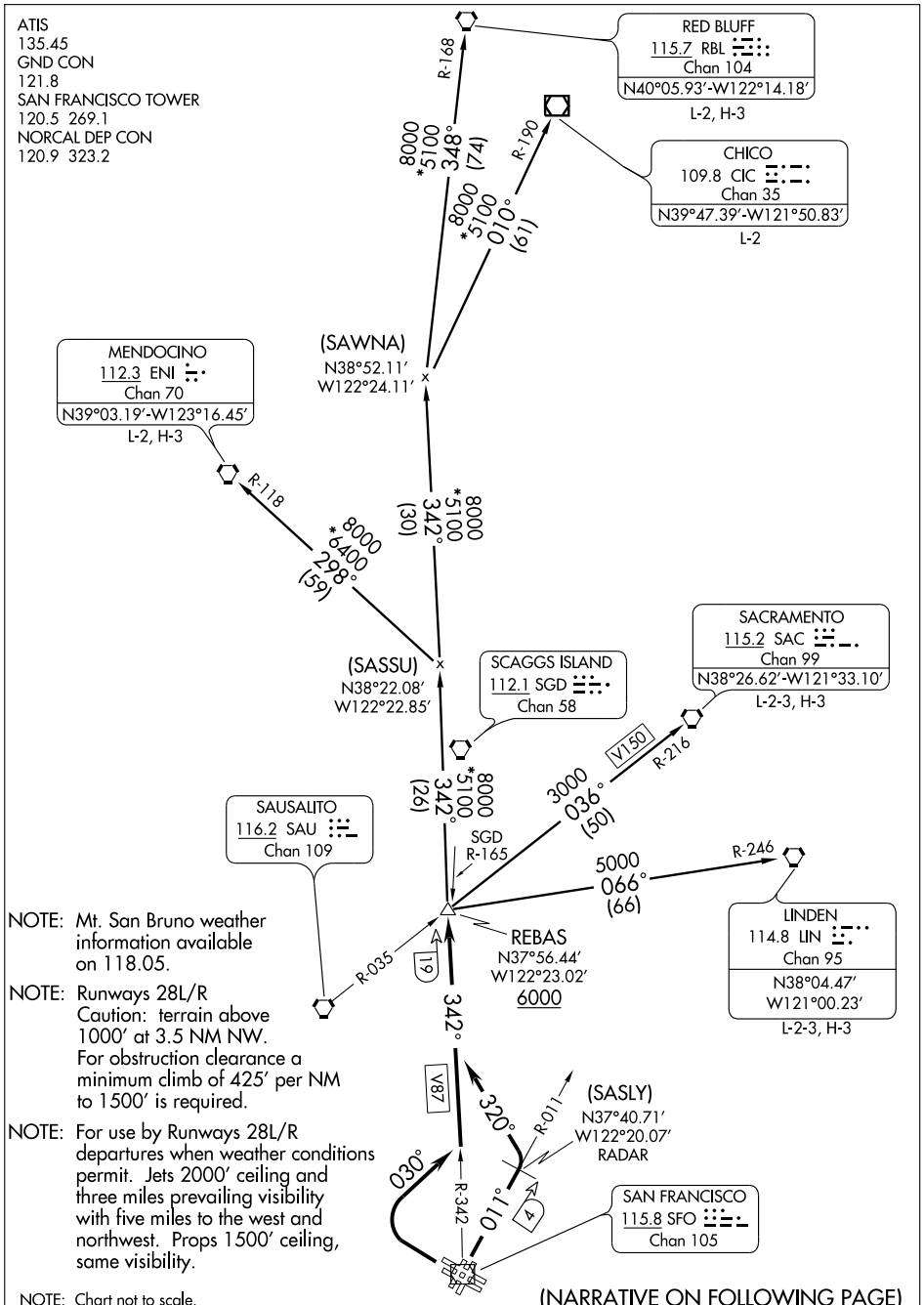
When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the SFO VOR R-095.

SFO VOR and DME must be operating.

Aircraft should remain on the SFO R-095 until passing the San Mateo Bridge.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28L utilizing I-SFO. In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000, or as directed by Air Traffic Control.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via SFO R-011 to the 4 DME/Radar then turn left heading 320° to intercept and proceed via SFO R-342 to cross REBAS INT at or above 6000′. Thence via (transition) or (assigned route). Expect clearances to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Turn right heading 030° to intercept and proceed via the SFO R-342 to REBAS INT. Cross REBAS INT at or above 6000′. Then via (transition) or (assigned route). Maintain VFR conditions until intercepting SFO R-342. Expect clearance to filed altitude 10 minutes after departure.

CHICO TRANSITION (CUIT2.CIC): From over REBAS INT via SFO R-342 and CIC R-190 to CIC VOR/DME.

LINDEN TRANSITION (CUIT2.LIN): From over REBAS INT via LIN R-246 to LIN VORTAC.

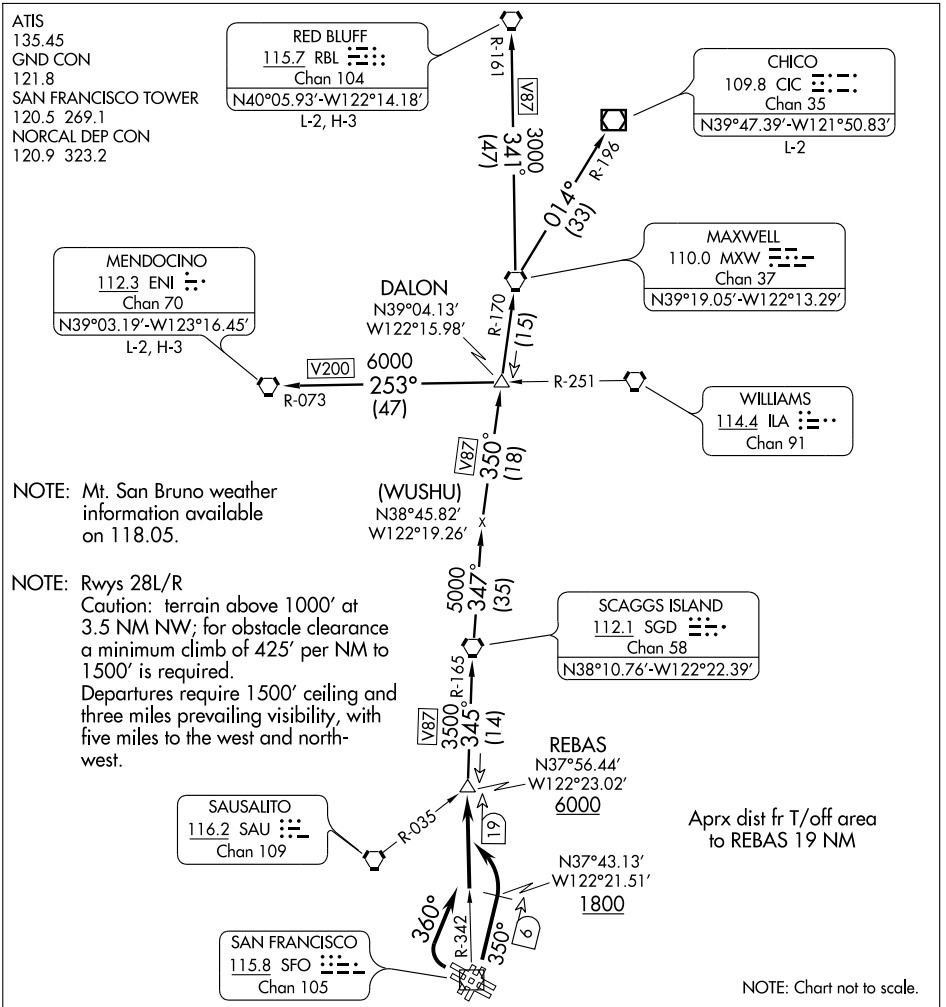
MENDOCINO TRANSITION (CUIT2.ENI): From over REBAS INT via SFO R-342 and ENI R-118 to ENI VORTAC.

RED BLUFF TRANSITION (CUIT2.RBL): From over REBAS INT via SFO R-342 and RBL R-168 to RBL VORTAC.

SACRAMENTO TRANSITION (CUIT2.SAC): From over REBAS INT via SAC R-216 to SAC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

REBAS THREE DEPARTURE (PROP)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via the SFO R-350 to cross the 6 DME fix at or above 1800', then turn left to intercept and proceed via the SFO R-342, to cross REBAS INT at or above 6000', Thence....

TAKE-OFF RUNWAYS 28L/R: Turn right heading 360° (or as assigned) to intercept and proceed via the SFO R-342 to REBAS INT. Cross REBAS INT at or above 6000'. Thence....

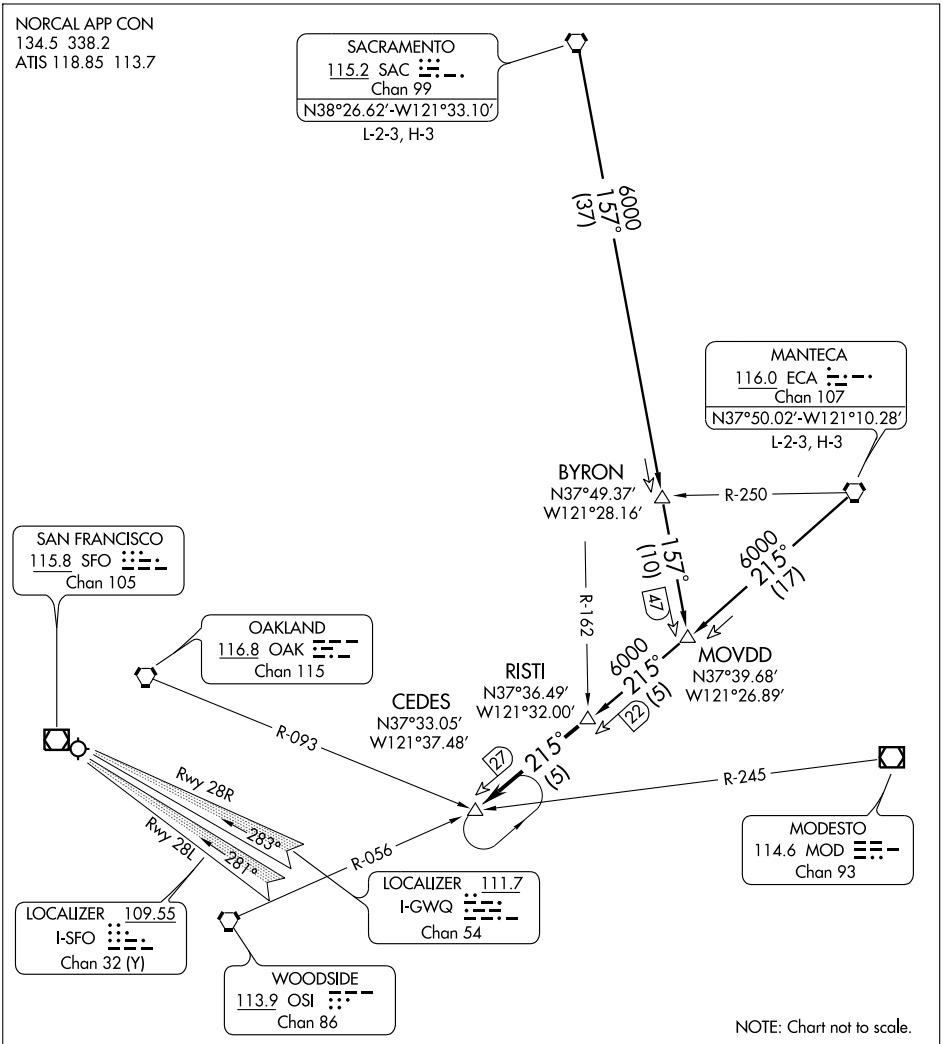
....via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

CHICO TRANSITION (REBAS3.CIC): From over REBAS INT via SGD R-165 to SGD VORTAC then SGD R-347 and MXW R-170 to MXW VORTAC. Then via MXW R-014 to CIC VOR/DME.

MENDOCINO TRANSITION (REBAS3.ENI): From over REBAS INT via SGD R-165 to SGD VORTAC, then via SGD R-347 and MXW R-170 to DALON INT, then via ENI R-073 to ENI VORTAC.

RED BLUFF TRANSITION (REBAS3.RBL): From over REBAS INT via SGD R-165 to SGD VORTAC then via SGD R-347 and MXW R-170 to MXW VORTAC. Then via MXW R-341 and RBL R-161 to RBL VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010



MANTECA TRANSITION (ECA.RISTI4): From over ECA VORTAC via ECA R-215 to RISTI INT. Thence . . . .

SACRAMENTO TRANSITION (SAC.RISTI4): From over SAC VORTAC via SAC R-157 and ECA R-215 to RISTI INT. Thence . . . .

. . . . From over RISTI INT via ECA R-215 to CEDES INT, then via radar vector to San Francisco Intl Airport.

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11870
101°	TDZE	7
	Apt Elev	13

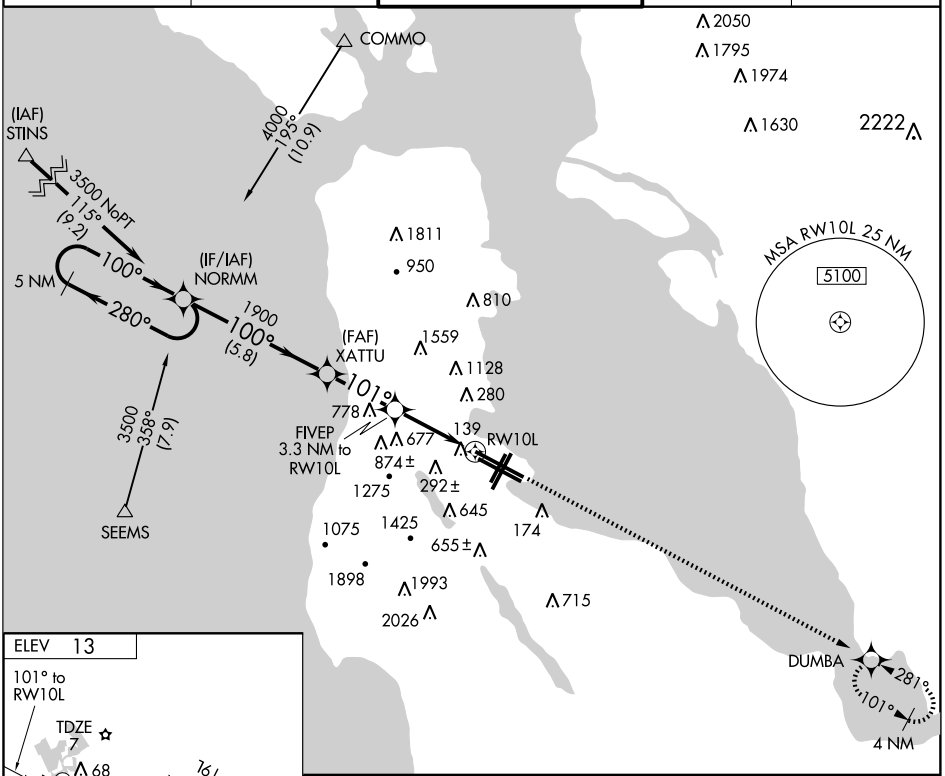
RNAV (GPS) RWY 10L

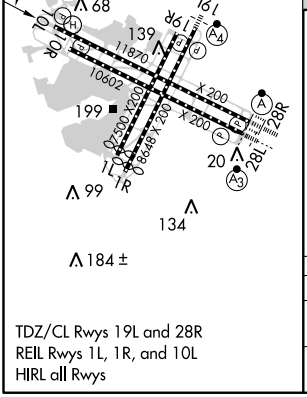
SAN FRANCISCO INTL (SFO)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

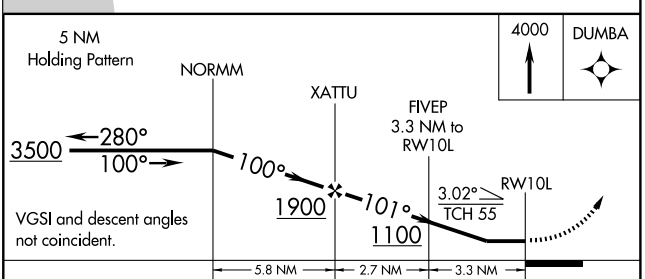
MISSED APPROACH: Climb to 4000 direct DUMBA WP and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2





TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R, and 10L
HIRL all Rwys



CATEGORY	A	B	C	D
LNAV MDA	940/60	933 (1000-1¼)	940-2¾ 933 (1000-2¾)	940-3 933 (1000-3)
CIRCLING	940-1¼	927 (1000-1¼)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10602
CH 53415	281°	TDZE	13
W28B		Apt Elev	13

RNAV (GPS) RWY 28L

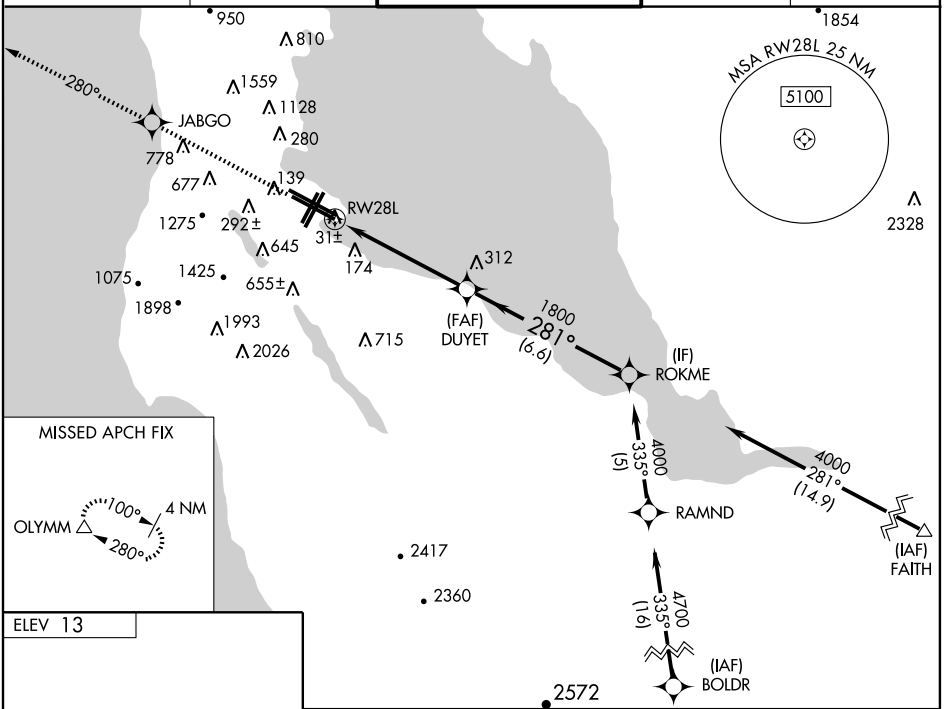
SAN FRANCISCO INTL (SFO)

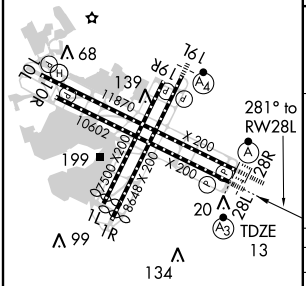
Inoperative table does not apply to LNAV/VNAV all Cats.
For inoperative SSALR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

SSALR

MISSED APPROACH: Climb to 4000 direct JABGO and via track 280° to OLYMM and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2




ELEV 13
68
139
199
99
134
184±
20
TDZE
13
281° to RW28L
19L
19R
10L
10R
28R
28L
1R
1L
11870
10602
X 200
X 200
X 200

APP CRS	Rwy Idg	10602
101°	TDZE	9
	Apt Elev	13

RNAV (GPS) X RWY 10R

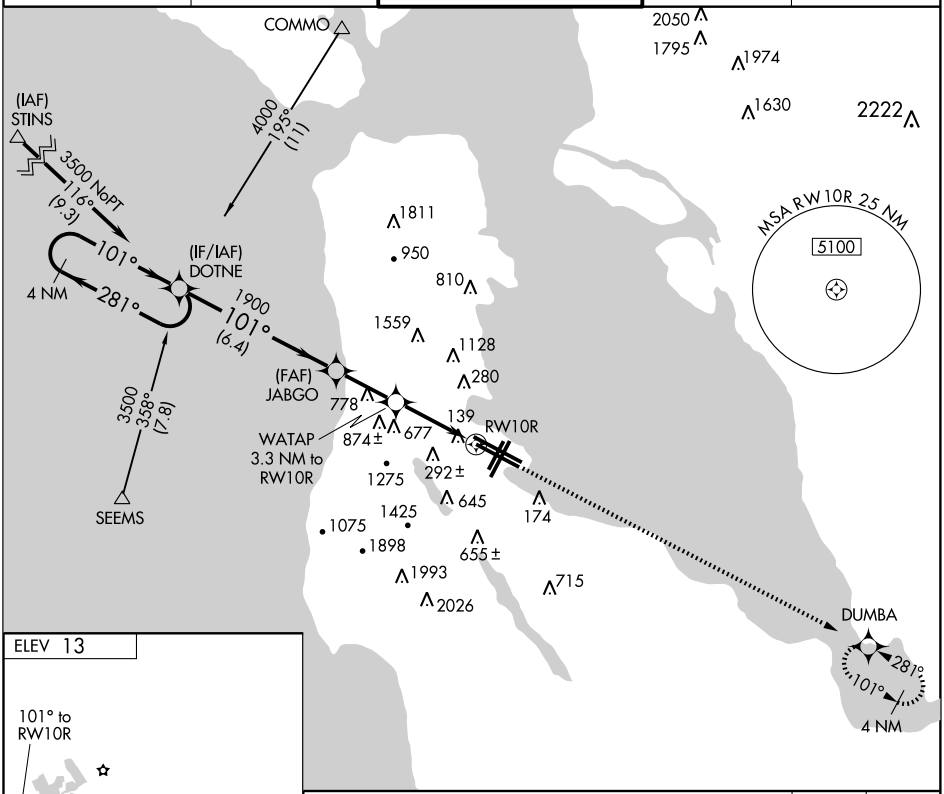
SAN FRANCISCO INTL (SFO)

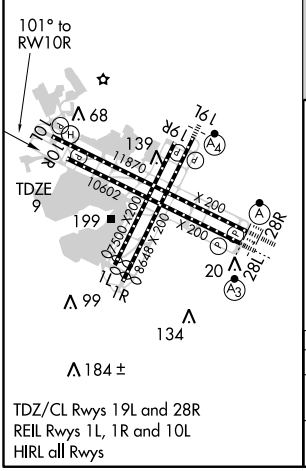
T
A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

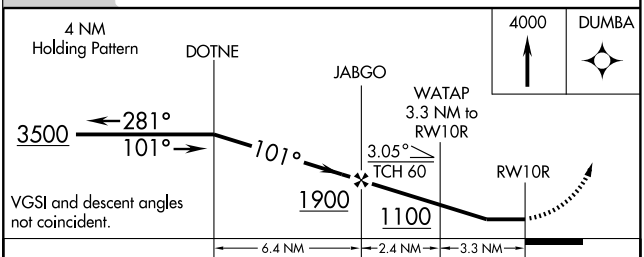
MISSED APPROACH: Climb to 4000 direct DUMBA and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2





TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



CATEGORY	A	B	C	D
LNAV MDA	980/60 971 (1000-1¼)	980-1½ 971 (1000-1½)	980-3 971 (1000-3)	
CIRCLING	980-1¼ 967 (1000-1¼)	980-1½ 967 (1000-1½)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8648
191°	TDZE	11
	Apt Elev	13

RNAV (GPS) Y RWY 19L

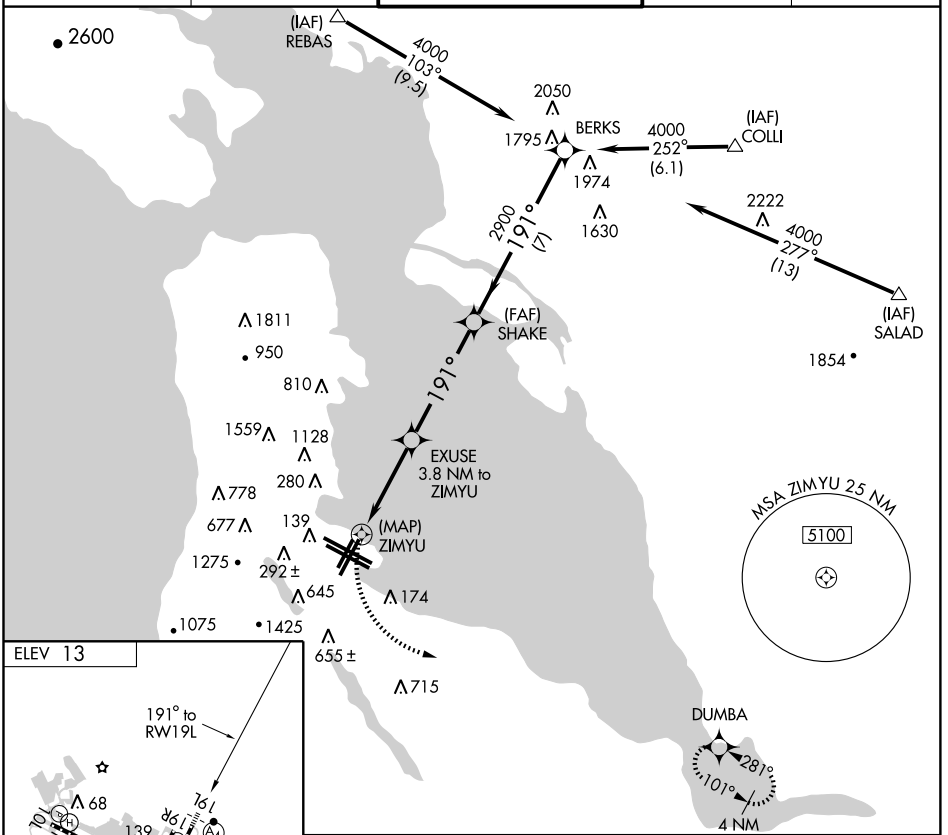
SAN FRANCISCO INTL (SFO)

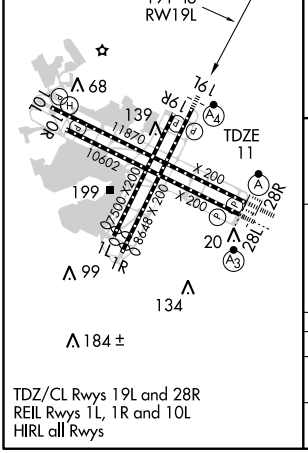
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSF

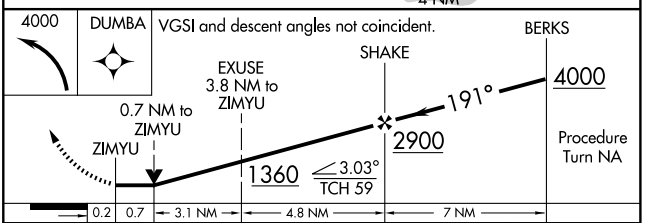
MISSED APPROACH: Climbing left turn to 4000 direct to DUMBA WP and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2





TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



CATEGORY	A	B	C	D
LNAV MDA	360/40 349 (400-¾)			360/60 349 (400-1¼)
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7500
191°	TDZE	10
	Apt Elev	13

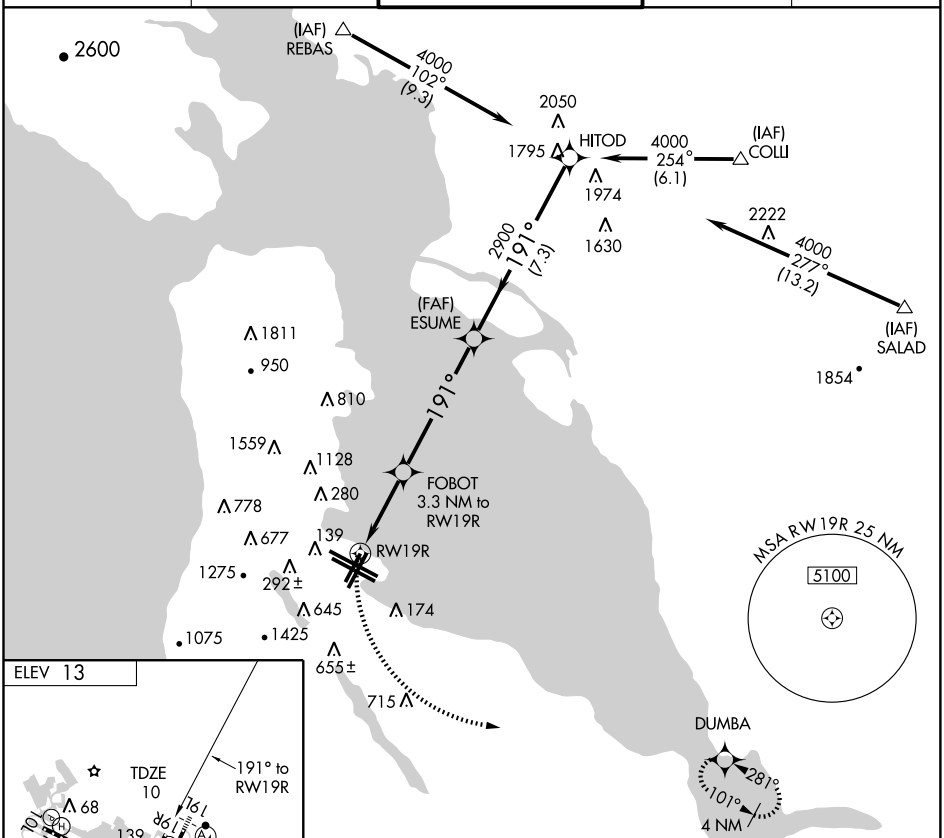
RNAV (GPS) Y RWY 19R

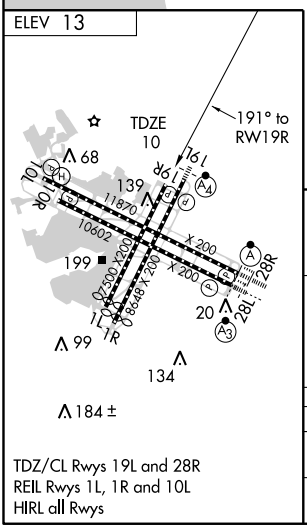
SAN FRANCISCO INTL (SFO)

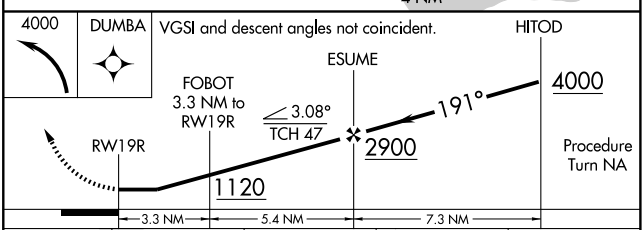
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct to DUMBA WP and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2







CATEGORY	A	B	C	D
LNAV MDA	400/50 390 (400-1)			400/60 390 (400-1¼)
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10602
101°	TDZE	9
	Apt Elev	13

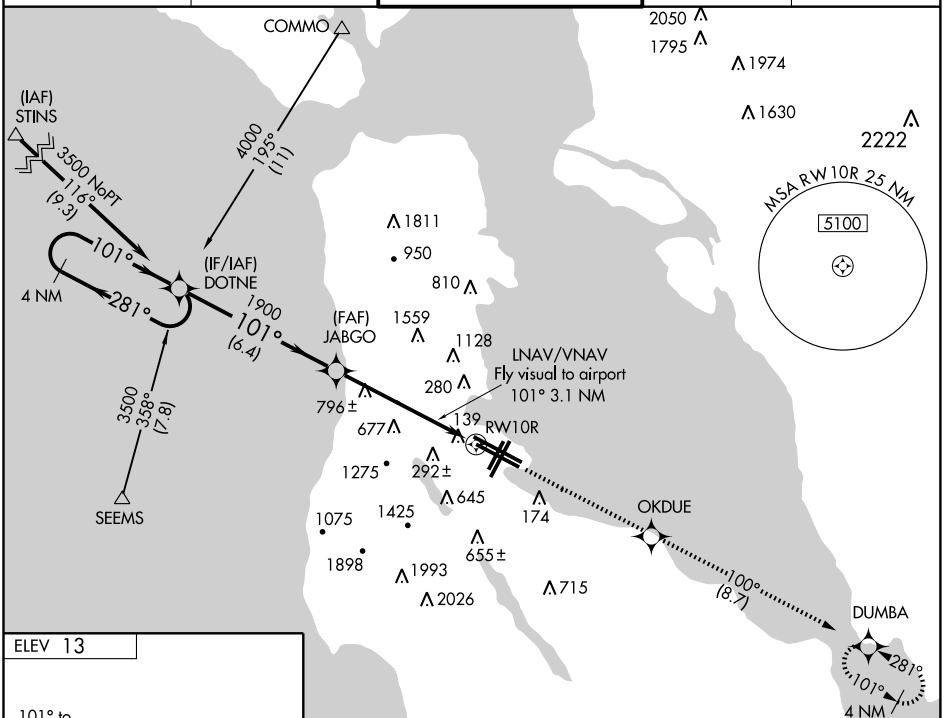
RNAV (GPS) Z RWY 10R

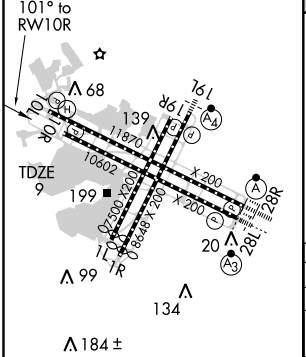
SAN FRANCISCO INTL (SFO)

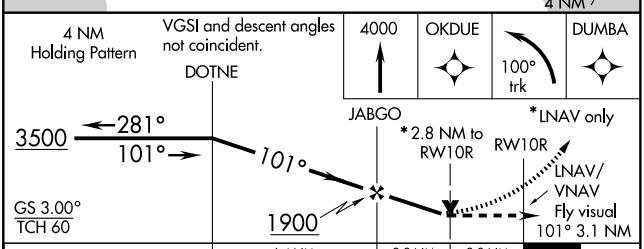
T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA Baro-VNAV NA below -15°C (5°F).
W LNAV/VNAV: Fly visual to airport 101°- 3.1 NM.

MISSED APPROACH: Climb to 4000 direct OKDUE WP and left turn via 100° track to DUMBA WP and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-2 1051 (1100-2)		1060-3 1051 (1100-3)	
LNAV MDA	1060/60 1051 (1100-1¼)	1060-1½ 1051 (1100-1½)	1060-3 1051 (1100-3)	
CIRCLING	1060-2 1047 (1100-2)		1060-3 1047 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8648
CH 58015	191°	TDZE	11
W19A		Apt Elev	13

RNAV (GPS) Z RWY 19L

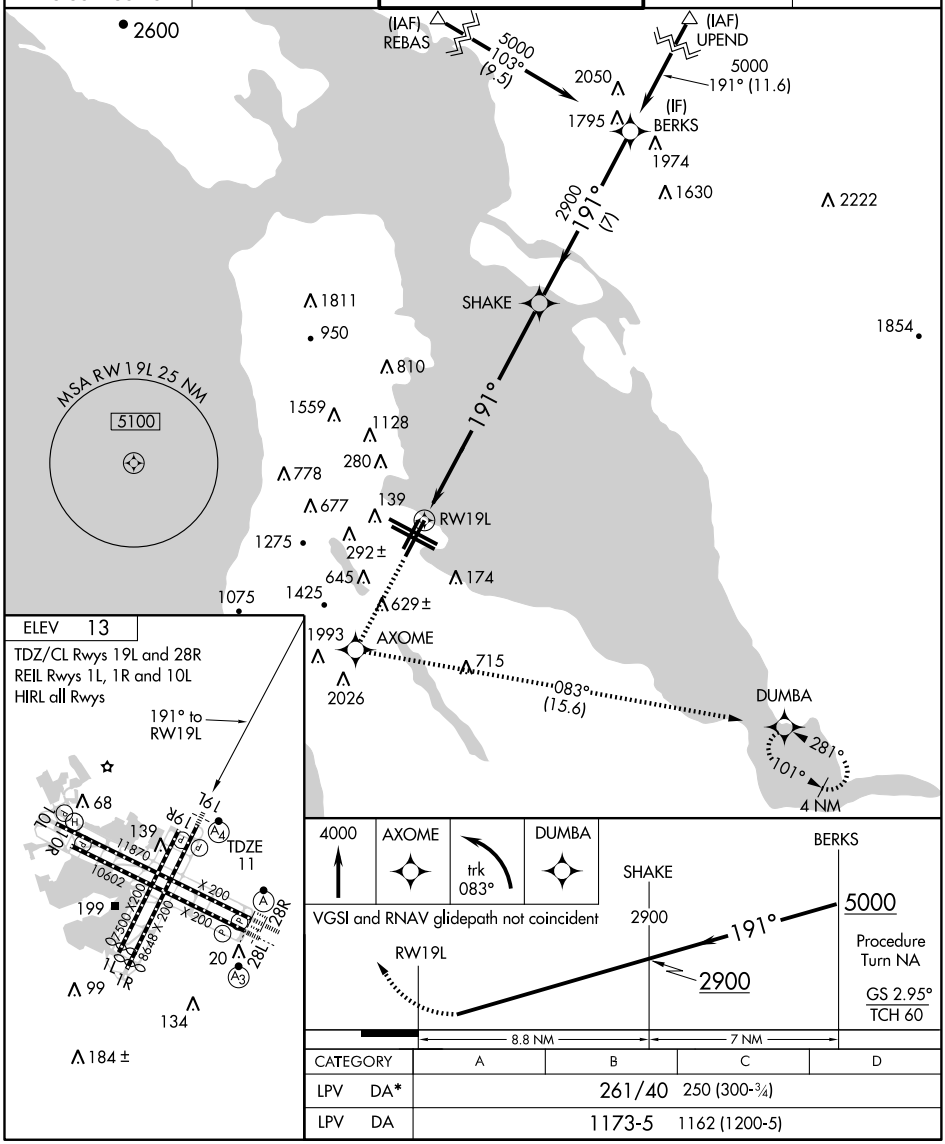
SAN FRANCISCO INTL (SFO)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
*Missed approach requires minimum climb of 400 feet per NM to 2900.

MALSF

MISSED APPROACH: Climb to 4000 direct AXOME and left turn via track 083° to DUMBA and hold, continue climb-in-hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2



CATEGORY	A	B	C	D
LPV DA*	261/40	250 (300-¾)		
LPV DA	1173-5	1162 (1200-5)		

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7500
191°	TDZE	10
	Apt Elev	13

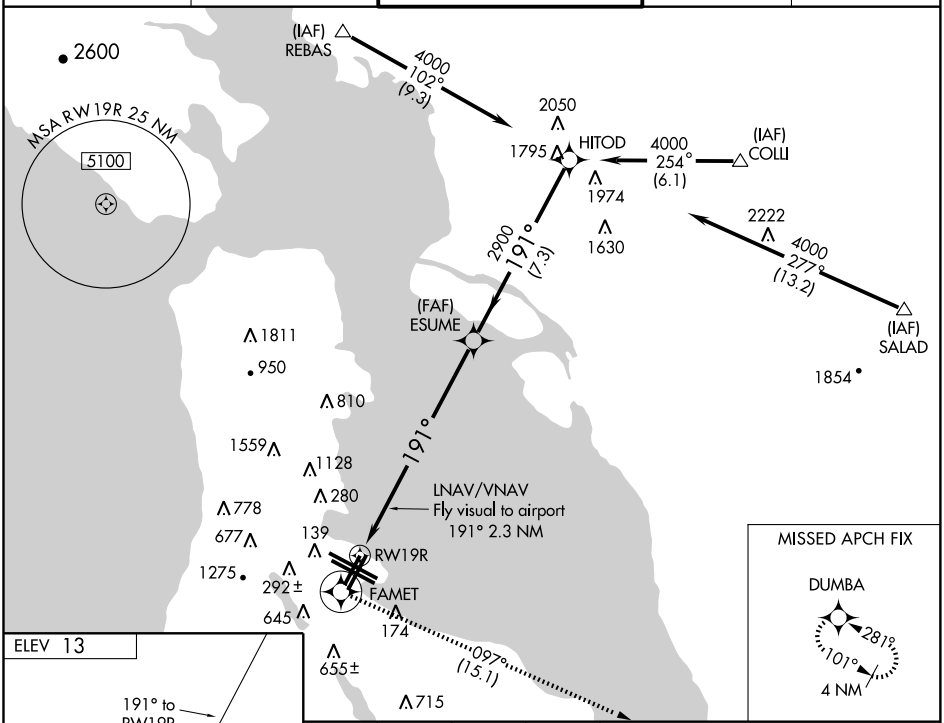
RNAV (GPS) Z RWY 19R

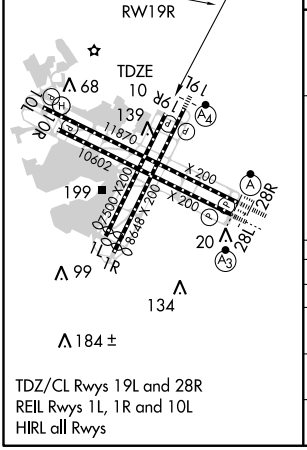
SAN FRANCISCO INTL (SFO)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Baro-VNAV NA below -15°C (5°F).
W LNAV/VNAV: Fly visual to airport 191° - 2.3 NM.

MISSED APPROACH: Climb to 4000 direct FAMET WP and left turn via 097° track to DUMBA WP and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2




ELEV 13
191° to RW19R
TDZE
10
68
139
199
1275
1811
950
810
1559
1128
280
778
677
292±
645
174
655±
715
11870
10602
X 200
X 200
X 200

WAAS	APP CRS	Rwy Idg	11870
CH 81828	281°	TDZE	13
W28A		Apt Elev	13

RNAV (GPS) Z RWY 28R

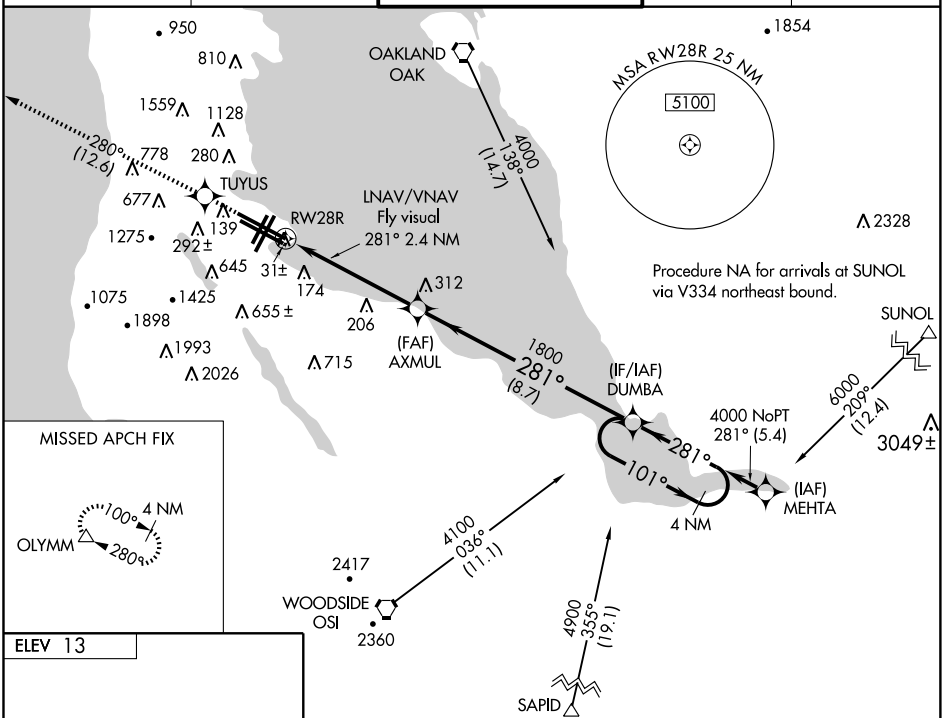
SAN FRANCISCO INTL (SFO)

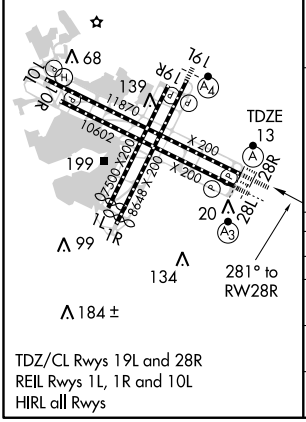
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LNAV/VNAV.
For inoperative ALSF, increase LPV all Cats visibility to RVR 4000.

ALSF-2

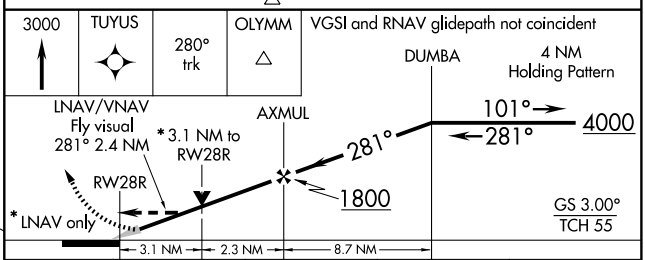
MISSED APPROACH: Climb to 3000 direct TUYUS and via 280° track to OLYMM and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2





TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	822-2 809 (900-2)		822-2¼ 809 (900-2¼)	822-2½ 809 (900-2½)
LNAV MDA	1040/40 1027 (1100-¾)	1040/50 1027 (1100-1)	1040-2½ 1027 (1100-2½)	
CIRCLING	1040-1¼ 1027 (1100-1¼)	1040-1½ 1027 (1100-1½)	1040-3 1027 (1100-3)	1160-3 1147 (1200-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10602
101°	TDZE	9
	Apt Elev	13

RNAV (RNP) Y RWY 10R

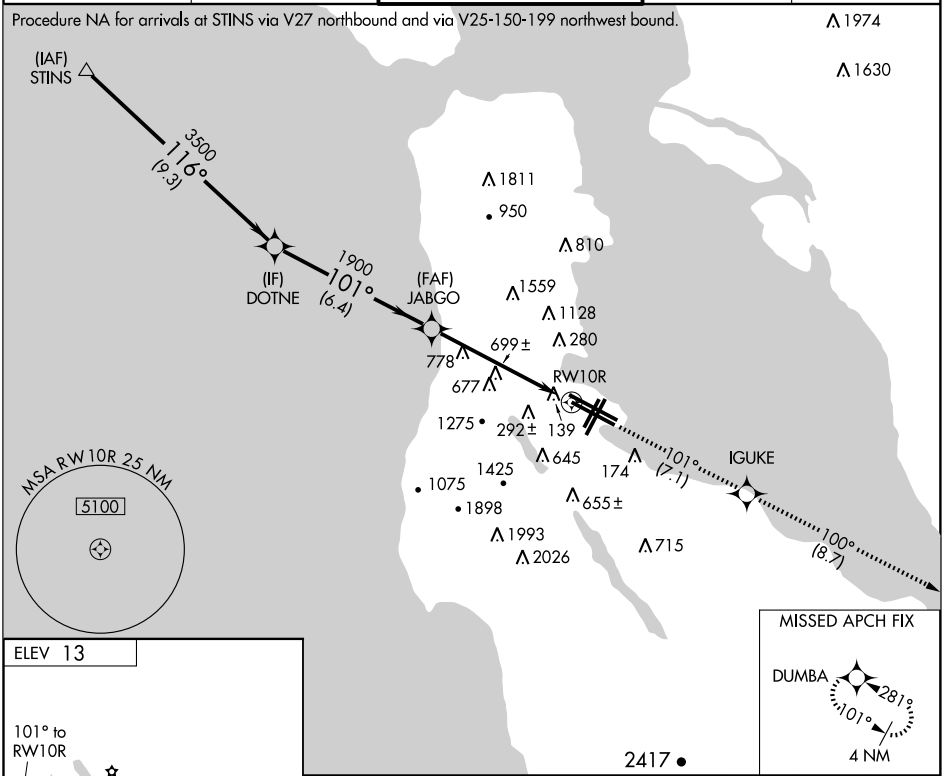
SAN FRANCISCO INTL (SFO)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 2° C (36° F) or above 48° C (120° F).

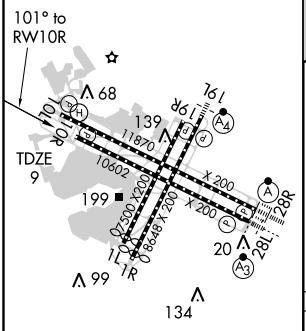
MISSED APPROACH: Climb to 3600 via 101° track to IGUKE and via 100° track to DUMBA and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2

Procedure NA for arrivals at STINS via V27 northbound and via V25-150-199 northwest bound.



ELEV 13

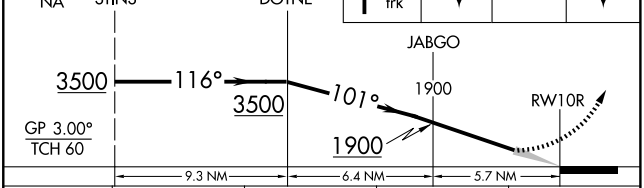


TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

Procedure Turn NA

VGSI and RNAV glidepath not coincident

3600	IGUKE	100° trk	DUMBA
101° trk			



CATEGORY	A	B	C	D
RNP 0.20 DA	368/60	359 (400-1¼)		
RNP 0.30 DA	1040-4	1031(1100-4)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11870
281°	TDZE	13
	Apt Elev	13

RNAV (RNP) Y RWY 28R

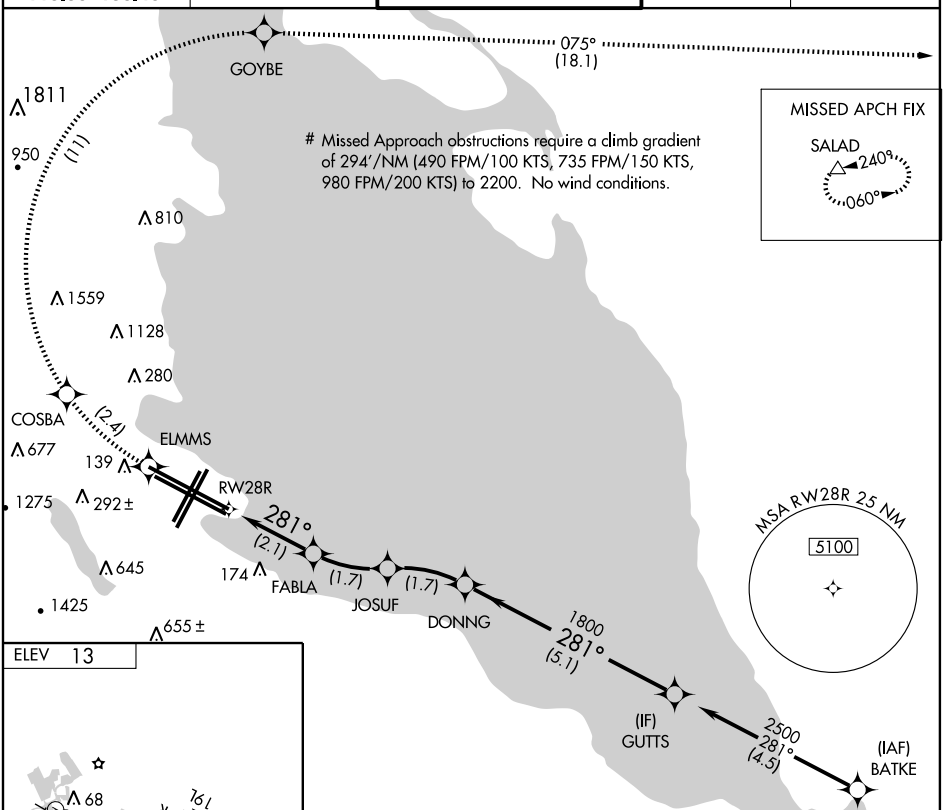
SAN FRANCISCO INTL (SFO)

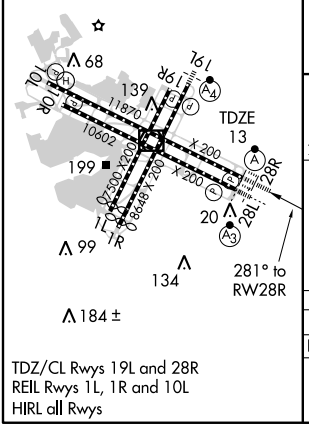
NA — For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 48°C (119°F). For inoperative ALSF increase RNP 0.30 visibility to RVR 5000 all Cats. RF, GPS, and RADAR REQUIRED.

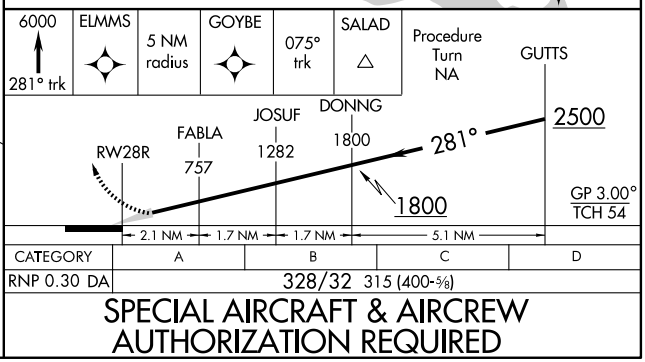
ALSF-2

MISSED APPROACH: Climb to 6000 via 281° track to ELMMS and via 5 NM radius to GOYBE and via 075° track to SALAD and hold. #

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2







CATEGORY	A	B	C	D
RNP 0.30 DA	328/32	315 (400-⅝)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

NOTE: Runways 28L/R: Caution terrain above 1000' at 3.5 NM NW. For obstacle clearance a minimum climb of 425' per NM to 2000' is required.
NOTE: For use by Runways 28L/R departures when weather conditions permit. Jets 2000' ceiling and three miles prevailing visibility with five miles to the west and northwest. Props 1500' ceiling, same visibility.
NOTE: Route depicted from SFO Runways 28L/R to the OAK VORTAC is a lost communications procedure only. Expect a radar vector to OAK VORTAC.
NOTE: Mt. San Bruno weather information available on 118.05.
ATIS 135.45
GND CON 121.8
SAN FRANCISCO TOWER 120.5 269.1
NORCAL DEP CON 120.9 323.2
RED BLUFF 115.7 RBL Chan 104 N40°05.93' W122°14.18' L-2, H-3
SACRAMENTO 115.2 SAC Chan 99 N38°26.62'-W121°33.10' L-2-3, H-3
LINDEN 114.8 LIN Chan 95 N38°04.47'-W121°00.23' L-2-3, H-3
MANTECA 116.0 ECA Chan 107
OAKLAND 116.8 OAK Chan 115 N37°43.56' W122°13.42'
SAN FRANCISCO 115.8 SFO Chan 105
(SUTHU) N38°57.34' W122°06.81'
(SUXPY) N37°49.78' W122°07.06' 6000
(SUWAD) N37°57.54' W122°12.18' 8000
REJOY N38°09.98' W121°46.25'
(SUZYE) N37°54.98' W121°51.14'
(TAHDU) N37°47.91' W122°04.95' 6000
4000 (Lost Comm.)
337° (69)
347° (60)
015° (20)
090° (41)
040° (13)
022° (26)
R-157
R-195
R-240
R-288
R-342
10000
*5100
*5000
*3500
6000
(34)
(14)
(8)
(9)
N
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28L/R: Turn right heading 040° or as assigned, for vector to OAK VORTAC. Then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
Take-off runways 28L/R: If not in contact with departure control one minute after crossing the SFO R-342, proceed direct to OAK VORTAC. Cross OAK VORTAC at or above 4000'.

LINDEN TRANSITION (SHOR1.LIN): Climb via OAK R-040 and LIN R-240 to LIN VORTAC. Cross the OAK R-040 8 DME fix at or above 6000'. Thence via (assigned route).

RED BLUFF TRANSITION (SHOR1.RBL): Climb via OAK R-347 and RBL R-157 to RBL VORTAC. Cross the OAK R-347 14 DME fix at or above 8000'. Maintain (assigned altitude) or (flight level). Thence via (assigned route).

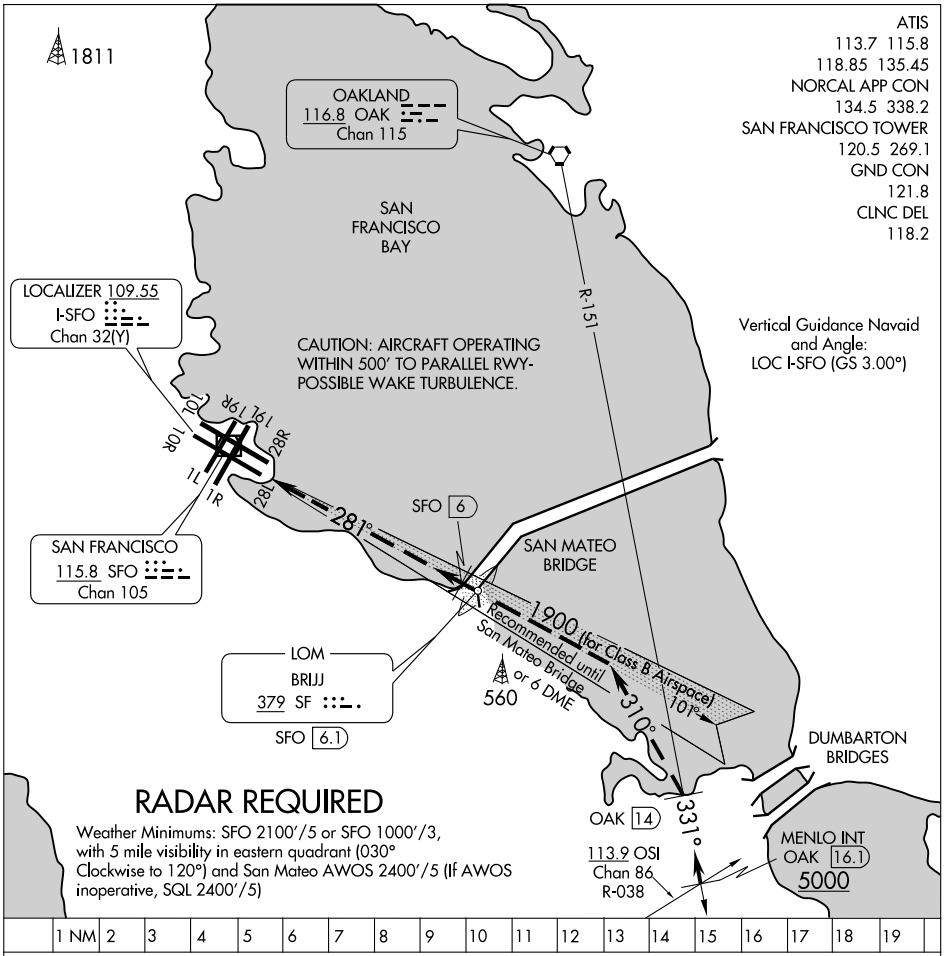
SACRAMENTO TRANSITION (SHOR1.SAC): Climb via OAK R-022 and SAC R-195 to SAC VORTAC. Cross the OAK R-022 8 DME fix at or above 6000'. Maintain (assigned altitude) or (flight level). Thence via (assigned route).

SW-2, 21 OCT 2010 to 18 NOV 2010

TIPP TOE VISUAL RWY 28L

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



TIPP TOE VISUAL APPROACH RUNWAY 28L

When visual approaches to Runway 28L are in progress, arriving aircraft may be cleared for a visual approach via the OAK VOR R-151 and I-SFO localizer.

The OAK VOR and DME and I-SFO must be operating.

Aircraft should cross the OAK R-151/16.1 DME (Menlo Int) at or above 5000 and the San Mateo Bridge at or above 1900.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28R utilizing the SFO R-095. In the event of a go-around on Runway 28L, turn left heading 265°, climb and maintain 3000, or as directed by Air Traffic Control.

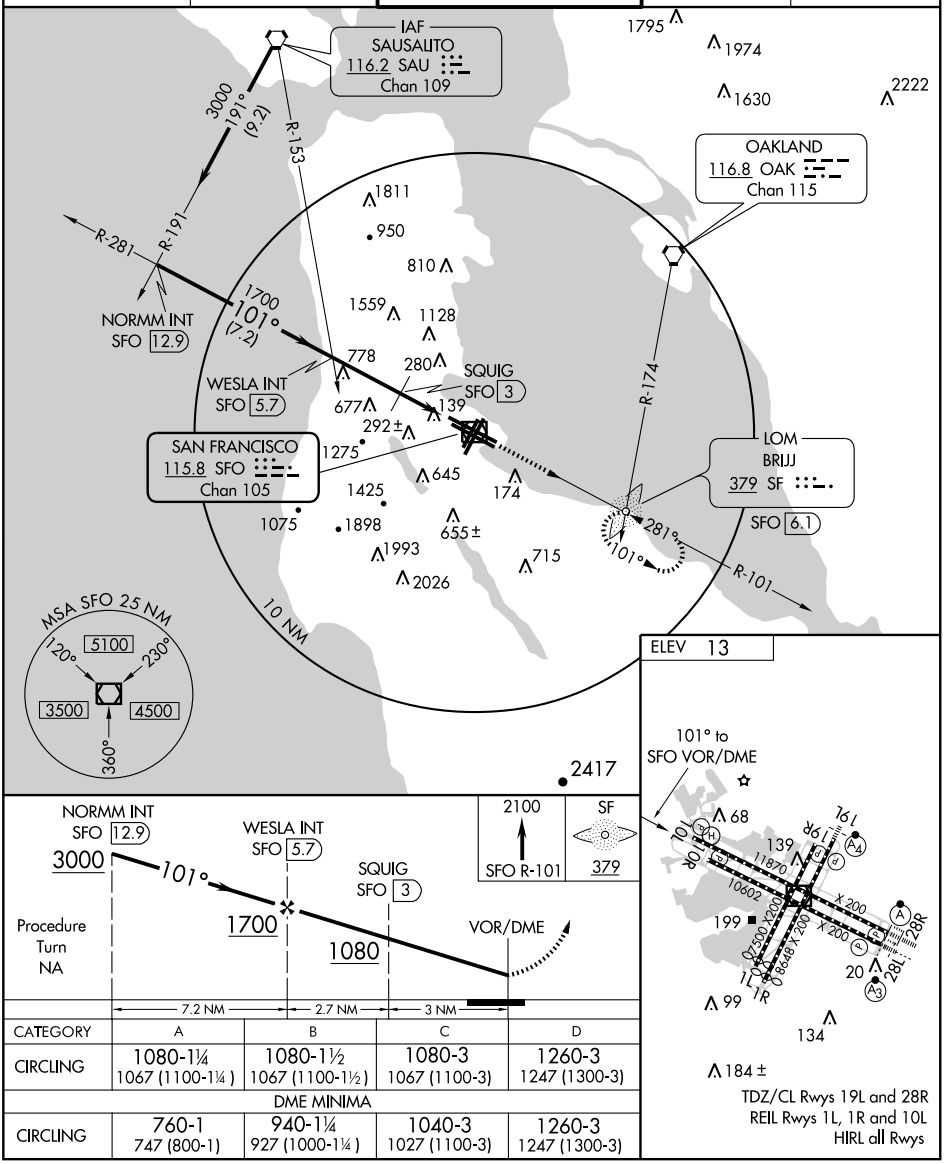
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SFO	APP CRS	Rwy Idg	N/A
115.8	101°	TDZE	N/A
Chan 105		Apt Elev	13

VOR or GPS-B
SAN FRANCISCO INTL (SFO)

MISSED APPROACH: Climb to 2100 via SFO R-101 to BRIJJ Int/LOM and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2



CATEGORY	A	B	C	D
CIRCLING	1080-1¼ 1067 (1100-1¼)	1080-1½ 1067 (1100-1½)	1080-3 1067 (1100-3)	1260-3 1247 (1300-3)
DME MINIMA				
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1260-3 1247 (1300-3)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SFO	APP CRS	Rwy Idg	8648
115.8	191°	TDZE	11
Chan 105		Apt Elev	13

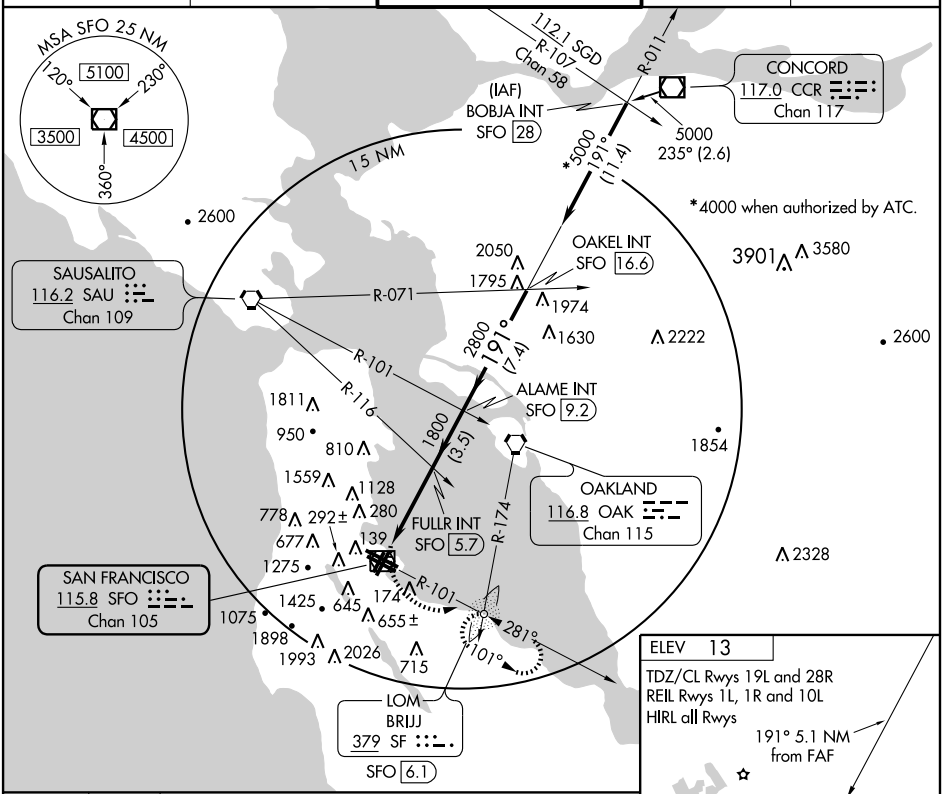
VOR RWY 19L

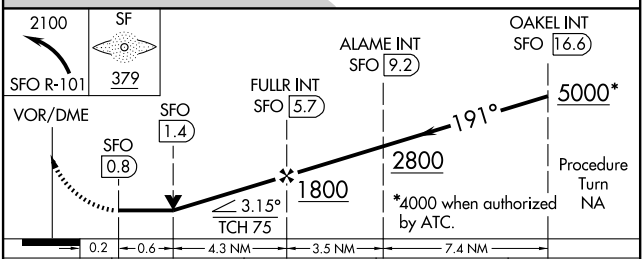
SAN FRANCISCO INTL (SFO)

MALSF

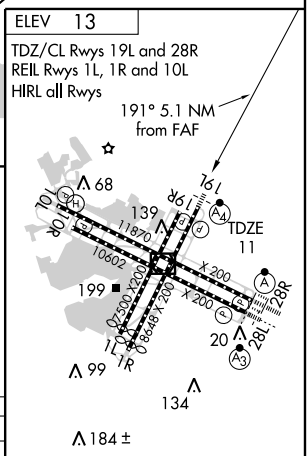
MISSED APPROACH: Climbing left turn to 2100 via SFO R-101 to BRIJJ INT/LOM and hold.

ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON	CLNC DEL
113.7 115.8 118.85 135.45	134.5 338.2	120.5 269.1	121.8	118.2





CATEGORY	A	B	C	D
S-19L	340/40 329 (400-¾)			340/50 329 (400-1)
CIRCLING	760-1 747 (800-1)	940-1¼ 927 (1000-1¼)	1040-3 1027 (1100-3)	1260-3 1247 (1300-3)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

YOSEM ONE ARRIVAL (RNAV)

(YOSEM.YOSEM1) 08101

SAN FRANCISCO, CALIFORNIA

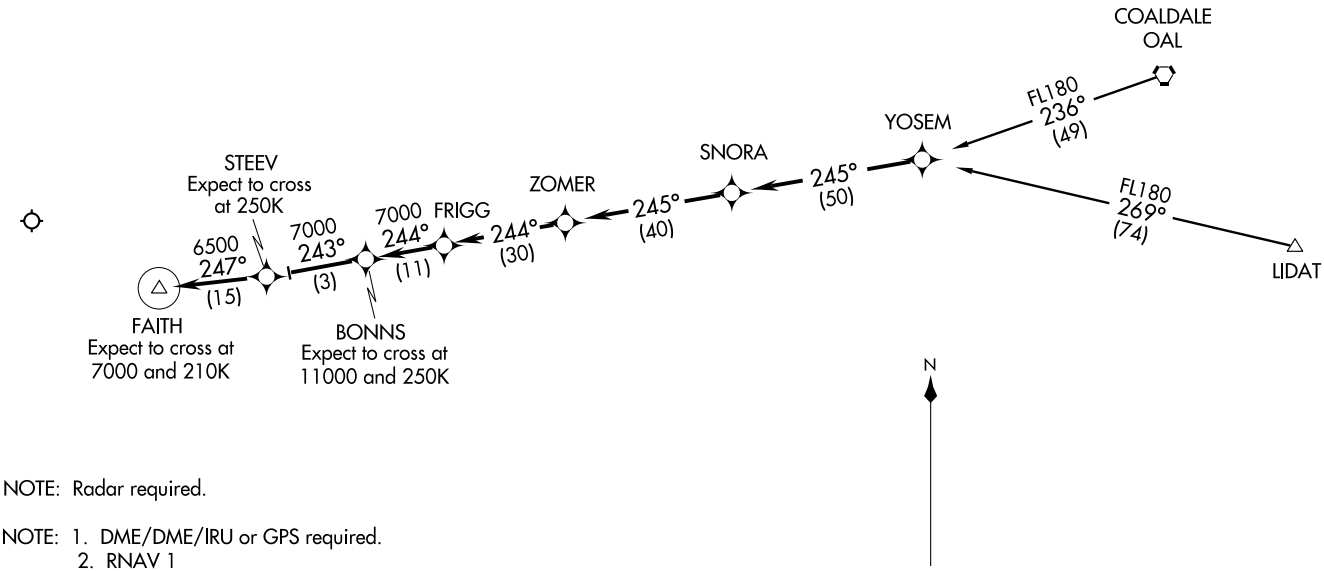
SAN FRANCISCO INTL

COALDALE TRANSITION (OAL.YOSEM1)

LIDAT TRANSITION (LIDAT.YOSEM1)

From YOSEM via 245° track to SNORA, thence as depicted to FAITH. Expect radar vectors to final approach course.

ATIS
113.7 118.85
NORCAL APP CON
128.325 254.3



NOTE: Radar required.

NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1

NOTE: Chart not to scale.

YOSEM ONE ARRIVAL (RNAV)

(YOSEM.YOSEM1) 08101

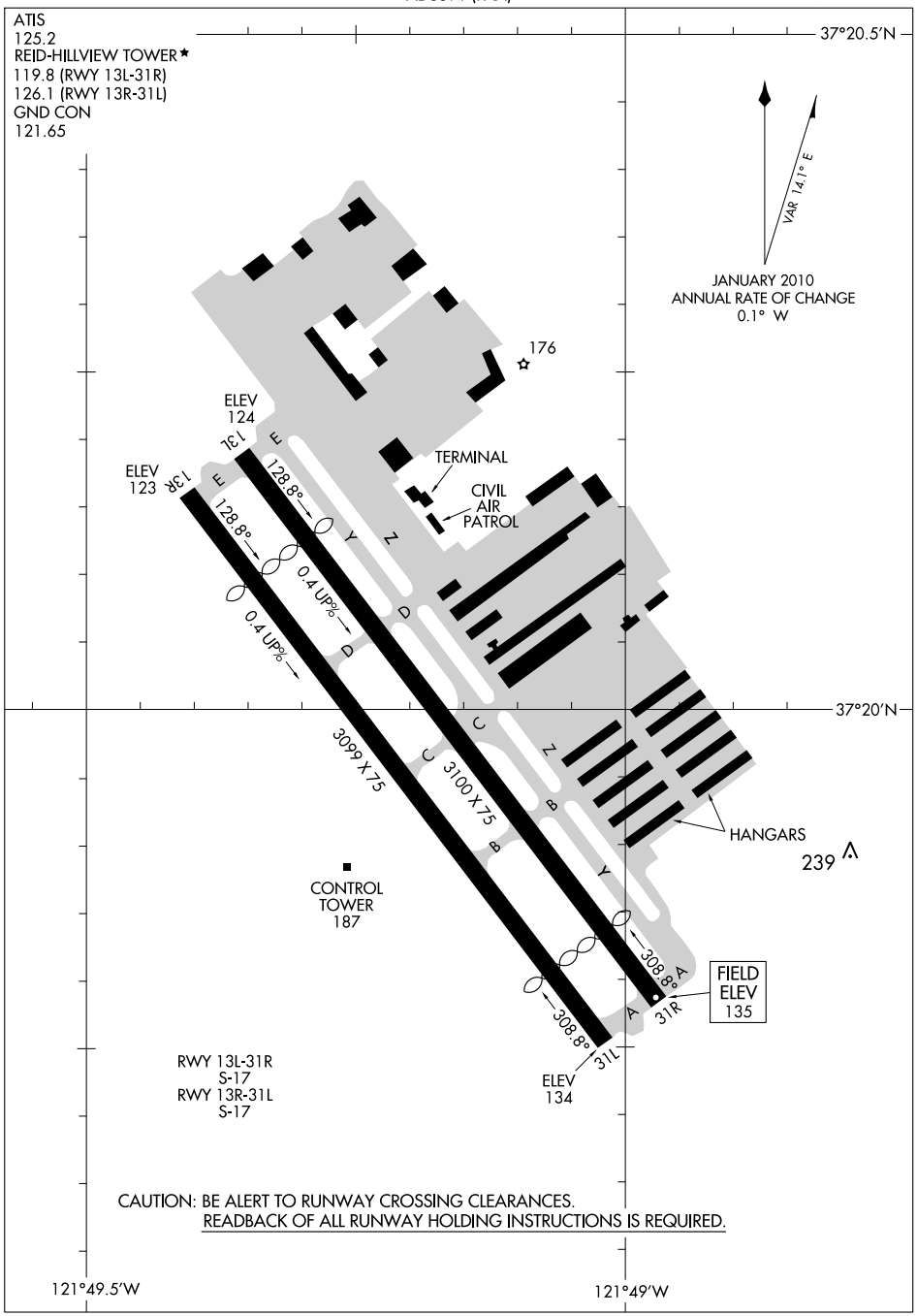
SAN FRANCISCO INTL

SAN FRANCISCO, CALIFORNIA

ST-375 (FAA)

AIRPORT DIAGRAM

SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA)
SAN JOSE, CALIFORNIA

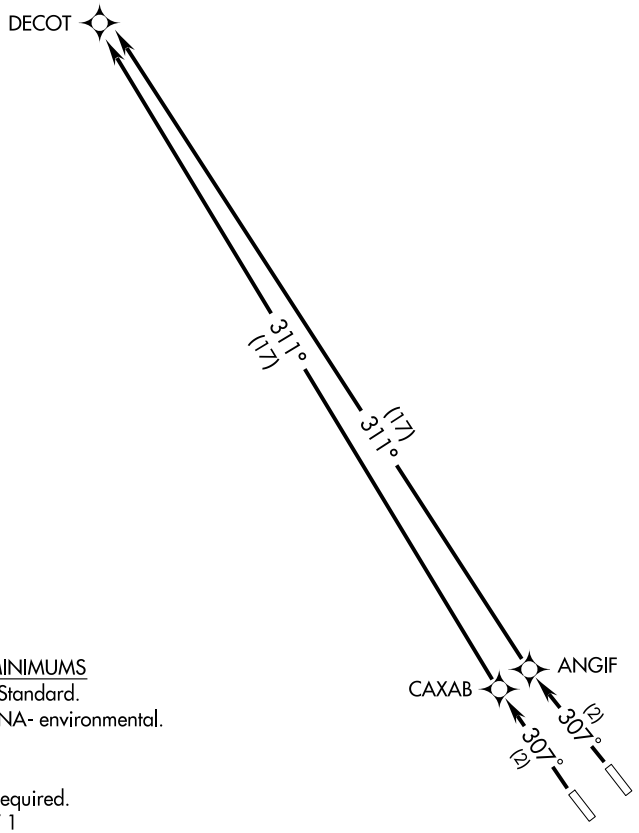


SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN JOSE, CALIFORNIA
SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

NORCAL DEP CON
121.3 270.35



TAKE-OFF MINIMUMS
Rwy 31L/R: Standard.
Rwy 13L/R: NA- environmental.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Rwy 31L/R: Trees 1070 feet from departure end of runway, 500 feet right and left of centerline, 173 and 169 feet MSL.

NOTE: Rwy 31R: Light 125 feet from departure end of runway, 370 feet right of centerline, 159 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31L: Climb to 4000 via 307° course to CAXAB WP and 311° track to DECOT WP. Then via assigned route.

TAKE-OFF RUNWAY 31R: Climb to 4000 via 307° course to ANGIF WP and 311° track to DECOT WP. Then via assigned route.

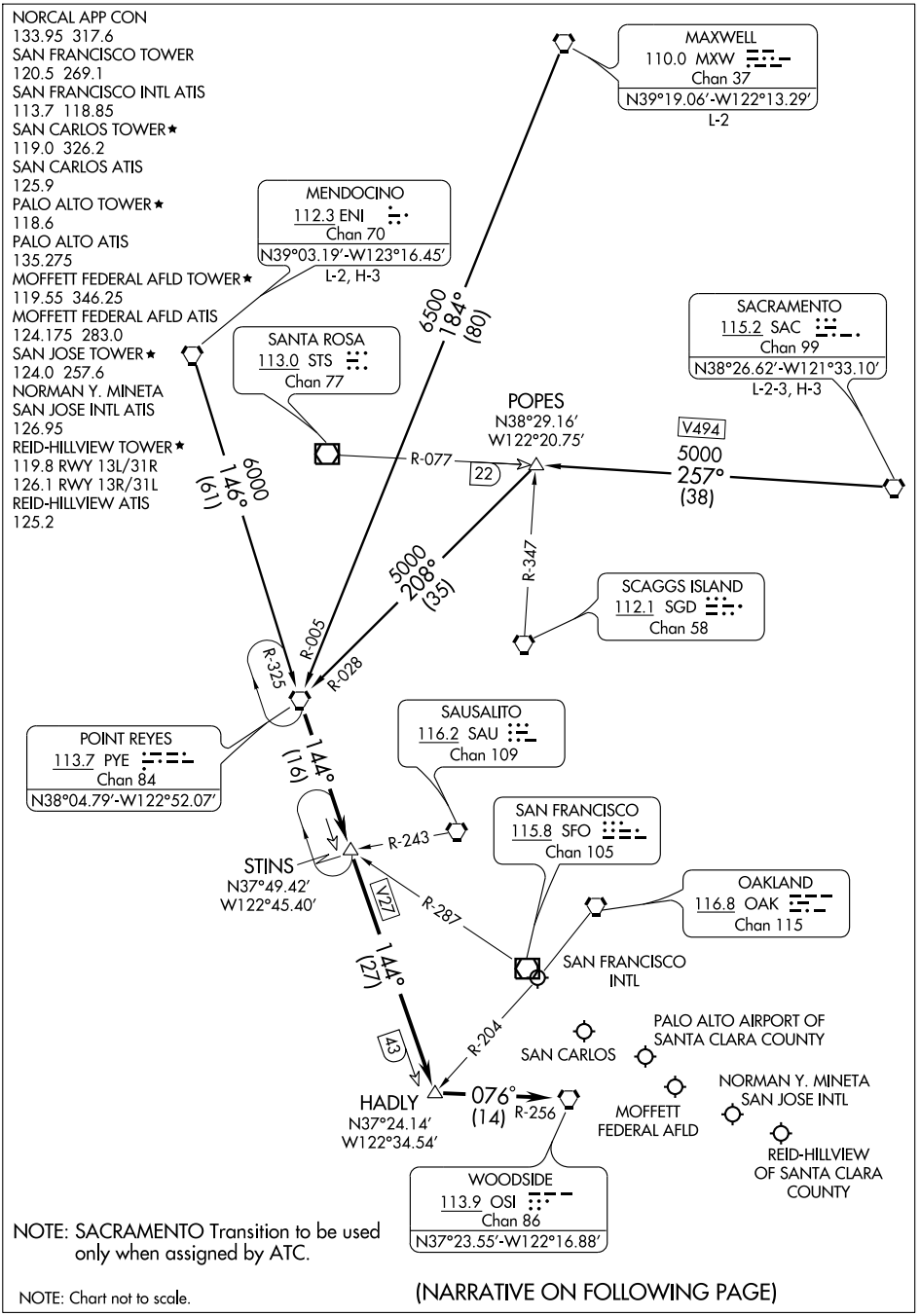
TAKE-OFF RWY 13L/13R: NA.

SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	2601
CH 82216	127°	TDZE	133
W13A		Apt Elev	135

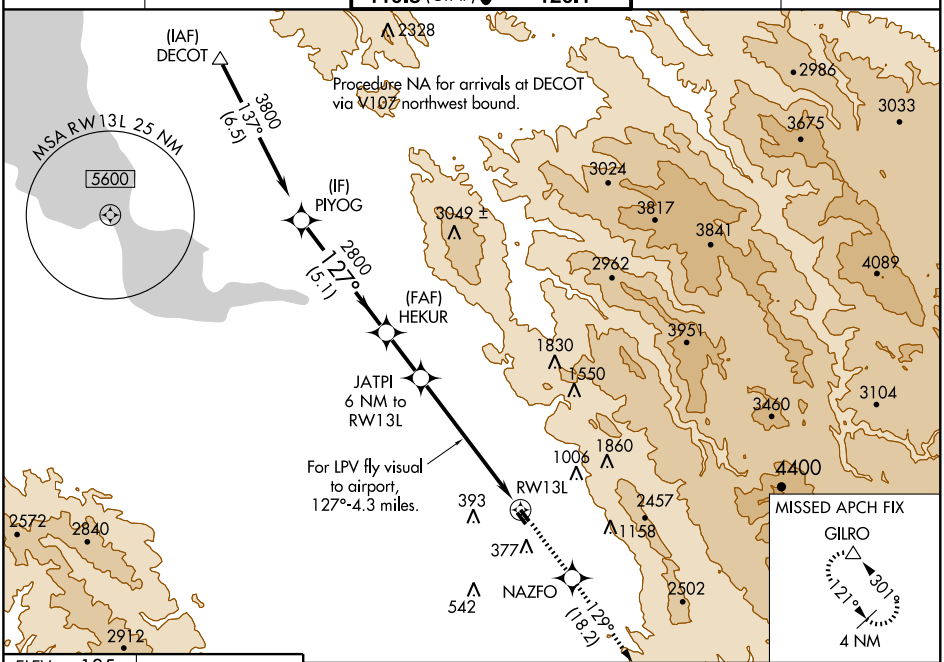
RNAV (GPS) RWY 13L

SAN JOSE/ REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

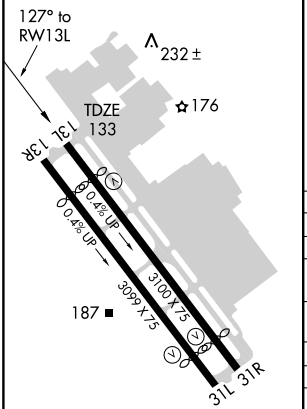
V NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting. Circling east of Rwy 13L-31R NA at night. VDP NA with Norman Y Mineta San Jose Intl altimeter setting.

MISSED APPROACH: Climb to 4600 direct NAZFO and on track 129° to GILRO and hold.

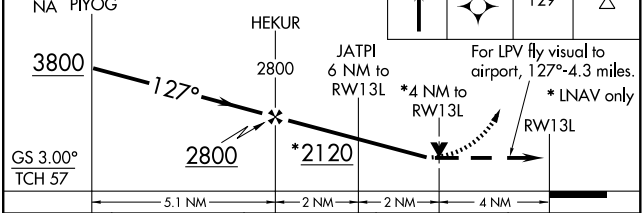
ATIS	NORCAL APP CON	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L)	GND CON	UNICOM
125.2	120.1 290.25	119.8 (CTAF) L 126.1	121.65	122.95



ELEV 135



MIRL Rwy 13L-31R L
REIL Rwys 13L and 31R L



CATEGORY	A	B	C	D
LPV DA	1554-3	1421 (1500-3)	NA	
LNAV MDA	1840-1¼ 1707 (1800-1¼)	1840-1½ 1707 (1800-1½)	NA	
CIRCLING	1840-1¼ 1705 (1800-1¼)	1840-1½ 1705 (1800-1½)	NA	
NORMAN Y MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
LPV DA	NA			
LNAV MDA	1860-1¼ 1727 (1800-1¼)	1860-1½ 1727 (1800-1½)	NA	
CIRCLING	1860-1¼ 1725 (1800-1¼)	1860-1½ 1725 (1800-1½)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2690
312°	TDZE	131
	Apt Elev	135

RNAV (GPS) Y RWY 31R

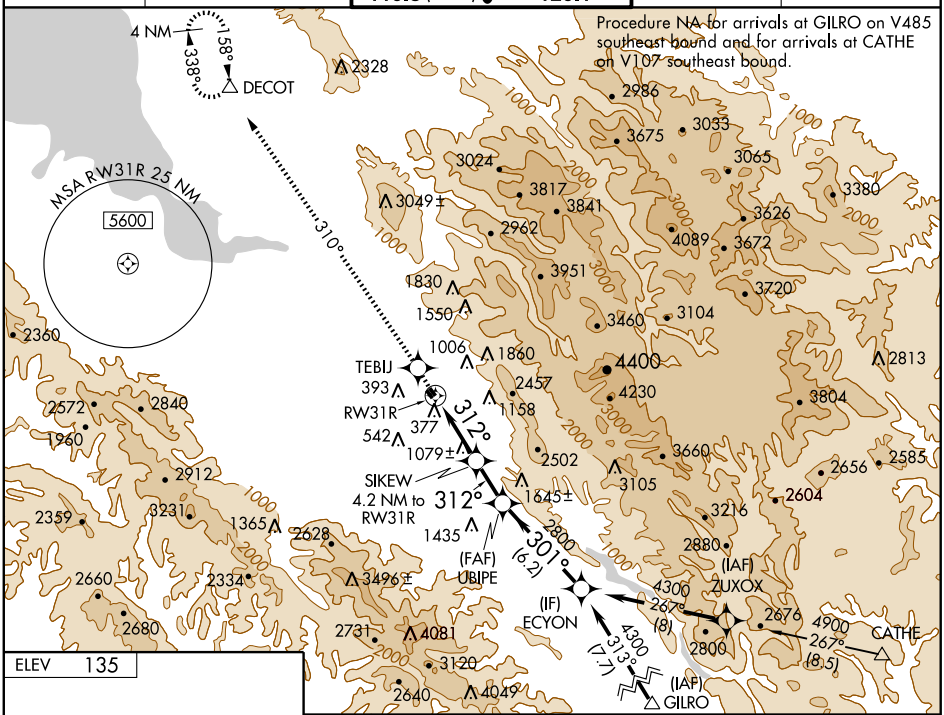
SAN JOSE/ REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling east of Rwy 13L-31R NA at night. When control tower closed, use Norman Y. Mineta San Jose Intl altimeter setting.

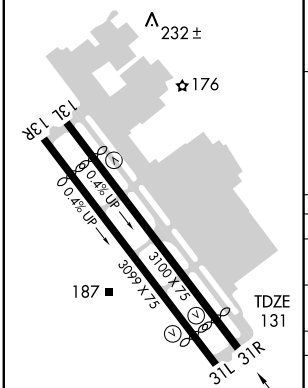
MISSED APPROACH: Climb to 4000 direct TEBIJ and on track 310° to DECOT and hold.

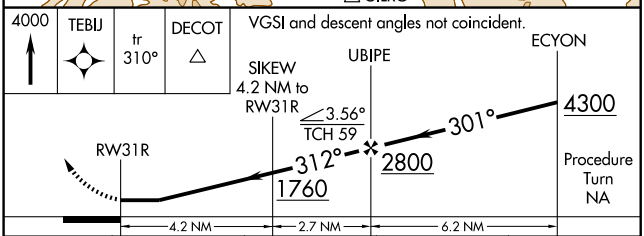
ATIS	NORCAL APP CON	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L)	GND CON	UNICOM
125.2	120.1 290.25	119.8 (CTAF) L 126.1	121.65	122.95

Procedure NA for arrivals at GILRO on V485 southeast bound and for arrivals at CATHE on V107 southeast bound.



ELEV 135





CATEGORY	A	B	C	D
LNAV MDA	1340-1¼ 1209 (1300-1¼)	1340-1½ 1209 (1300-1½)	NA	
CIRCLING	1340-1¼ 1205 (1300-1¼)	1340-1½ 1205 (1300-1½)	NA	
NORMAN Y. MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1360-1¼ 1229 (1300-1¼)	1360-1½ 1229 (1300-1½)	NA	
CIRCLING	1360-1¼ 1225 (1300-1¼)	1360-1½ 1225 (1300-1½)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	2690
CH 58316	307°	TDZE	131
W31A		Apt Elev	135

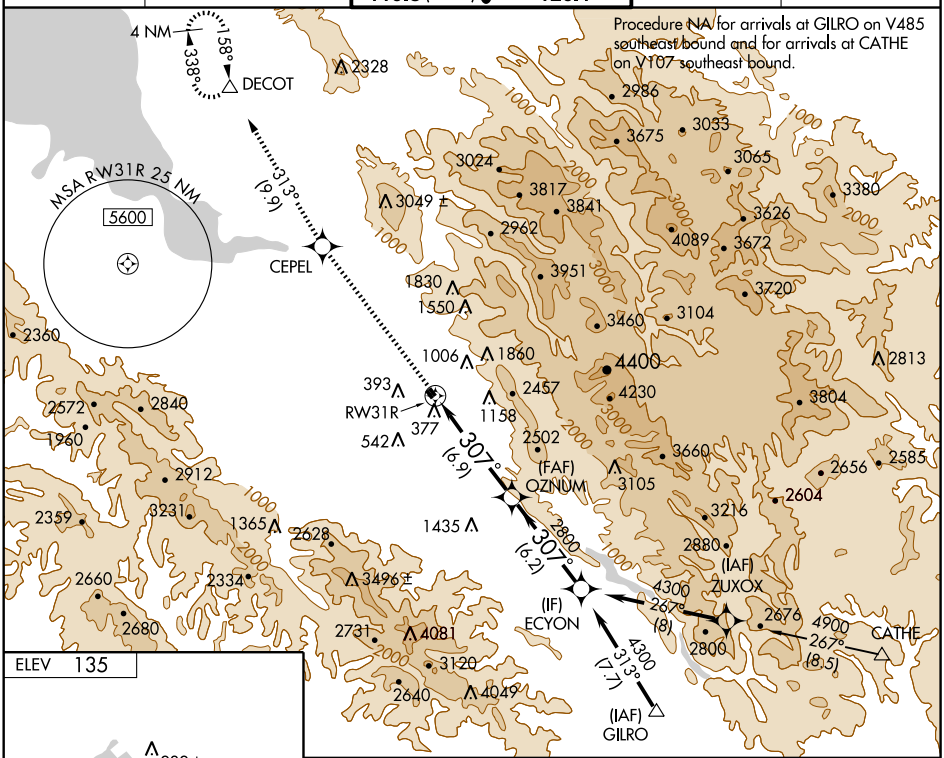
RNAV (GPS) Z RWY 31R

SAN JOSE/ REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Norman Y. Mineta San Jose Intl altimeter setting.

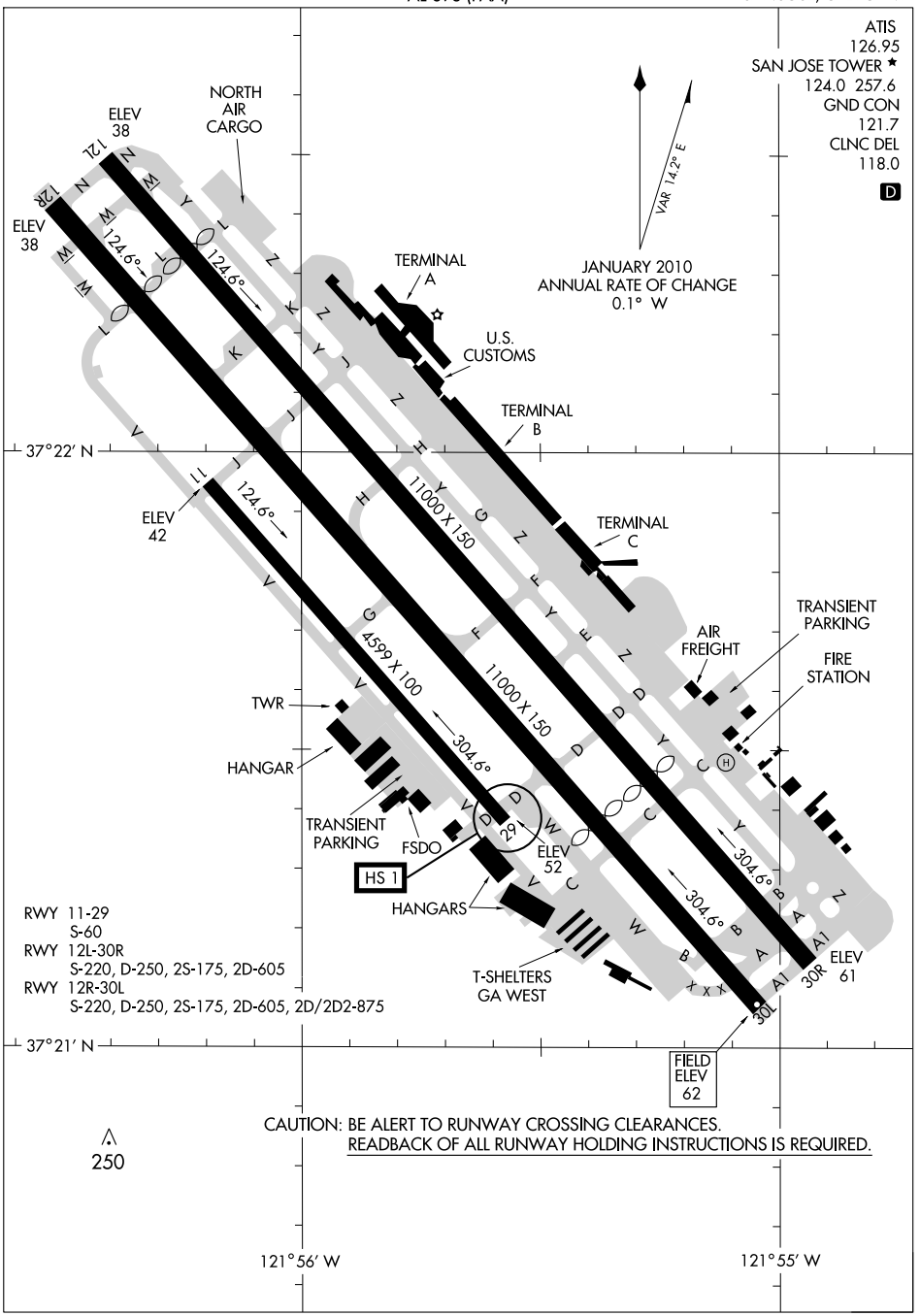
MISSED APPROACH: Climb to 4000 direct CEPEL and on track 313° to DECOT and hold.

ATIS	NORCAL APP CON	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L)	GND CON	UNICOM
125.2	120.1 290.25	119.8 (CTAF) L 126.1	121.65	122.95



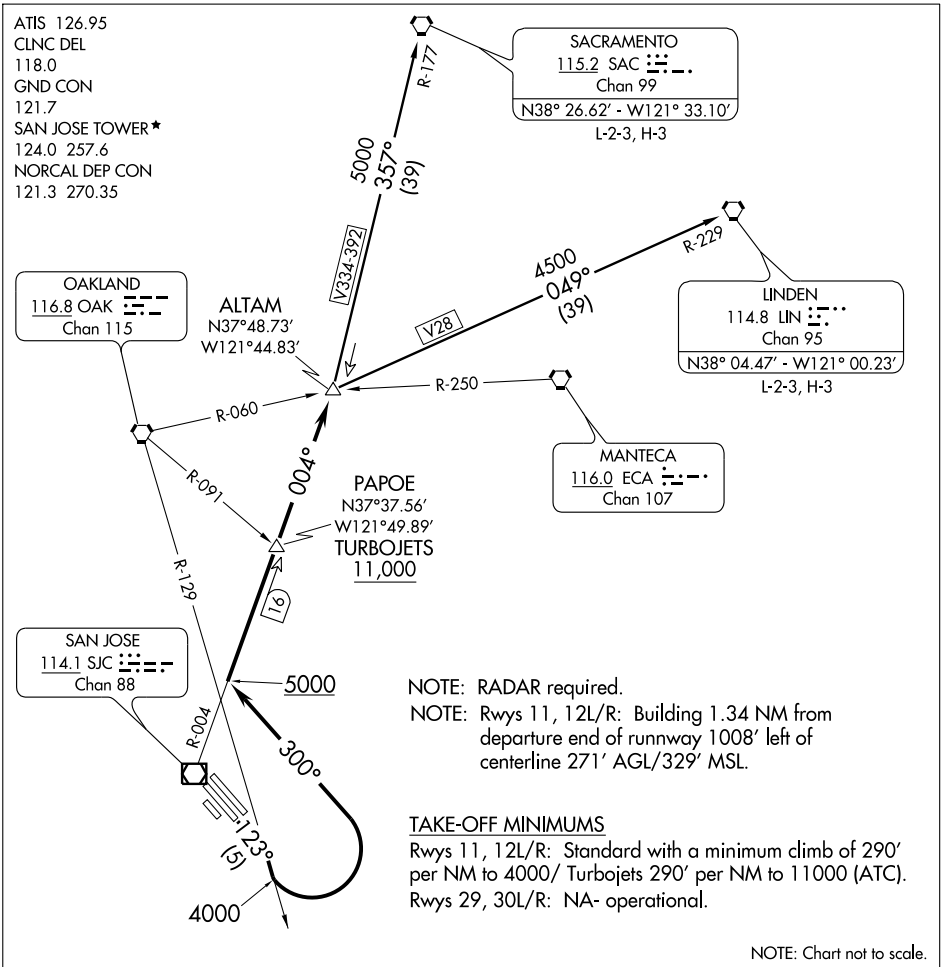
CATEGORY	A	B	C	D
LPV DA	510-1 379 (400-1)		NA	
NORMAN Y. MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
LPV DA	533-1¼ 402 (400-1¼)		NA	

SW-2, 21 OCT 2010 to 18 NOV 2010



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

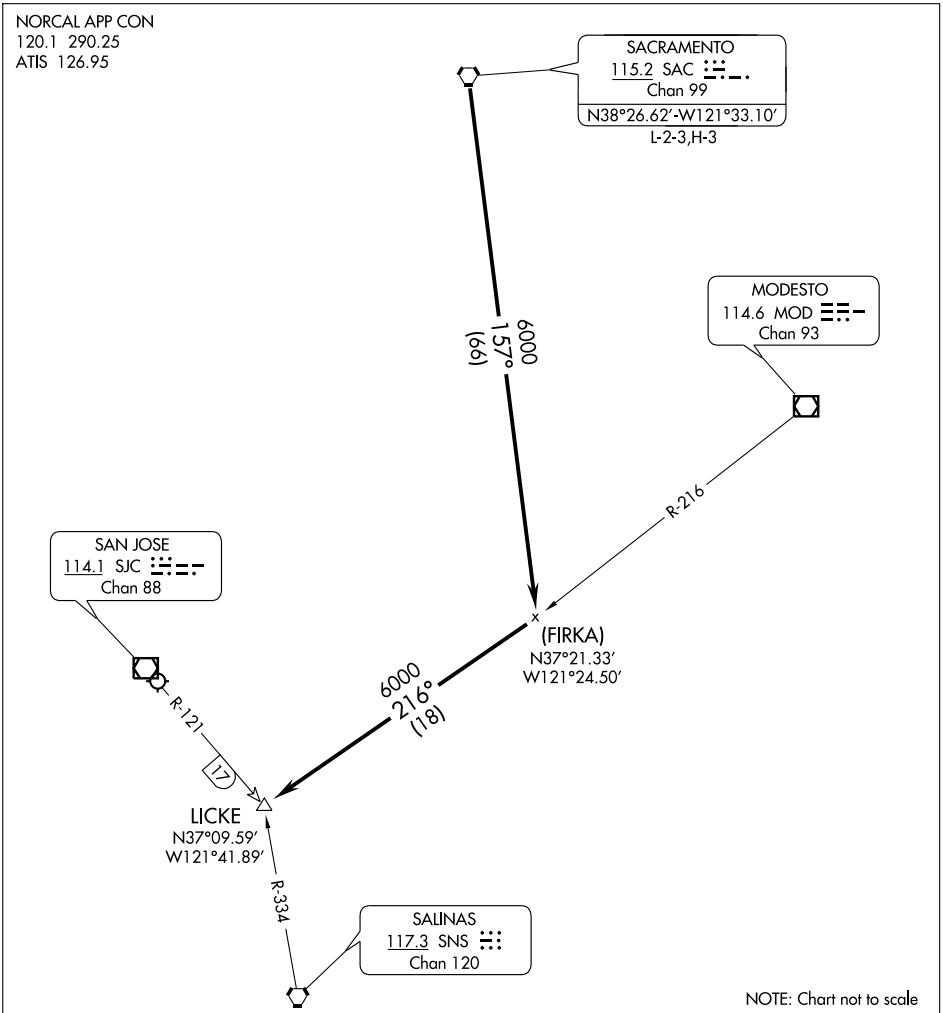
TAKE-OFF RUNWAYS 11, 12L/R: Climb via heading 123° to intercept and proceed via OAK R-129 to 4000', then turn left heading 300° to intercept SJC R-004 at or above 5000'. Proceed via SJC R-004 to ALTAM INT. Turbojets cross PAPOE INT/SJC 16 DME at or above 11,000'. Then via (transition) or (assigned route). Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 29, 30L/R: Not Authorized.

LINDEN TRANSITION (ALTAM7.LIN) : From over ALTAM INT via LIN R-229 to LIN VORTAC.

SACRAMENTO TRANSITION (ALTAM7.SAC) : From over ALTAM INT via SAC R-177 to SAC VORTAC.

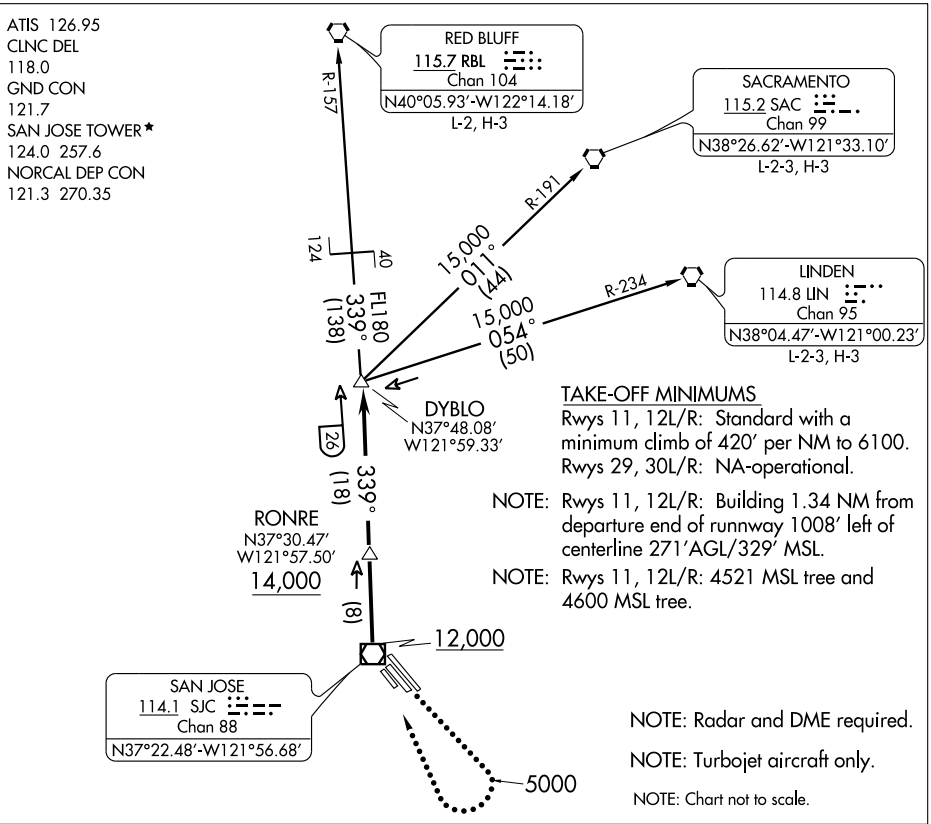
SW-2, 21 OCT 2010 to 18 NOV 2010



From over SAC VORTAC via SAC R-157 to intercept and proceed via MOD R-216 to LICKE INT. Then via radar vector to San Jose Intl Airport.

SW-2, 21 OCT 2010 to 18 NOV 2010

DANVILLE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 29, 30L/R: NA.

TAKE-OFF RUNWAYS 11, 12L/R: Climb via runway heading for vector to SJC VOR/DME, then via SJC R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12,000'. Cross RONRE/8 DME at or above14,000', maintain assigned altitude. Aircraft filing FL240 and above expect further clearance to filed altitude after passing SJC VOR/DME.

LOST COMMUNICATIONS:

Runways 11, 12L/R: If not in contact with departure control after reaching 5000', turn right direct SJC VOR/DME thence via SJC VOR/DME R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12,000', cross RONRE/8 DME at or above 14,000', then climb to filed altitude.

LINDEN TRANSITION (DANV2.LIN): From over DYBLO INT via LIN R-234 to LIN VORTAC.

RED BLUFF TRANSITION (DANV2.RBL): From over DYBLO INT via SJC R-339 and RBL R-157 to RBL VORTAC.

SACRAMENTO TRANSITION (DANV2.SAC): From over DYBLO INT via SAC R-191 to SAC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

EL NIDO FIVE ARRIVAL

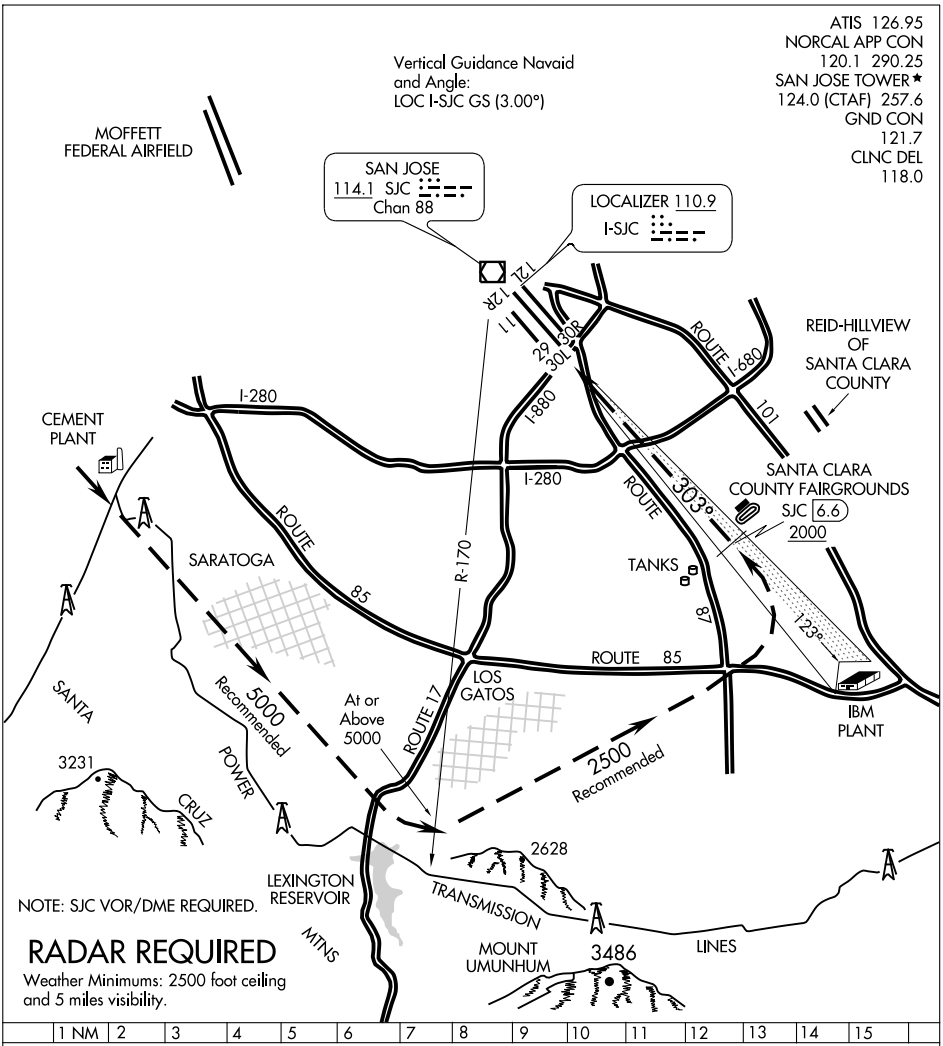
ST-693 (FAA)

EL NIDO FIVE ARRIVAL

SW-2, 21 OCT 2010 to 18 NOV 2010

FAIRGROUNDS VISUAL RWYS 30L/R

SAN JOSE, CALIFORNIA



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

FAIRGROUNDS VISUAL APPROACH RUNWAYS 30L/R

Turbo-jet aircraft from the west-northwest may be vectored in the vicinity of the Cement Plant for a Fairgrounds Visual Approach.
Aircraft should turn base no closer than SJC R-170. Aircraft should turn final no closer than 6.6 DME at or above 2,000′ for noise abatement.

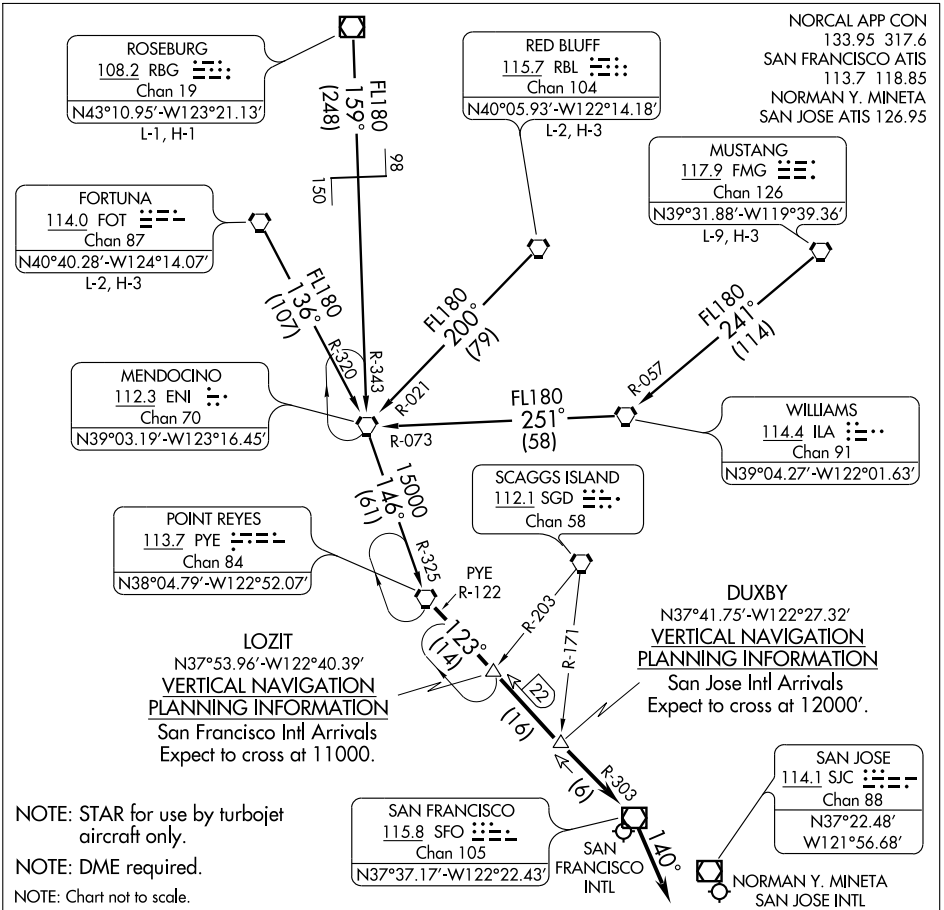
NOTE: Closely spaced parallel visual approaches may be in progress to Runways 30L/R. In the event of a go-around on Runway 30L, proceed straight-ahead heading 300°, or on Runway 30R, turn right heading 120°, climb and maintain 4,000, or as directed by ATC.

FAIRGROUNDS VISUAL RWYS 30L/R

SAN JOSE, CALIFORNIA

GOLDEN GATE FIVE ARRIVAL

SAN FRANCISCO, CALIFORNIA



FORTUNA TRANSITION (FOT.GOLDN5): From over FOT VORTAC via FOT R-136 and ENI R-320 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

MUSTANG TRANSITION (FMG.GOLDN5): From over FMG VORTAC via FMG R-241 and ILA R-057 to ILA VORTAC, then via ILA R-251 and ENI R-073 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

RED BLUFF TRANSITION (RBL.GOLDN5): From over RBL VORTAC via RBL R-200 and ENI R-021 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

ROSEBURG TRANSITION (RBG.GOLDN5): From over RBG VOR/DME via RBG R-159 and ENI R-343 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

....From over PYE VORTAC via SFO R-303 to SFO VOR/DME, then via heading 140° (MEA 6000). Expect vectors to final approach course.

LOST COMMUNICATIONS: San Jose Intl: After SFO VOR/DME proceed direct SJC VOR/DME. (MEA 6000).

GOLDEN GATE FIVE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.GOLDN5) 09351

SW-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 30L

LOC I-SJC	APP CRS	Rwy Idg 30L	TDZE	Apt Elev	Rwy Idg 30R	TDZE	Apt Elev	Rwy Idg 29	TDZE	Apt Elev
110.9 Chan 46	303°	7605	57	62	7479	55	62	4599	52	62

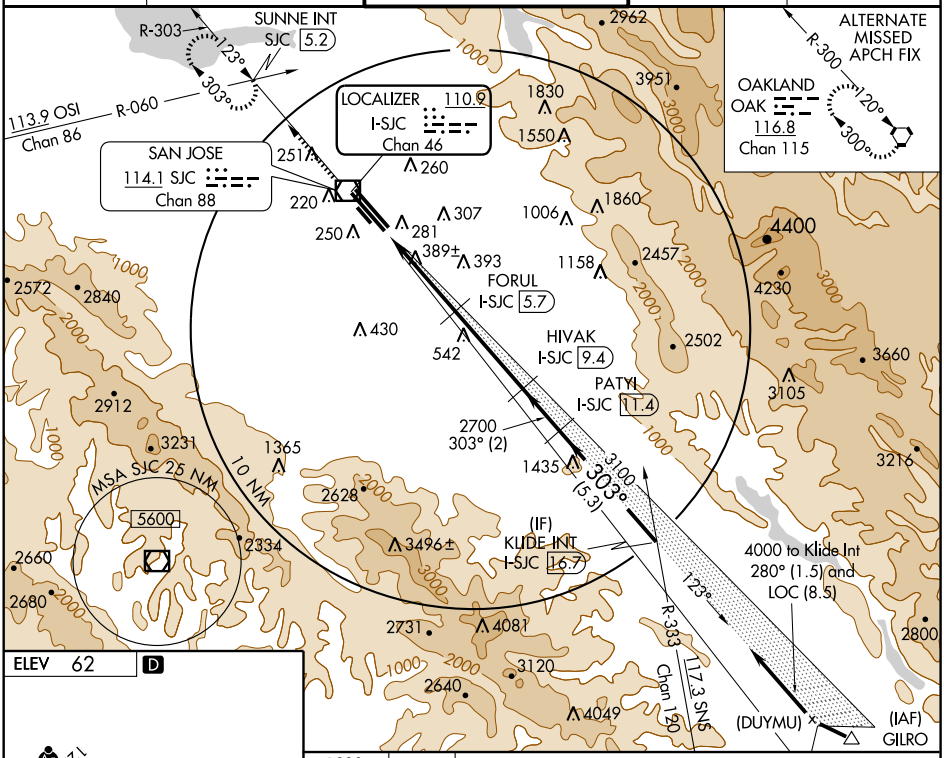
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

DME required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

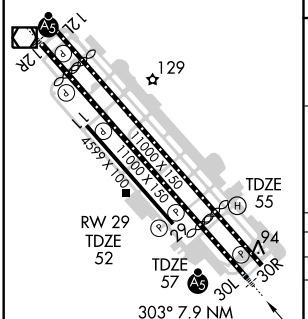
MALSR Rwy 30L

MISSED APPROACH: Climb to 1900 via the SJC R-303 to SUNNE Int and hold.

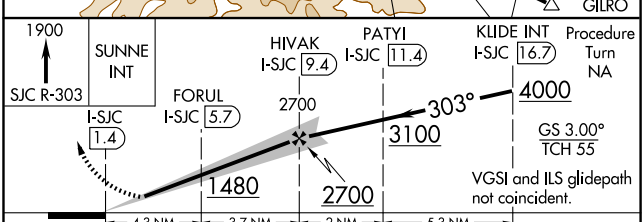
ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0



ELEV 62 D



REIL Rwys 12L and 29
MIRL Rwys 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
S-ILS 30L	*257/24 200 (200-½)			
S-LOC 30L	640/24 583 (600-½)		640/50 583 (600-1)	640/60 583 (600-1¼)
SIDESTEP RWY 29	640-1 588 (600-1)		640-1½ 588 (600-1½)	640-2 588 (600-2)
SIDESTEP RWY 30R	640-1 585 (600-1)		640-1½ 585 (600-1½)	640-2 585 (600-2)
CIRCLING	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 12R

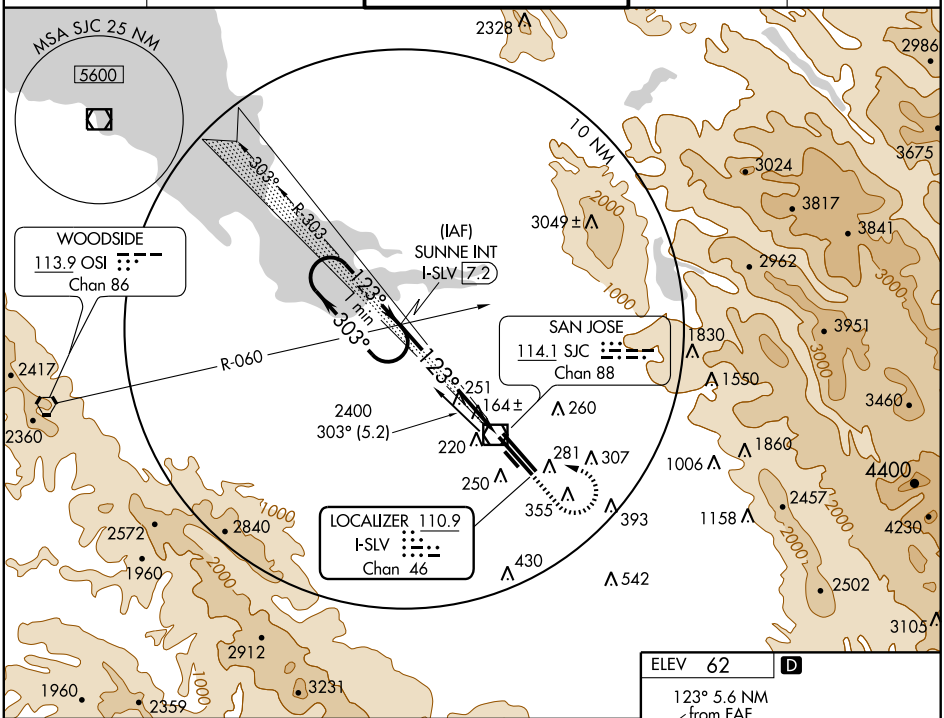
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

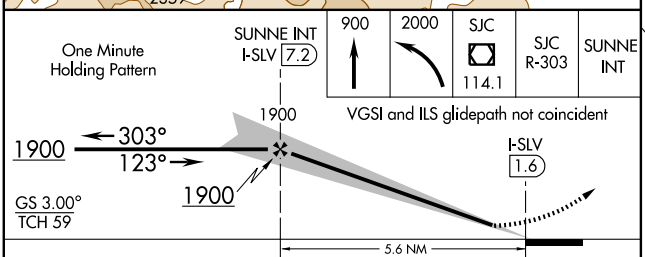
LOC I-SLV 110.9 Chan 46	APP CRS 123°	Rwy Idg 12R 8584 TDZE 46 Apt Elev 62	Rwy Idg 12L 8810 TDZE 44 Apt Elev 62	Rwy Idg 11 4599 TDZE 49 Apt Elev 62

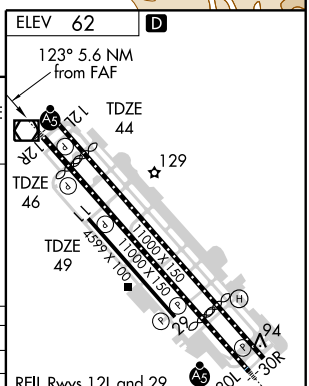
MALSR Rwy 12R

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJC VOR/DME and R-303 to SUNNE Int and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0







CATEGORY	A	B	C	D
S-ILS 12R	258-½ 212 (200-½)			
S-LOC 12R	420-½ 374 (400-½)			420-¾ 374 (400-¾)
SIDESTEP RWY 12L	420-1 376 (400-1)		420-1½ 376 (400-1½)	420-2 376 (400-2)
SIDESTEP RWY 11	480-1 431 (500-1)		480-1½ 431 (500-1½)	480-2 431 (500-2)
CIRCLING	NA			

REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

NORCAL APP CON
124.525 348.675
ATIS 126.95

MUSTANG
117.9 FMG
Chan 126
N39°31.88′-W119°39.36′
L-9, H-3

COALDALE
117.7 OAL
Chan 124
N38°00.20′-W117°46.23′
L-9, H-3

OAKLAND
116.8 OAK
Chan 115

EL NIDO
114.2 HYP
Chan 89
N37°13.17′-W120°24.01′
L-3, H-3

SAN JOSE
114.1 SJC
Chan 88

ELCAP
N37°41.17′
W119°46.10′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 240.

PAPEE
N37°08.38′ - W120°46.17′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below 11000′.

PUCKK
N37°21.81′
W122°00.58′

CANDA
N37°23.38′
W118°47.03′

KNOLS
N37°17.17′ - W119°47.50′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 240.

JAWWS
N36°55.50′
W121°45.24′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross below 8000′.

PANOCHE
112.6 PXN
Chan 73

CLOVIS
112.9 CZQ
Chan 76

SALINAS
117.3 SNS
Chan 120
N36°39.83′
W121°36.19′

ROBIE
N35°58.89′
W121°00.57′

AVENAL
117.1 AVE
Chan 118
N35°38.82′
W119°58.72′
L-3-7, H-4

SAN MARCUS
114.9 RZS
Chan 96
N34°30.57′-W119°46.26′
L-3-4-7, H-4

NOTE: Radar required.
NOTE: Procedure authorized for runway 12 only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AVENAL TRANSTION (AVE.JAWWS2): From over AVE VORTAC via AVE R-276 to ROBIE INT, then via SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS INT. Thence . . . .

COALDALE TRANSITION (OAL.JAWWS2): From over OAL VORTAC via OAL R-216 and HYP R-067 to HYP VOR/DME, then via HYP R-240 to JAWWS INT. Thence . . . .

EL NIDO TRANSITION (HYP.JAWWS2): From over HYP VOR/DME via HYP R-240 to PAPEE INT then via HYP R-240 to JAWWS INT. Thence . . . .

MUSTANG TRANSITION (FMG.JAWWS2): From over FMG VORTAC via FMG R-167 to ELCAP INT, then via HYP R-032 to HYP VOR/DME, then via HYP R-240 to JAWWS INT. Thence . . . .

SAN MARCUS TRANSITION (RZS.JAWWS2): From over RZS VORTAC via RZS R-312 and SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS INT. Thence . . . .

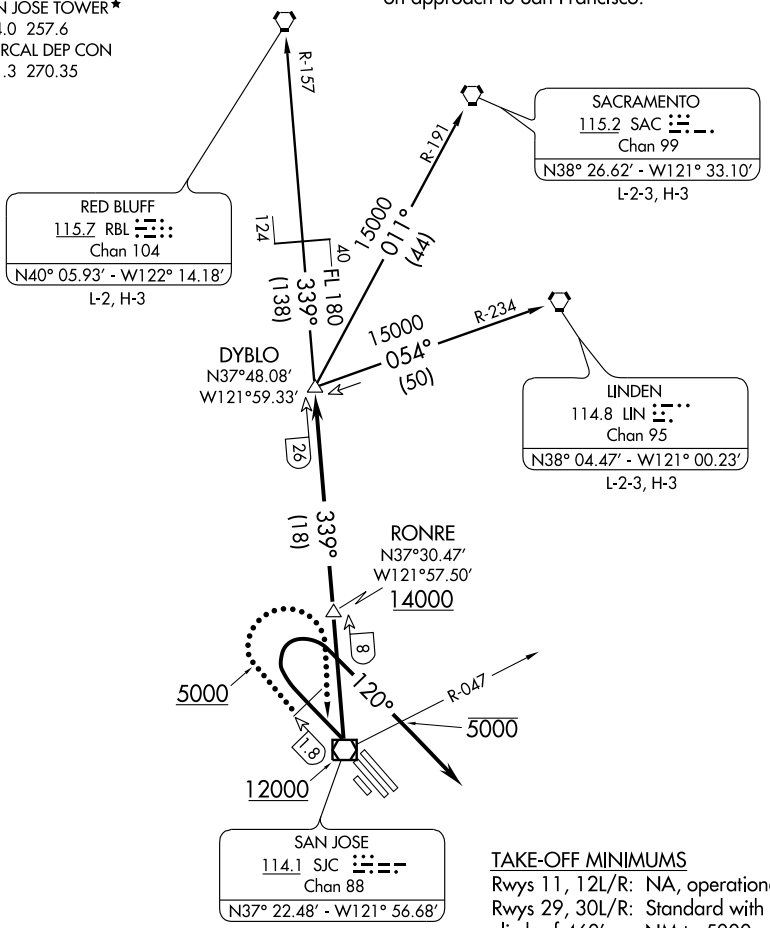
. . . . From over JAWWS INT via OAK R-138 to PUCKK INT, thence via heading 300°, expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications proceed direct to SJC VOR/DME and execute runway 12R ILS approach.

SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS 126.95
CLNC DEL
118.0
GND CON
121.7
SAN JOSE TOWER★
124.0 257.6
NORCAL DEP CON
121.3 270.35

ALERT: SJC R-047 5000′ crossing restriction protects aircraft descending on approach to San Francisco.



TAKE-OFF MINIMUMS
Rwys 11, 12L/R: NA, operational.
Rwys 29, 30L/R: Standard with a minimum climb of 460′ per NM to 5000.

NOTE: Rwy 29, tree 2254′ from departure end of runway 113′ left of centerline 63′ AGL 102′ MSL.
NOTE: Rwy 30L, pole 1739′ from departure end of runway 743′ left of centerline 55′ AGL/91′ MSL.
NOTE: Rwy 30R, pole 963′ from departure end of runway 133′ right of centerline 49′ AGL/85′ MSL.
NOTE: Rwys 29, 30L/R, 3043 MSL tower.

NOTE: Radar and DME Required.
NOTE: Turbojet aircraft only.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS11, 12L: NA.

TAKE-OFF RUNWAYS 29, 30L/R: Climb runway heading at SJC 1.8 DME northwest of SJC VOR/DME turn right heading 120°, maintain 5000, for radar vectors to SJC VOR/DME, then via SJC R-339 to DYBLO INT, Thence....

....via (transition) or (assigned route). Cross SJC R-047 at or below 5000, cross SJC VOR/DME at or above 12000, cross RONRE/8 DME at or above 14000, maintain assigned altitude. Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure.

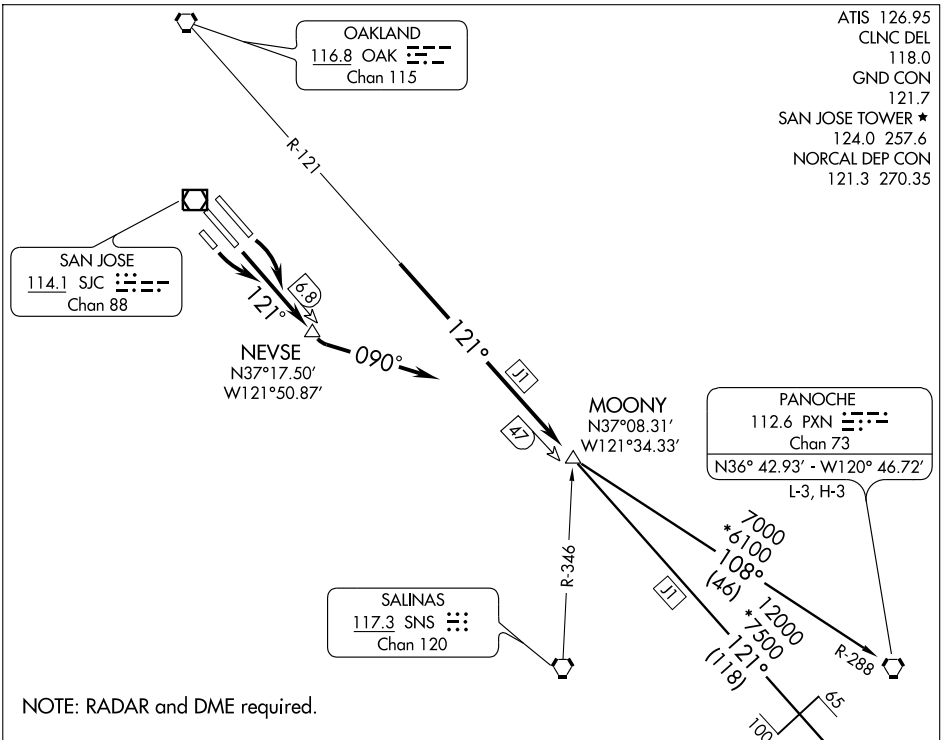
LOST COMMUNICATIONS:
Runways 29, 30L/R: If not in contact with departure control after reaching 5000' turn right direct SJC VOR/DME thence via SJC VOR/DME R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12000, cross RONRE/8 DME at or above 14000, then climb to filed altitude.

LINDEN TRANSITION (LOUPE1.LIN): From over DYBLO INT via LIN R-234 to LIN VORTAC.

RED BLUFF TRANSITION (LOUPE1.RBL): From over DYBLO INT via SJC R-339 and RBL R-157 to RBL VORTAC.

SACRAMENTO TRANSITION (LOUPE1.SAC): From over DYBLO INT via SAC R-191 to SAC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR and DME required.

TAKE-OFF MINIMUMS

Rwy 11, 12L/R: Standard with minimum climb of 270' per NM to 4600.
Rwy 29, 30L/R: NA-operational.

TAKE-OFF OBSTACLE NOTES

Rwy 11: Tree 1837' from DER, 230' right of centerline, 61' AGL/116' MSL.
Tree 3410' from DER, 306' right of centerline, 92' AGL/154' MSL.

Rwy 12L: Trees 286' from DER, 68' right of centerline, up to 62' AGL/124' MSL.
Multiple trees and antennas beginning 191' from DER, 228' left of centerline, up to 82' AGL/144' MSL.
Tower 1731' from DER, 729' left of centerline, 86' AGL/153' MSL.
Tower 3047' from DER, 543' left of centerline, 73' AGL/144' MSL.
Light on blast fence 156' from DER, 57' left of centerline, 11' AGL/73' MSL.
Light pole 191' from DER, 81' left of centerline, 16' AGL/78' MSL.
Bldg 1.34 NM from DER, 1008' left of centerline, 243' AGL/329' MSL.

Rwy 12R: Multiple trees 269' from DER, 149' right of centerline, up to 80' AGL/100' MSL.
Multiple trees 285' from DER, 193' left of centerline, up to 82' AGL/144' MSL.
Pole 1948' from DER, 688' right of centerline, 66' AGL/128' MSL.
Pole 1597' from DER, 685' right of centerline, 56' AGL/118' MSL.
OL on blast fence 45' from DER, 115' right of centerline, 13' AGL/75' MSL.
Vehicles on road 338' from DER, left and right of centerline, up to 20' AGL/82' MSL.
Pole 1273' from DER, 279' right of centerline, 42' AGL/104' MSL.
OL on localizer, 10' from DER, on centerline, 6' AGL/68' MSL.
Tower 3046' from DER, 1243' left of centerline, 82' AGL/144' MSL.
Bldg 1.34 NM from DER, 1708' left of centerline, 243' AGL/329' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing left turn to intercept SJC VOR/DME R-121 to NEVSE 6.8 DME fix thence. . . .

TAKE-OFF RUNWAY 12L: Climbing right turn to intercept SJC VOR/DME R-121 to NEVSE 6.8 DME fix thence. . . .

TAKE-OFF RUNWAY 12R: Climb heading 121° and SJC VOR/DME R-121 to NEVSE 6.8 DME fix thence. . . .

. . . .turn left heading 090° to intercept OAK VORTAC R-121 to MOONY INT, then via (transition) or assigned route. Aircraft filing FL240 or above expect further clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (MOONY3.AVE): From over MOONY INT via OAK R-121 and AVE R-304 to AVE VORTAC.

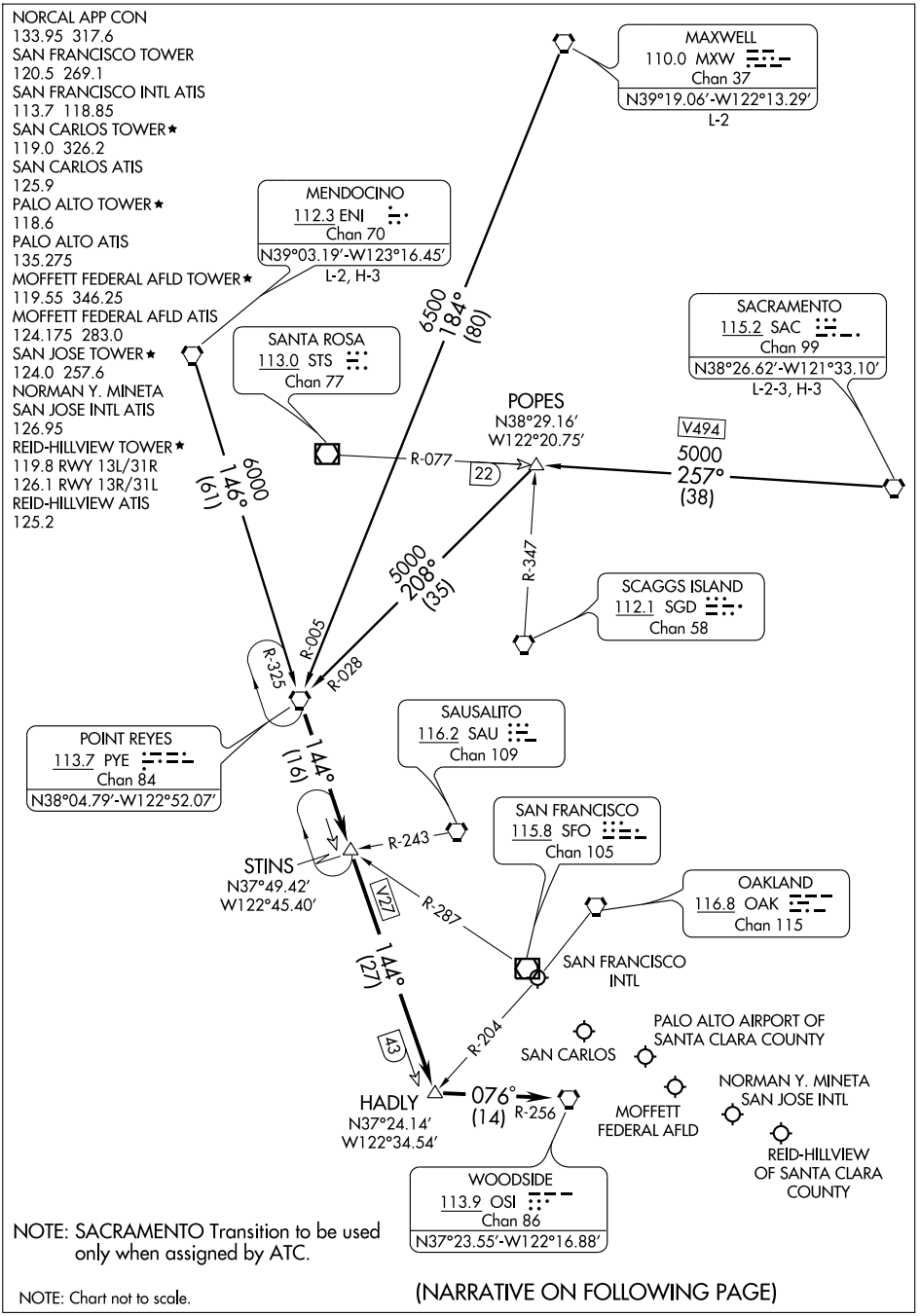
PANOCHE TRANSITION (MOONY3.PXN): From over MOONY INT via PXN R-288 to PXN VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

POINT REYES ONE ARRIVAL

ST-375 (FAA)

SAN FRANCISCO, CALIFORNIA



NOTE: SACRAMENTO Transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE1) 09127

SW-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4599
123°	TDZE	49
	Apt Elev	62

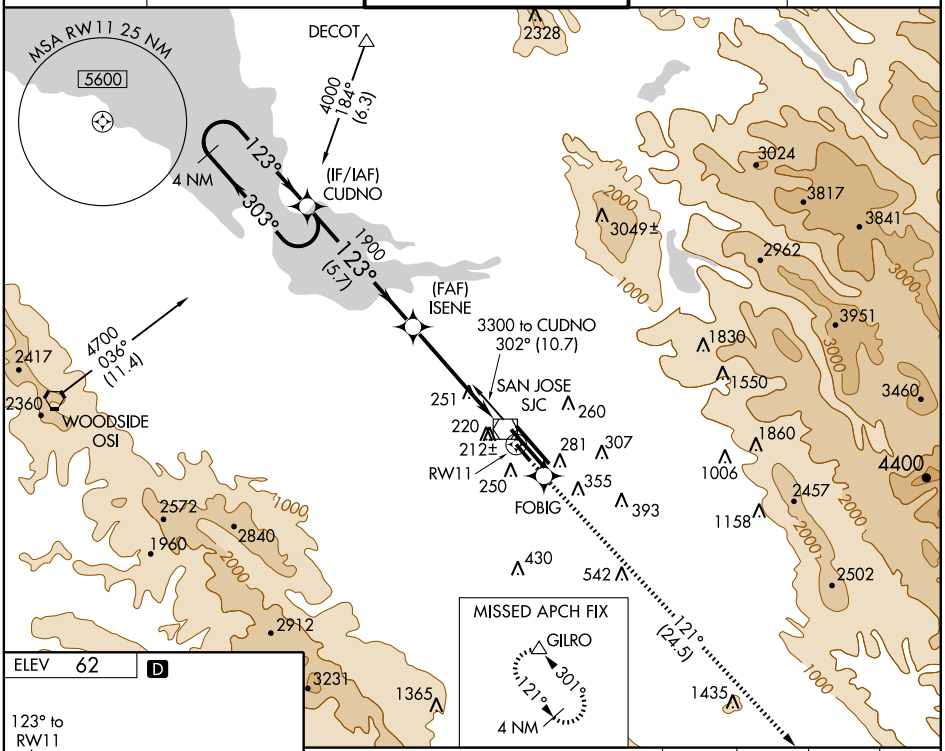
RNAV (GPS) RWY 11

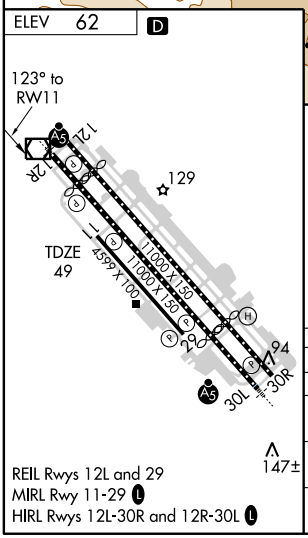
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

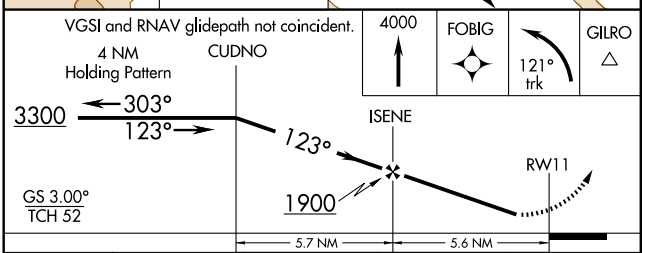
MISSED APPROACH: Climb to 4000 direct FOBIG WP and left turn via 121° track to GILRO WP and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0





REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	516-1¾ 467 (500-1¾)			
LNAV MDA	520-1 471 (500-1)		520-1¼ 471 (500-1¼)	520-1½ 471 (500-1½)
CIRCLING	640-1 578 (600-1)	680-1 618 (700-1)	720-1¾ 658 (700-1¾)	720-2 658 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4599
303°	TDZE	52
	Apt Elev	62

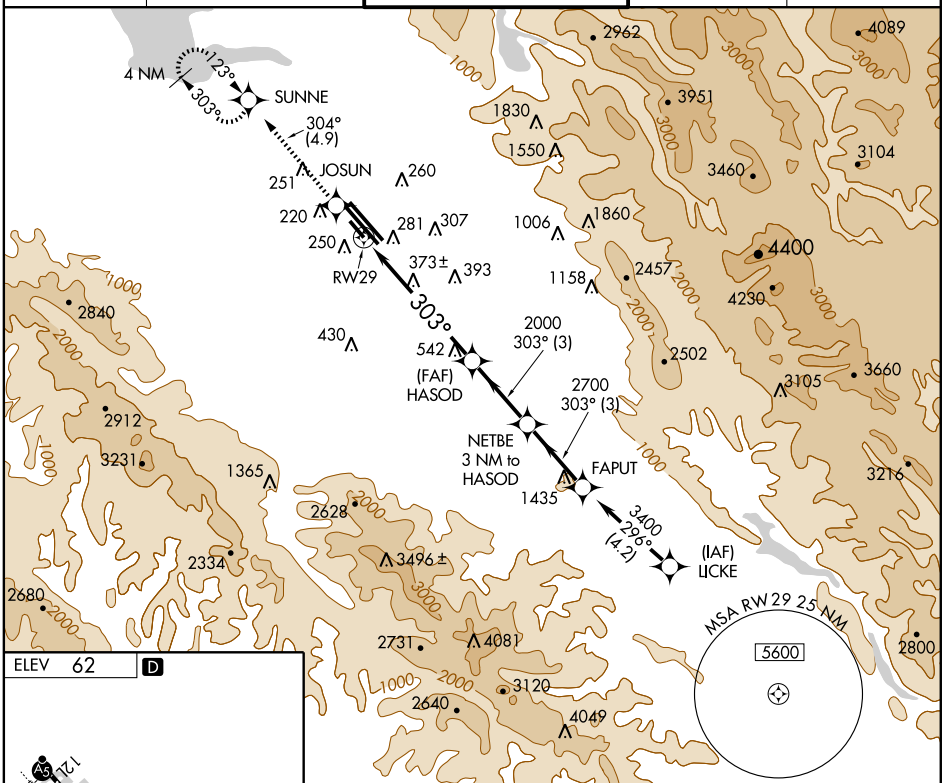
RNAV (GPS) RWY 29

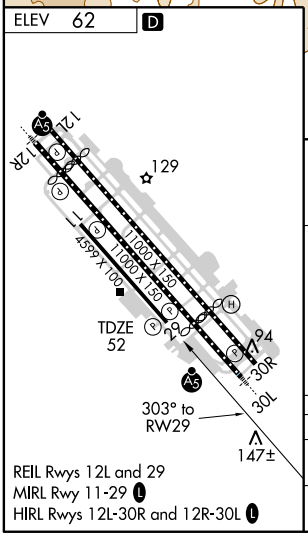
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

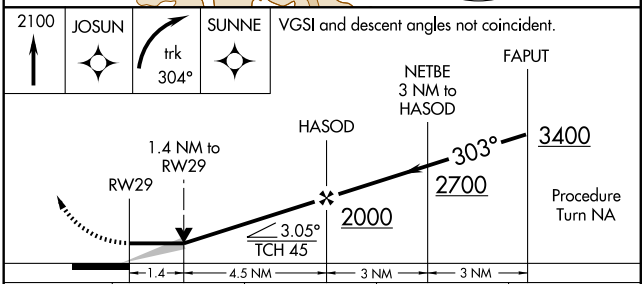
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct JOSUN WP and right turn via 304° track to SUNNE WP and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0







CATEGORY	A	B	C	D
LNAV MDA	640-1 588 (600-1)		640-1½ 588 (600-1½)	640-1¾ 588 (600-1¾)
CIRCLING	640-1 578 (600-1)	680-1 618 (700-1)	720-1½ 658 (700-1½)	720-2 658 (700-2)

REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8810
CH 69501	123°	TDZE	44
W12B		Apt Elev	62

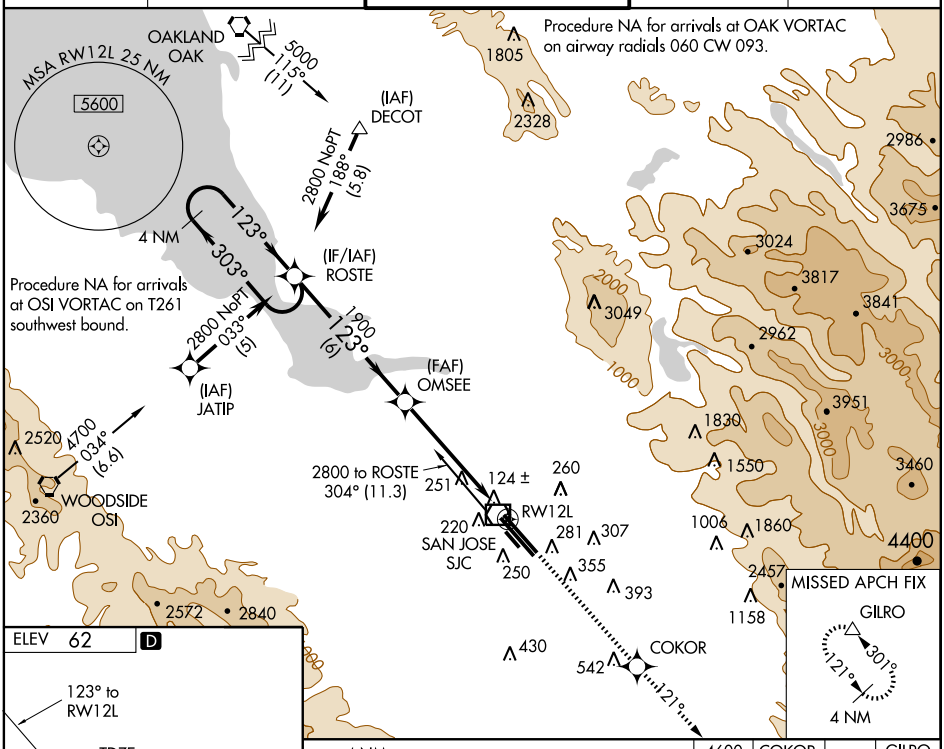
RNAV (GPS) Y RWY 12L

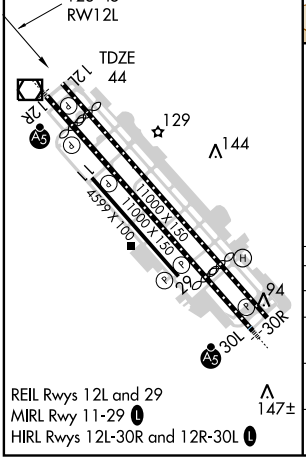
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

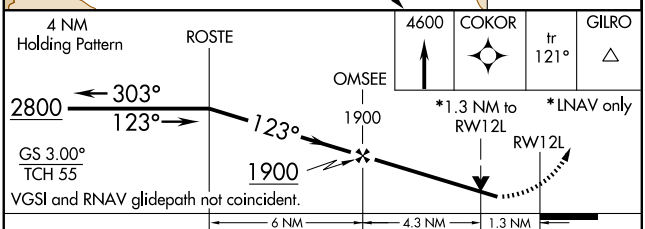
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 direct COKOR and on track 121° to GILRO and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0







CATEGORY	A	B	C	D
LPV DA	294-¾ 250 (300-¾)			
LNAV/VNAV DA	481-1½ 437 (500-1½)			
LNAV MDA	520-1 476 (500-1)		520-1¼ 476 (500-1¼)	520-1½ 476 (500-1½)
CIRCLING	640-1 578 (600-1)	680-1 618 (700-1)	720-1¾ 658 (700-1¾)	720-2 658 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 12R

WAAS	APP CRS	Rwy Idg 12R	Rwy Idg 12L	Rwy Idg 11
CH 90106	123°	8584	8810	4599
W12A		TDZE 46	TDZE 44	TDZE 49
		Apt Elev 62	Apt Elev 62	Apt Elev 62

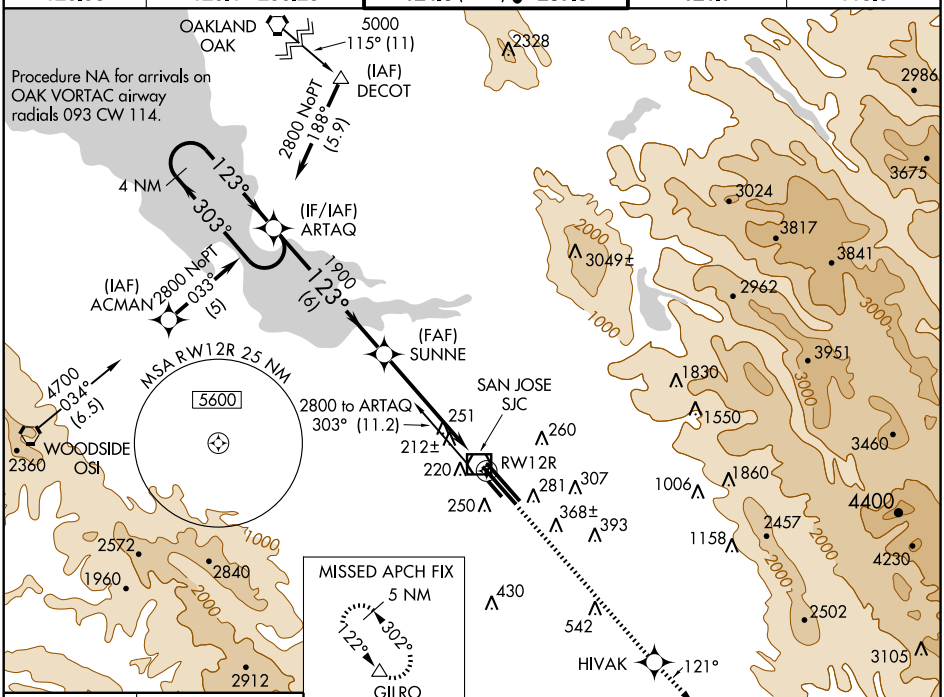
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

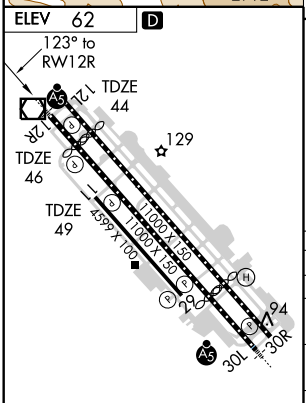
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

MALSR Rwy 12R

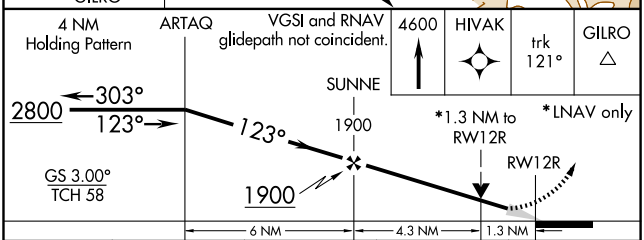
MISSED APPROACH: Climb to 4600 direct HIVAK and via track 121° to GILRO and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0





REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
LPV DA	298-½ 252 (300-½)			
LNAV/VNAV DA	482-1 436 (500-1)			
LNAV MDA	520-½ 474 (500-½)		520-¾ 474 (500-¾)	520-1 474 (500-1)
SIDESTEP 12L	520-1 476 (500-1)		520-1½ 476 (500-1½)	520-2 476 (500-2)
SIDESTEP 11	520-1 471 (500-1)		520-1½ 471 (500-1½)	520-2 471 (500-2)
CIRCLING	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 30L

WAAS	APP CRS	Rwy Idg 30L	Rwy Idg 30R	Rwy Idg 29
CH 97306	303°	7605	7479	4599
W30A		TDZE 57	TDZE 55	TDZE 52
		Apt Elev 62	Apt Elev 62	Apt Elev 62

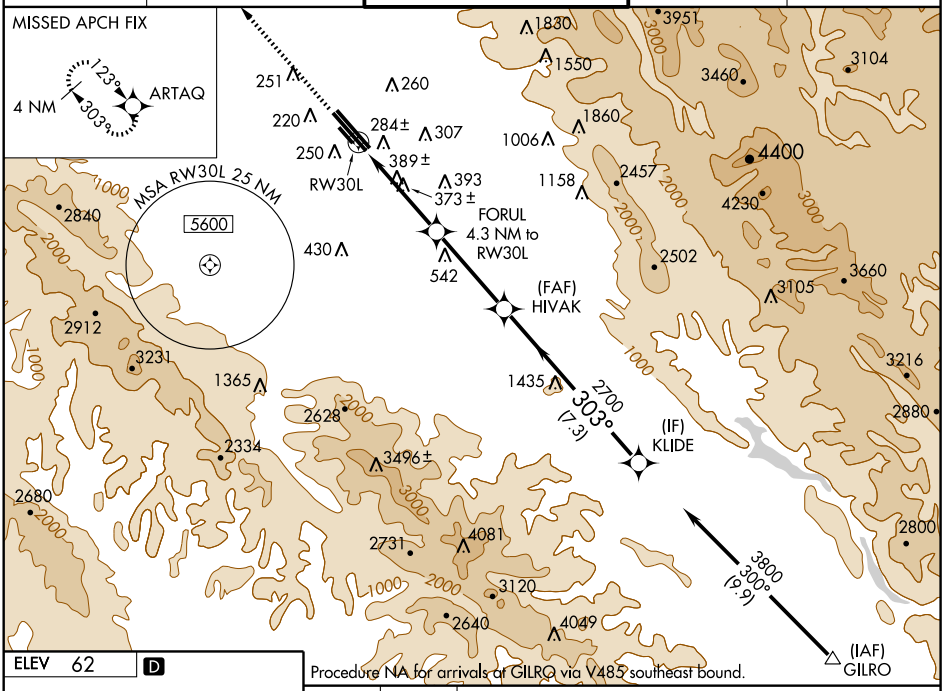
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

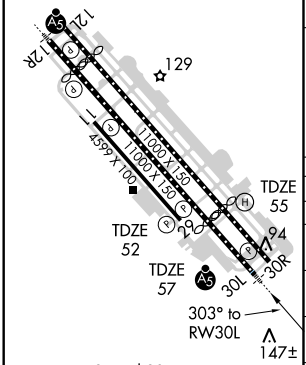
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

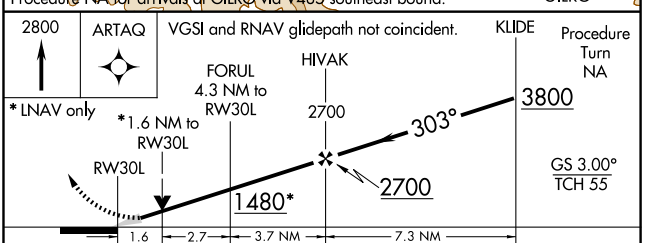
MALSR Rwy 30L

MISSED APPROACH: Climb to 2800 direct ARTAQ and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0







CATEGORY	A	B	C	D
LPV DA	334/24 277 (300-½)			
LNAV/VNAV DA	586/60 529 (600-1¼)			
LNAV MDA	640/24 583 (600-½)		640/50 583 (600-1)	640/60 583 (600-1¼)
SIDESTEP 30R	640-1 585 (600-1)		640-1½ 585 (600-1½)	640-2 585 (600-2)
SIDESTEP 29	640-1 588 (600-1)		640-1½ 588 (600-1½)	640-2 588 (600-2)
CIRCLING	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7479
CH 72901	303°	TDZE	55
W30B		Apt Elev	62

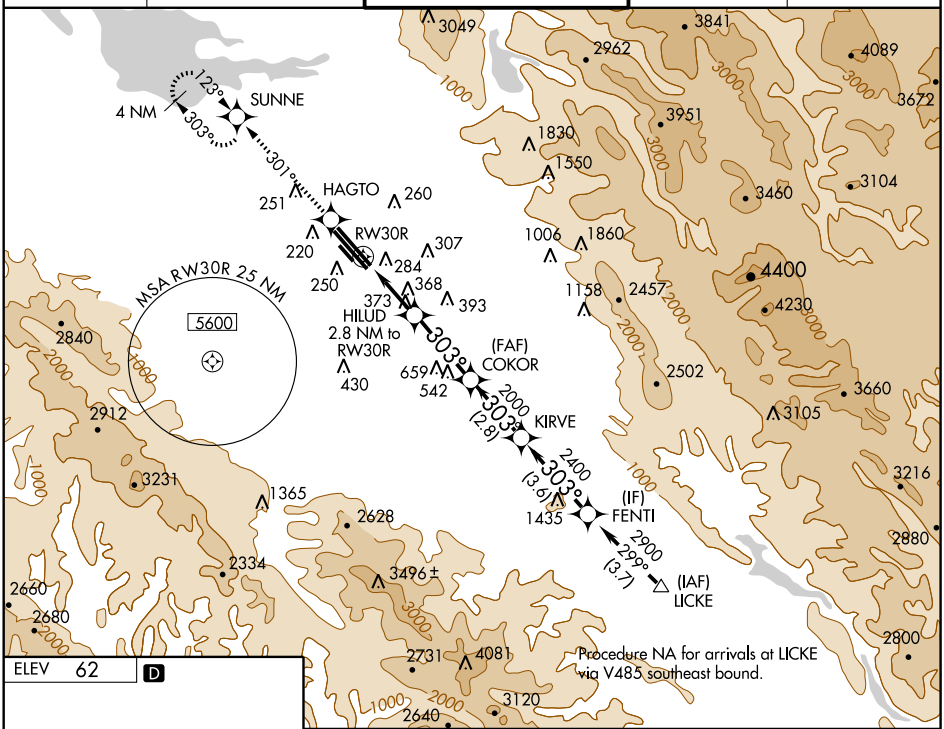
RNAV (GPS) Y RWY 30R

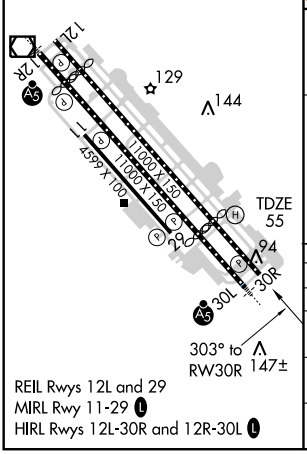
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

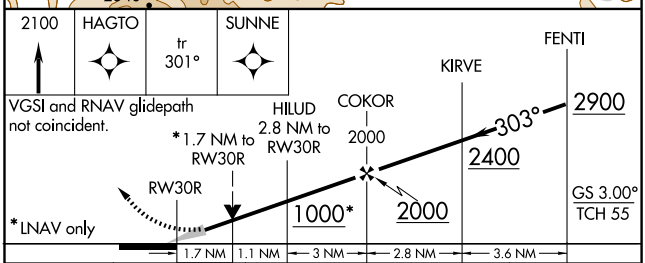
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct HAGTO and on track 301° to SUNNE and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0







CATEGORY	A	B	C	D
LPV DA	305- ¾ 250 (300-¾)			
LNAV/VNAV DA	586-1¾ 531 (600-1¾)			
LNAV MDA	640-1 585 (600-1)		640-1½ 585 (600-1½)	640-1¾ 585 (600-1¾)
CIRCLING	640-1 578 (600-1)	680-1 618 (700-1)	720-1¾ 658 (700-1¾)	720-2 658 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8810
123°	TDZE	44
	Apt Elev	62

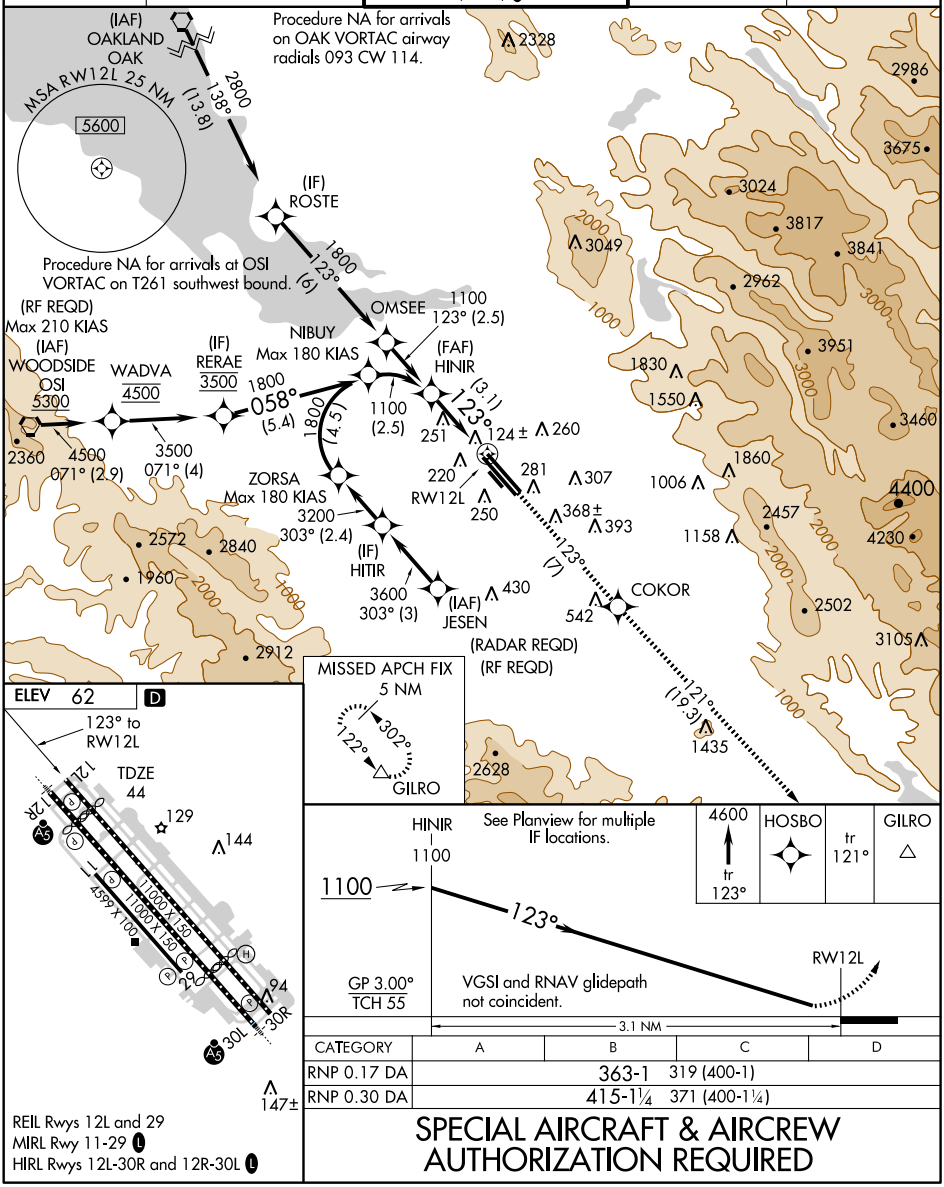
RNAV (RNP) Z RWY 12L

SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

NA For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 47°C (117°F). GPS required.

MISSED APPROACH: Climb to 4600 on track 123° to COKOR and on track 121° to GILRO and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0



CATEGORY	A	B	C	D
RNP 0.17 DA	363-1		319 (400-1)	
RNP 0.30 DA	415-1¼		371 (400-1¼)	

REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8584
123°	TDZE	46
	Apt Elev	62

RNAV (RNP) Z RWY 12R

SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

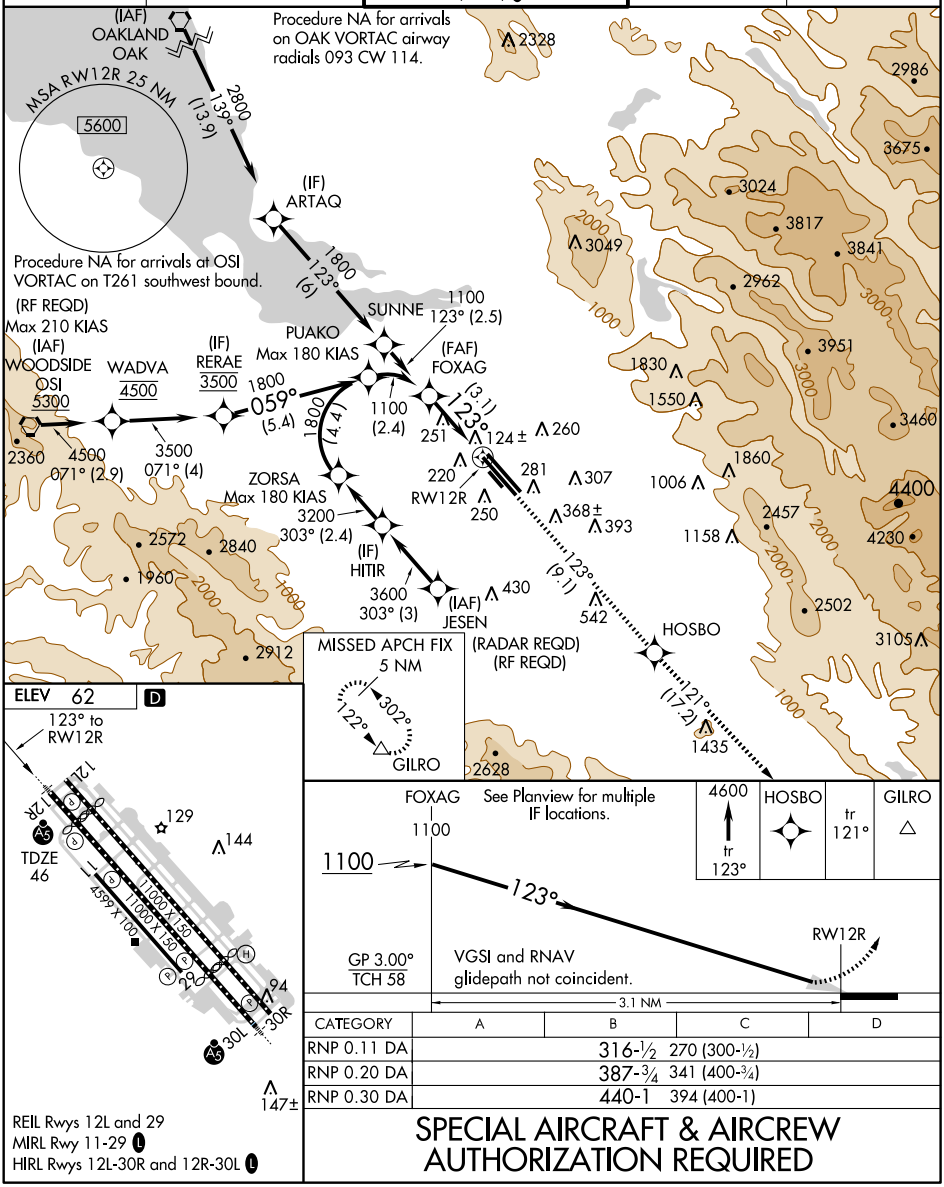
For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 47°C (117°F). GPS required. For inoperative MALSR, increase RNP 0.11 DA all Cats visibility to 1 and RNP 0.20 DA all Cats visibility to 1¼ and RNP 0.30 DA all Cats visibility to 1¾.

NA

MALSR

MISSED APPROACH: Climb to 4600 on track 123° to HOSBO and on track 121° to GILRO and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0



CATEGORY	A	B	C	D
RNP 0.11 DA	316-½	270 (300-½)		
RNP 0.20 DA	387-¾	341 (400-¾)		
RNP 0.30 DA	440-1	394 (400-1)		

REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 30L

SAN JOSE/ NORMAN Y. MINETA SAN JOSE INTL (SJC)

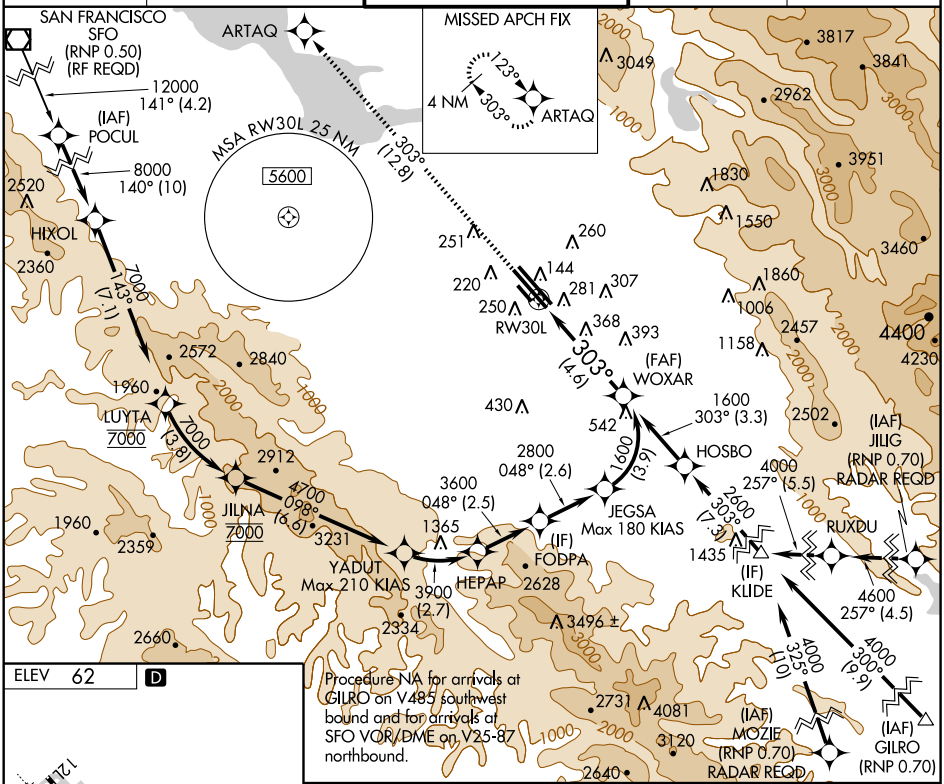
APP CRS	Rwy Idg	7605
303°	TDZE	57
	Apt Elev	62

NA — For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 48°C (119°F). GPS required. For inoperative MALSR increase all visibilities ½ mile all Cats.

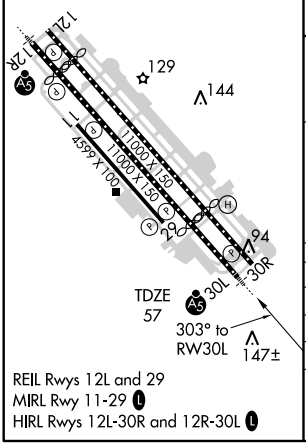
MALSR

MISSED APPROACH: Climb to 2800 on track 303° to ARTAQ and hold.

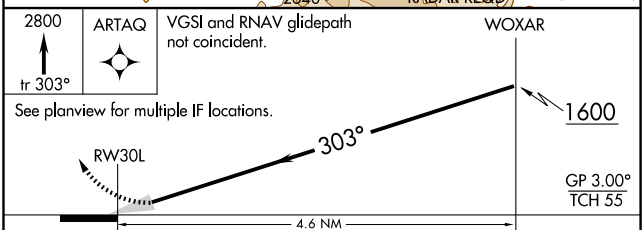
ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0



Procedure NA for arrivals at GILRO on V485 southwest bound and for arrivals at SFO VOR/DME on V25-87 northbound.



REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
RNP 0.11 DA	364/24 307 (400-½)			
RNP 0.15 DA	419/40 362 (400-¾)			
RNP 0.30 DA	545/60 488 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7479
303°	TDZE	55
	Apt Elev	62

RNAV (RNP) Z RWY 30R

SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

NA — For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 48°C (119°F). GPS required.

MISSED APPROACH: Climb to 2100 on track 303° to OMSEE and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0

SAN FRANCISCO SFO (RNP 0.50) (RF REQD)

12000 141° (4.2)

(IAF) POCUL

8000 140° (10)

HIXOL

7000 143° (7.1)

LUYTA 7000

JILNA 7000

4700 098° (6.6)

YADUT Max 210 KIAS

3900 (2.7)

HEPAP

2628

(IF) FODPA

3600 048° (2.5)

2800 048° (2.7)

SIBAE Max 180 KIAS

1600 303° (4)

(FAF) TUZGY

303° (4.6)

RW30R

4 NM 124° 304° OMSEE

303° (6.8)

MSA RW30R 25 NM 5600

KIRVE

2600 303° (3.6)

(IF) FENTI

1435

(IAF) SILIG (RNP 0.70) RADAR REQD

3800 267° (7)

HIDMU

3800 267° (5.2)

4600

3800 321° (12.9)

3800 301° (12.9)

(IAF) MOZIE (RNP 0.70) RADAR REQD

(IAF) GILRO (RNP 0.70)

Procedure NA for arrivals at GILRO on V485 southeast bound and for arrivals at SFO VOR/DME on V25-87 northbound.

ELEV 62 D

12L 12R 30L 30R 29 129 144 4599 X 100 TDZE 55 94

303° to RW30R 147±

REIL Rwys 12L and 29

MIRL Rwy 11-29 L

HIRL Rwys 12L-30R and 12R-30L L

2100 tr 303° OMSEE

VGSI and RNAV glidepath not coincident.

See planview for multiple IF locations.

TUZGY 1600 303° RW30R 1600 GP 3.00° TCH 55 4.6 NM

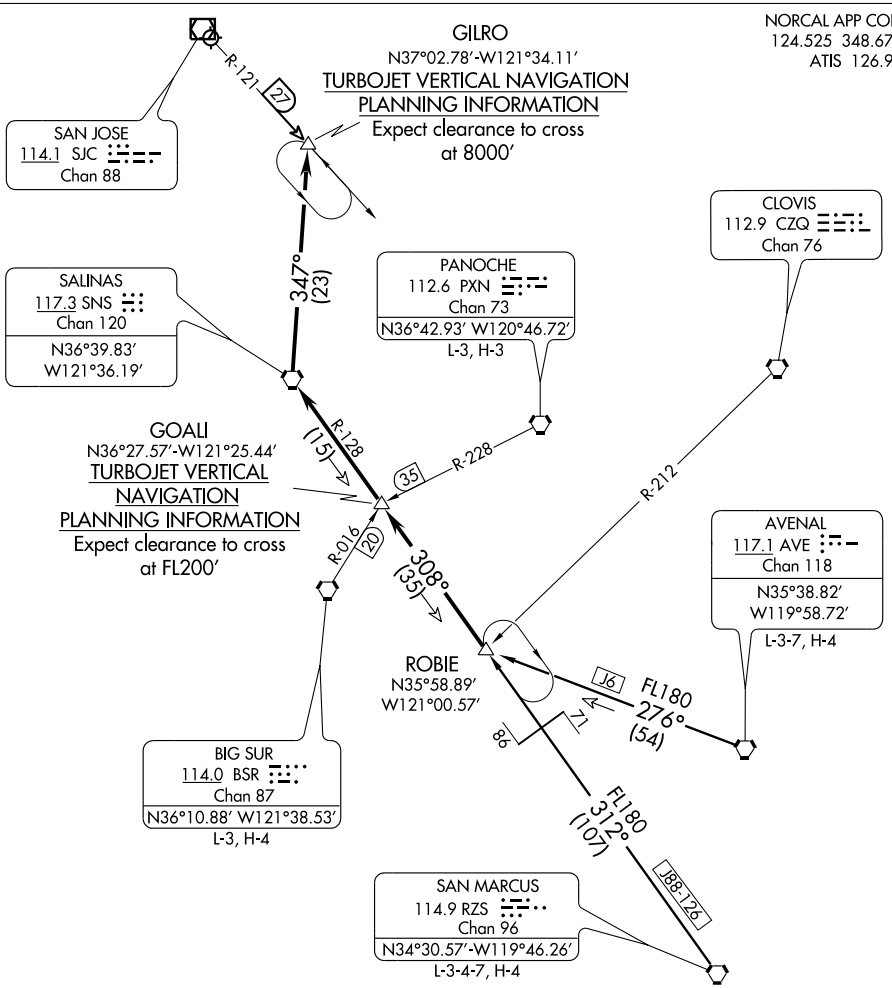
CATEGORY	A	B	C	D
RNP 0.11 DA	414-1¼ 359 (400-1¼)			
RNP 0.20 DA	518-1½ 463(500-1½)			
RNP 0.30 DA	544-1¾ 489 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-2, 21 OCT 2010 to 18 NOV 2010

ROBIE THREE ARRIVAL

ST-693 (FAA)



NOTE: Chart not to scale.

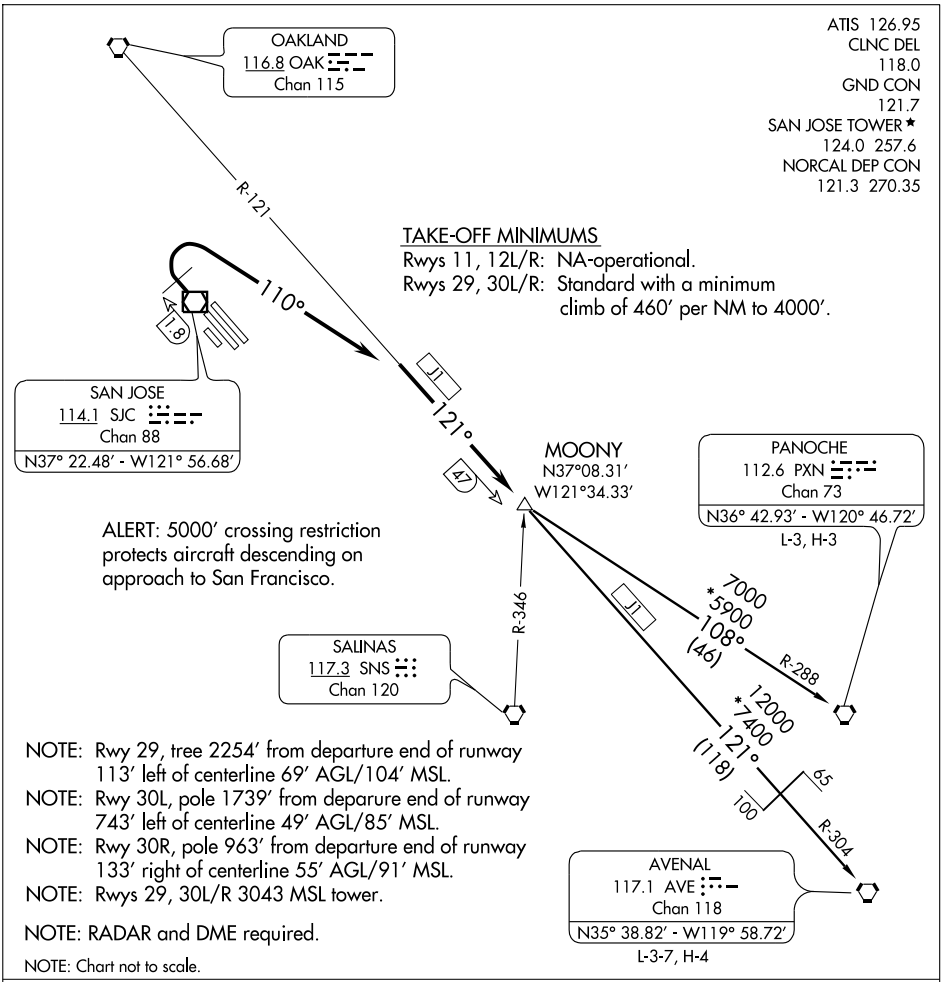
AVENAL TRANSITION (AVE.ROBIE3): From over AVE VORTAC via AVE R-276 to ROBIE INT. Thence . . . .

SAN MARCUS TRANSITION (RZS.ROBIE3): From over RZS VORTAC via RZS R-312 to ROBIE INT. Thence . . . .

. . . . From over ROBIE INT via SNS R-128 to SNS VORTAC. Then via SNS R-347 to GILRO INT/DME fix. Expect the ILS Rwy 30L approach.

For Rwy 12 operations: Expect routing via SNS direct SJC VOR/DME and radar vectors to the final approach course.

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 12L/R: NA

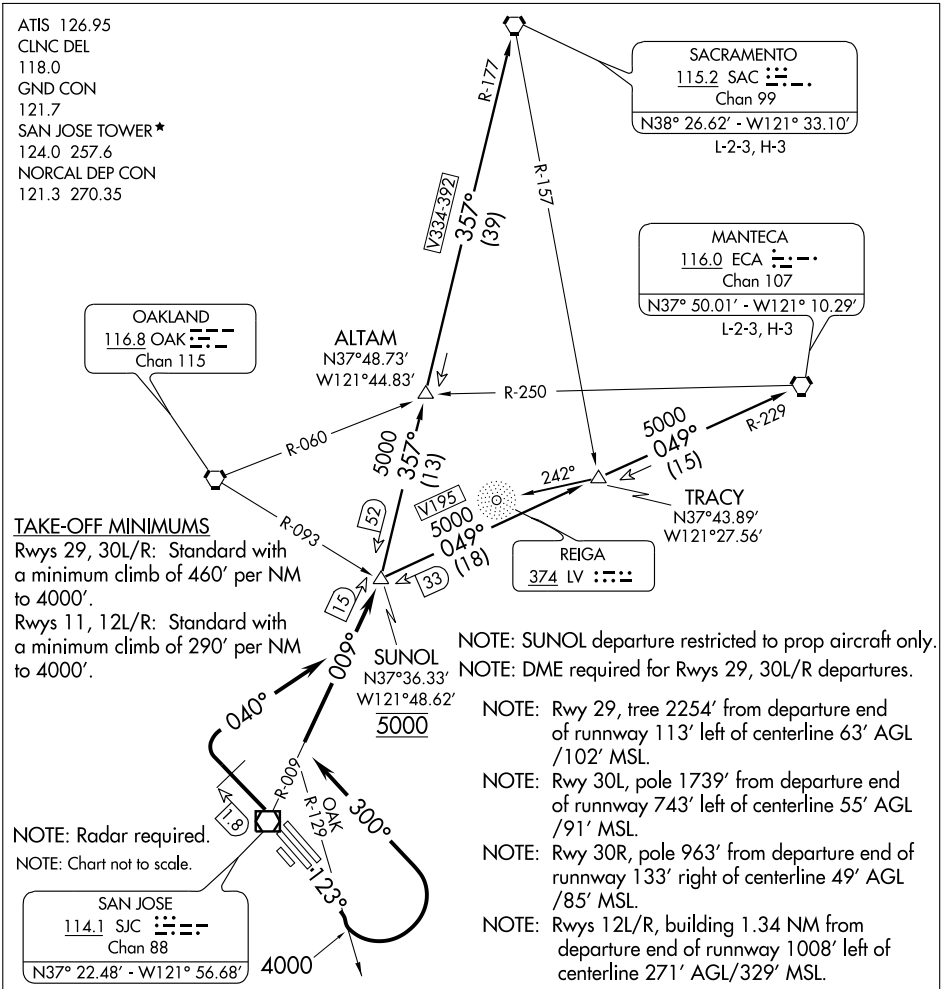
TAKE-OFF RUNWAYS 29, 30L/R: Climb via runway heading to SJC 1.8 DME northwest of SJC VOR/DME. Then turn right heading 110° to intercept and proceed via OAK R-121 to MOONY INT. Thence....

.... via (transition) or (assigned route). Maintain 5000, expect clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (SJC9.AVE): From over MOONY INT via OAK R-121 and AVE R-304 to AVE VORTAC.

PANOCHE TRANSITION (SJC9.PXN): From over MOONY INT via PXN R-288 to PXN VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 12L/R: Climb via heading 123° to intercept and proceed via OAK R-129 to 4000. Then turn left heading 300° for radar vectors to intercept and proceed via SJC R-009 to SUNOL INT. Thence....

TAKE-OFF RUNWAYS 29, 30L/R: Climb runway heading at SJC 1.8 DME northwest of SJC VOR/DME, turn right heading 040° to intercept and proceed via SJC R-009 to SUNOL INT. Thence....

...Cross SUNOL INT at 5000′, then via (transition) or (assigned route).

MANTECA TRANSITION (SUNOL6.ECA): From over SUNOL INT via ECA R-229 to ECA VORTAC.

SACRAMENTO TRANSITION (SUNOL6.SAC): From over SUNOL INT via SAC R-177 to SAC VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 30L

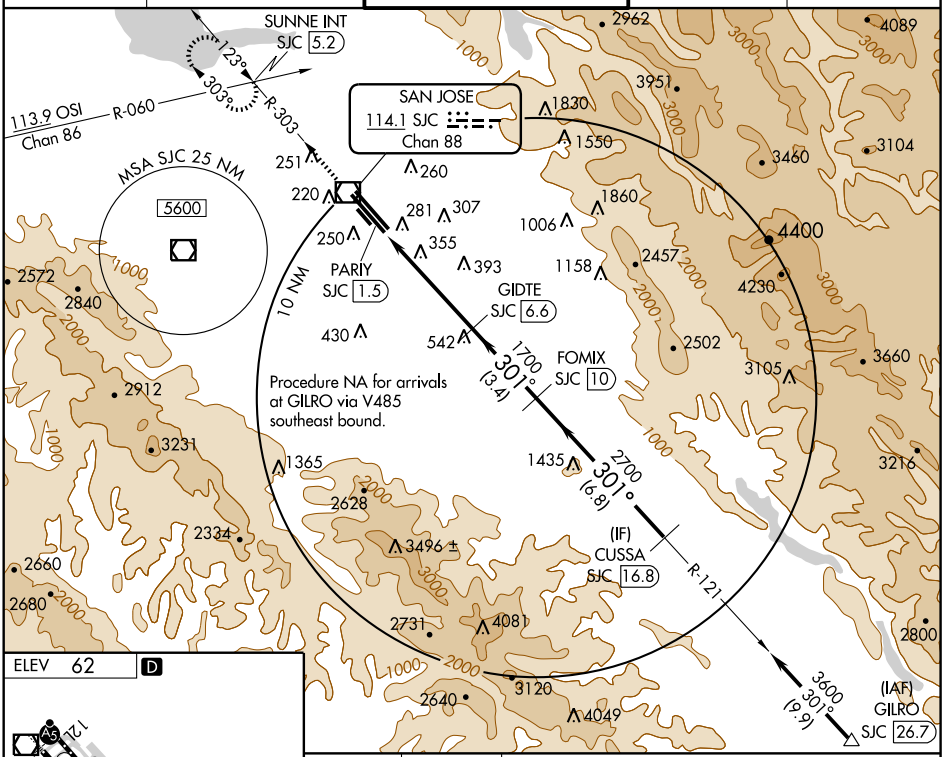
VOR/DME SJC	APP CRS	Rwy Idg 30L	Rwy Idg 30R	Rwy Idg 29
114.1	301°	7605	7479	4599
Chan 88		TDZE 57	TDZE 55	TDZE 52
		Apt Elev 62	Apt Elev 62	Apt Elev 62

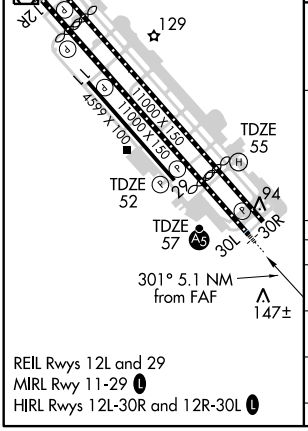
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

MALSR Rwy 30L

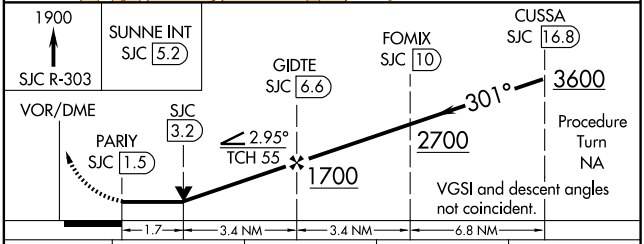
MISSED APPROACH: Climb to 1900 via SJC VOR/DME R-303 to SUNNE Int/SJC 5.2 DME and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0





REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
S-30L	660/24	603 (600-½)	660/60 603 (600-1¼)	660-1½ 603 (600-1½)
SIDESTEP RWY 29	660-1	608 (600-1)	660-1¾ 608 (600-1¾)	660-2 608 (600-2)
SIDESTEP RWY 30R	660-1	605 (600-1)	660-1¾ 605 (600-1¾)	660-2 605 (600-2)
CIRCLING	NA			

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

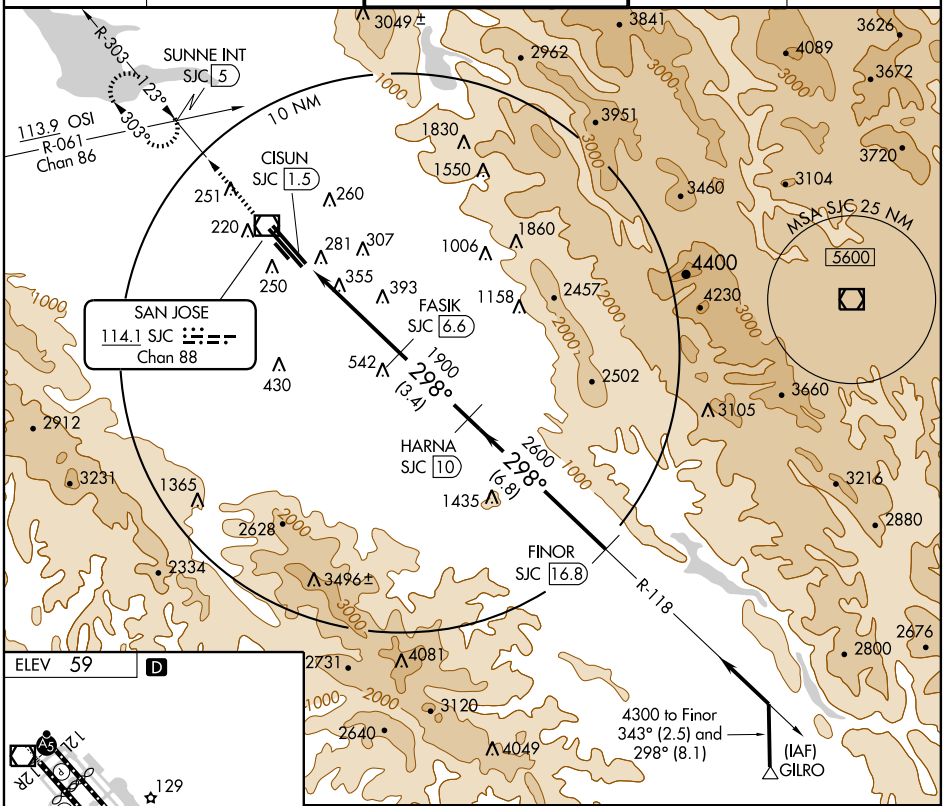
VOR/DME SJC	APP CRS	Rwy Idg	7479
114.1	298°	TDZE	53
Chan 88		Apt Elev	59

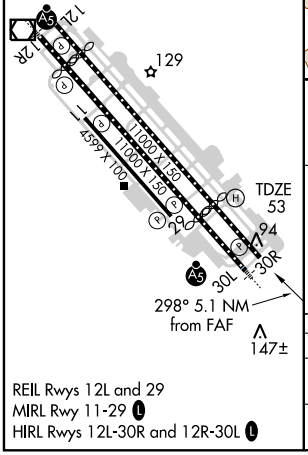
VOR/DME RWY 30R

SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

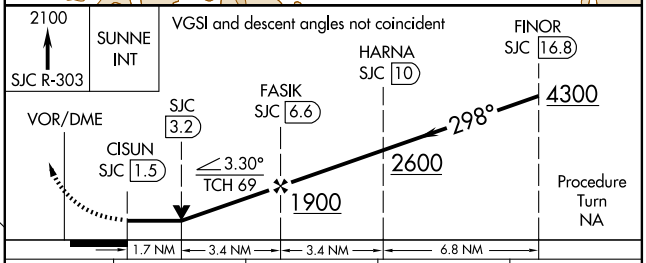
MISSED APPROACH: Climb to 2100 via SJC VOR/DME R-303 to SUNNE INT/SJC 5 DME and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0





REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L



CATEGORY	A	B	C	D
S-30R	660-1 607 (700-1)		660-1¾ 607 (700-1¾)	660-2 607 (700-2)
CIRCLING	660-1 601 (700-1)	680-1 621 (700-1)	680-1¾ 621 (700-1¾)	680-2 621 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 12R

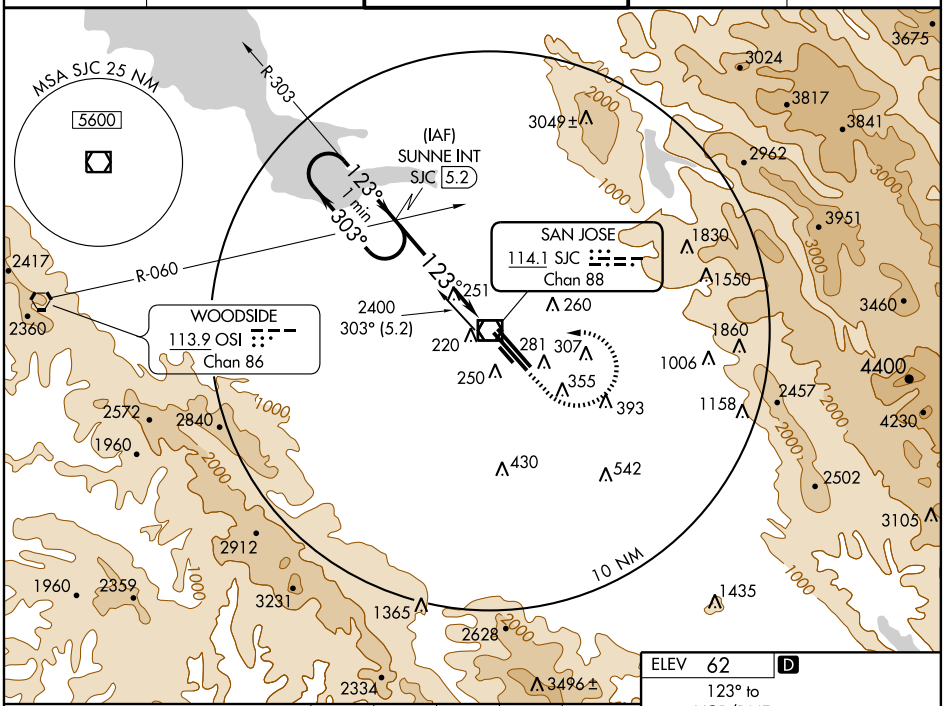
SAN JOSE / NORMAN Y. MINETA SAN JOSE INTL (SJC)

VOR/DME SJC	APP CRS	Rwy Idg 12R	Rwy Idg 12L	Rwy Idg 11
114.1	123°	8584	8810	4599
Chan 88		TDZE 46	TDZE 44	TDZE 49
		Apt Elev 62	Apt Elev 62	Apt Elev 62

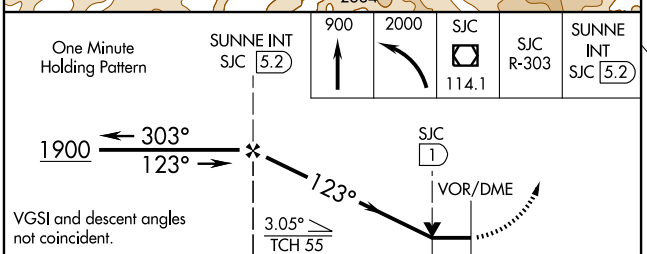
MALSR Rwy 12R

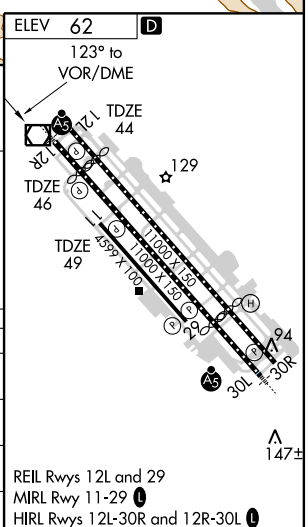
MISSED APPROACH: Climb to 900, then climbing left turn to 2000, direct SJC VOR/DME and R-303 to SUNNE Int/SJC 5.2 DME and hold.

ATIS	NORCAL APP CON	SAN JOSE TOWER ★	GND CON	CLNC DEL
126.95	120.1 290.25	124.0 (CTAF) L 257.6	121.7	118.0



SW-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-12R	540-½ 494 (500-½)		540-¾ 494 (500-¾)	540-1 494 (500-1)
SIDESTEP RWY 12L	540-1 496 (500-1)		540-2 496 (500-2)	
SIDESTEP RWY 11	540-1 491 (500-1)		540-2 491 (500-2)	
CIRCLING	640-1 578 (600-1)	680-1 618 (700-1)	720-1¾ 658 (700-1¾)	720-2 658 (700-2)

REIL Rwys 12L and 29
MIRL Rwy 11-29 L
HIRL Rwys 12L-30R and 12R-30L L

SW-2, 21 OCT 2010 to 18 NOV 2010

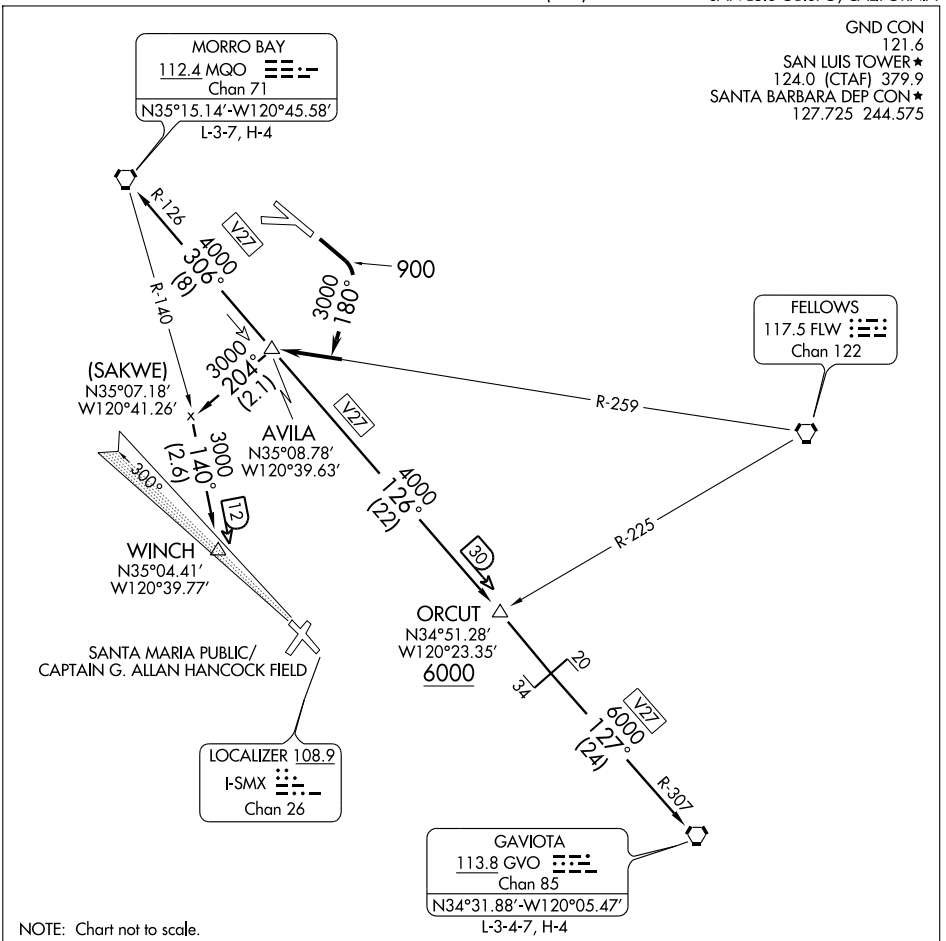
AIRPORT DIAGRAM

AL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Maintain runway heading to 900', then climbing right turn to 3000' or assigned altitude, heading 180° to intercept FLW R-259 to AVILA INT, then via (transition) or (assigned route).

GAVIOTA TRANSITION (AVILA3.GVO): From over AVILA INT via V27 to GVO VORTAC.

MORRO BAY TRANSITION (AVILA3.MQO): From over AVILA INT via V27 to MQO VORTAC.

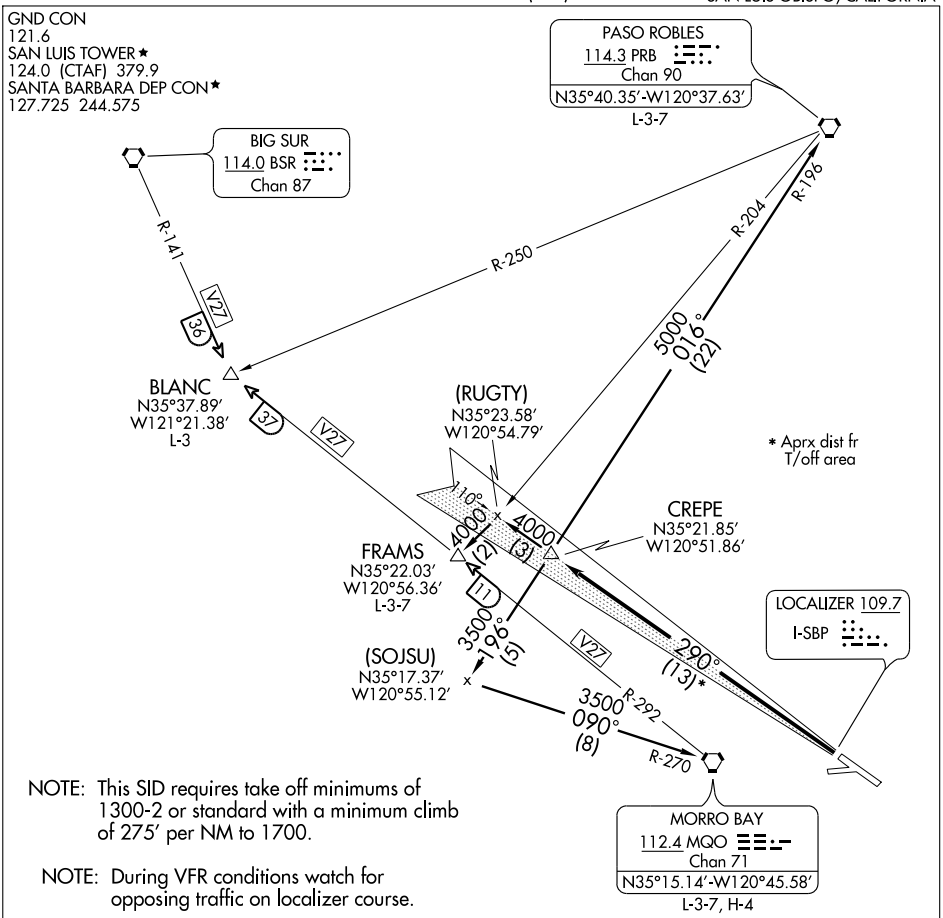
WINCH TRANSITION (AVILA3.WINCH): From over AVILA INT via heading 204° 2.1 NM, to intercept MQO R-140 to WINCH INT 2.6 NM.

SW-3, 21 OCT 2010 to 18 NOV 2010

CREPE THREE DEPARTURE

SL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA



NOTE: This SID requires take off minimums of 1300-2 or standard with a minimum climb of 275' per NM to 1700.

NOTE: During VFR conditions watch for opposing traffic on localizer course.

NOTE: This procedure applicable to Runway 29 departures only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).

FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC west course and PRB R-204 to FRAMS INT.

MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB R-196 and MQO R-270 to MQO VORTAC.

PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.

LOC I-SBP	APP CRS	Rwy Idg	5300
109.7	110°	TDZE	198
		Apt Elev	212

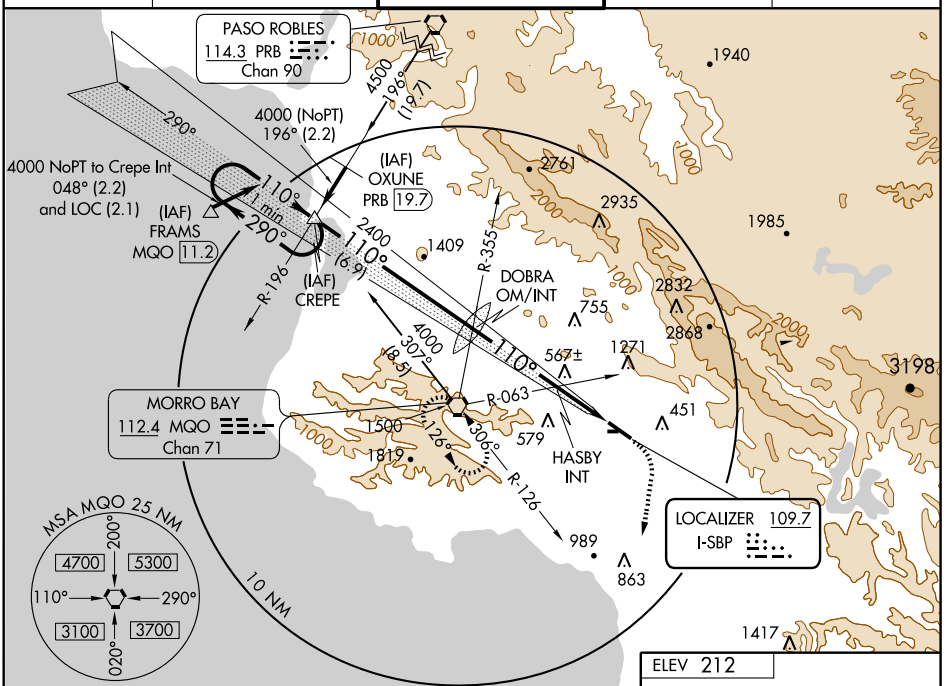
ILS or LOC RWY 11
SAN LUIS COUNTY RGNL (SBP)

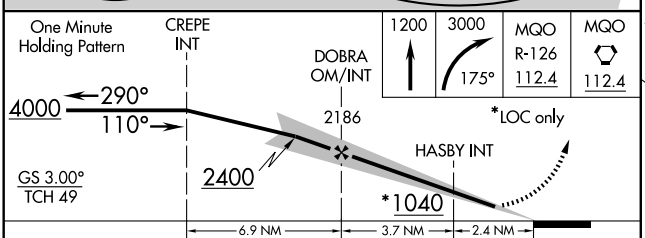
Circling NA north of Rwy 11-29.

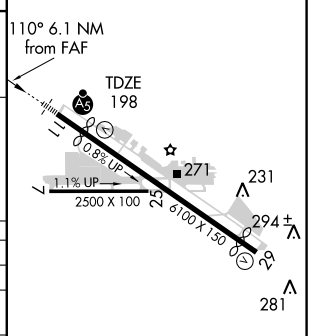
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 175° and MQO R-126 to MQO VORTAC and hold.

ATIS	SANTA BARBARA APP CON★	SAN LUIS TOWER★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 11	398- ½ 200 (200-½)			
S-LOC 11	1040-½ 842 (900-½)	1040-¾ 842 (900-¾)	1040-2 842 (900-2)	1040-2¼ 842 (900-2¼)
CIRCLING	1040-1 828 (900-1)	1040-1¼ 828 (900-1¼)	1120-2¾ 908 (1000-2¾)	1220-3 1008 (1100-3)
HASBY INT MINIMUMS				
S-LOC 11	540- ½ 342 (400-½)			540-¾ 342 (400-¾)
CIRCLING	840-1 628 (700-1)	920-1 708 (800-1)	1120-2¾ 908 (1000-2¾)	1220-3 1008 (1100-3)

HIRL Rwy 11-29
REIL Rwy 29

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5300
103°	TDZE	195
	Apt Elev	209

RNAV (GPS) RWY 11

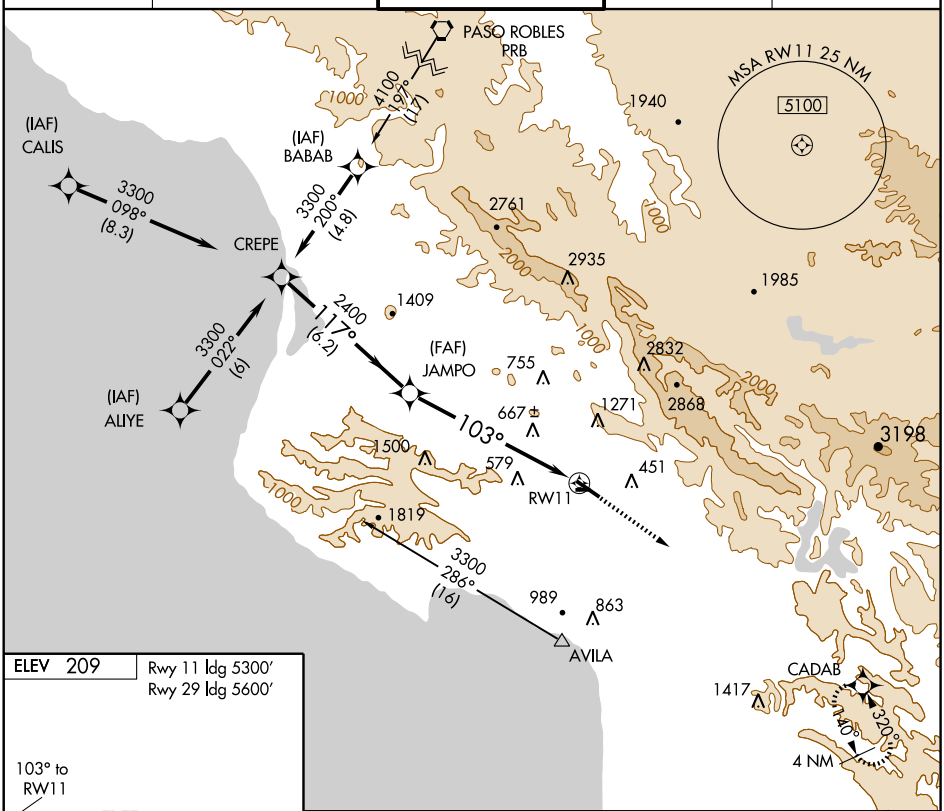
SAN LUIS COUNTY RGNL (SBP)

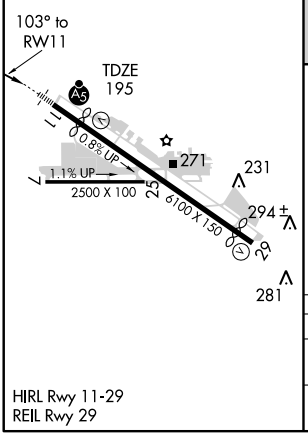
T GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
A NA Circling NA north of Rwy 11-29.
Inoperative table does not apply to LNAV Cat A.

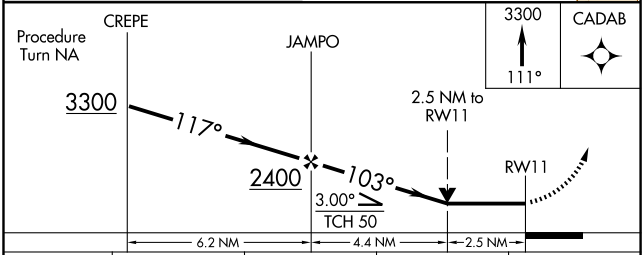
MALSR

MISSED APPROACH: Climb to 3300 via 111° course to CADAB WP and hold.

ATIS	SANTA BARBARA APP CON★	SAN LUIS TOWER★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1000-1 805 (800-1)	1000-1¼ 805 (800-1¼)	1000-2¼ 805 (800-2¼)	1000-2½ 805 (800-2½)
CIRCLING	1000-1 791 (800-1)	1040-1¼ 831 (900-1¼)	1100-2¾ 891 (900-2¾)	1220-3 1011 (1100-3)

HIRL Rwy 11-29
REIL Rwy 29

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5600
290°	TDZE	209
	Apt Elev	209

AL-989 (FAA)

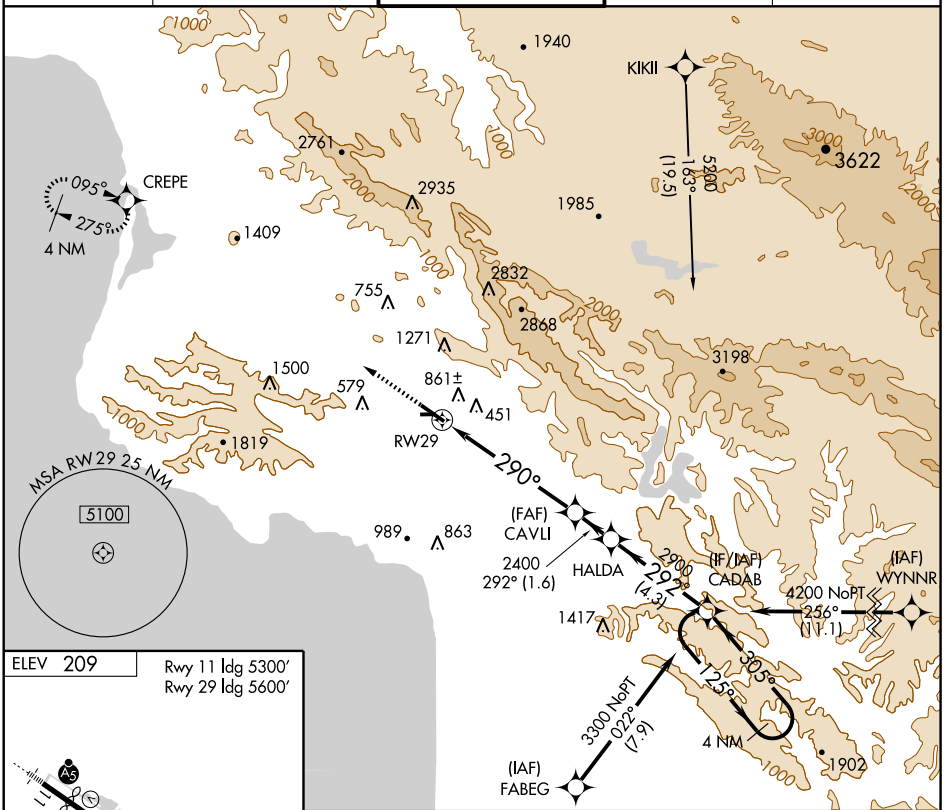
RNAV (GPS) RWY 29

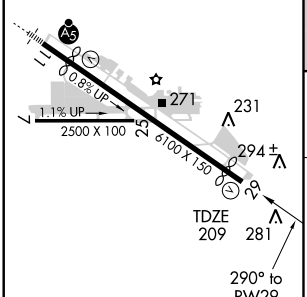
SAN LUIS COUNTY RGNL (SBP)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling NA north of Rwy 11-29.

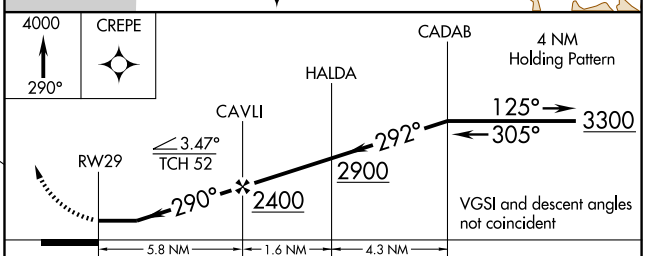
MISSED APPROACH: Climb to 4000 via 290° course to CREPE WP and hold.

ATIS	SANTA BARBARA APP CON★	SAN LUIS TOWER★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95





HIRL Rwy 11-29
REIL Rwy 29



CATEGORY	A	B	C	D
LNAV MDA	1040-1 831 (900-1)	1040-1¼ 831 (900-1¼)	1040-2½ 831 (900-2½)	1040-2¾ 831 (900-2¾)
CIRCLING	1180-1¼ 971 (1000-1¼)	1180-1½ 971 (1000-1½)	1180-3 971 (1000-3)	1220-3 1011 (1100-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MQO 112.4 Chan 71	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 209

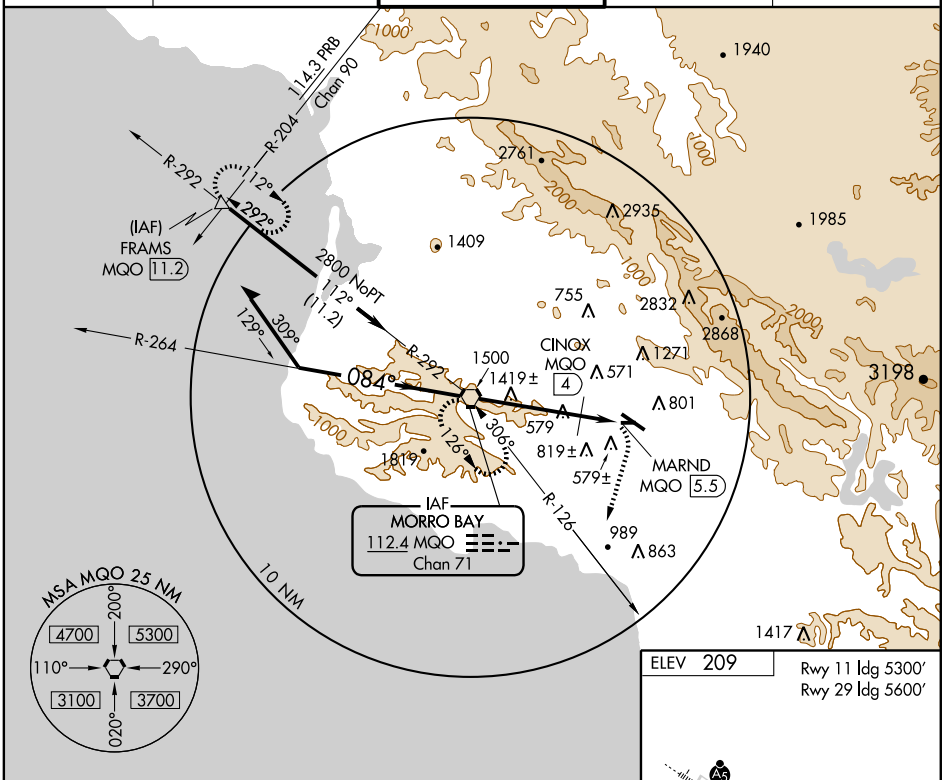
VOR or TACAN-A

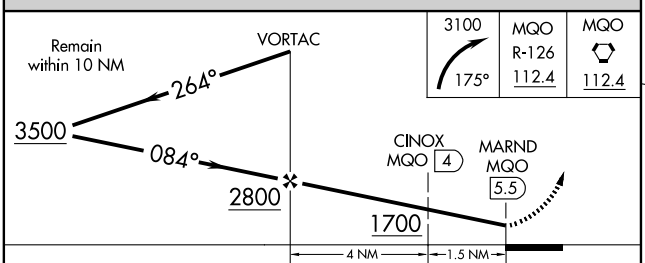
SAN LUIS COUNTY RGNL (SBP)

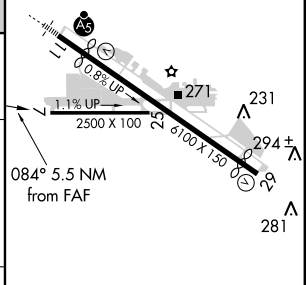
Circling NA north of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 3100 via heading 175° and MQO R-126 to MQO VORTAC and hold. (TACAN Aircraft continue climb to 4000 via MQO R-292 to FRAMS 11.2 DME and hold east, right turns, 292° inbound.)

ATIS	SANTA BARBARA APP CON*	SAN LUIS TOWER*	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95







CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1491 (1500-1¼)	1700-1½ 1491 (1500-1½)	1700-3 1491 (1500-3)	
TACAN OR DME MINIMA				
CIRCLING	1120-1¼ 911 (1000-1¼)		1160-2¾ 951 (1000-2¾)	1280-3 1071 (1100-3)

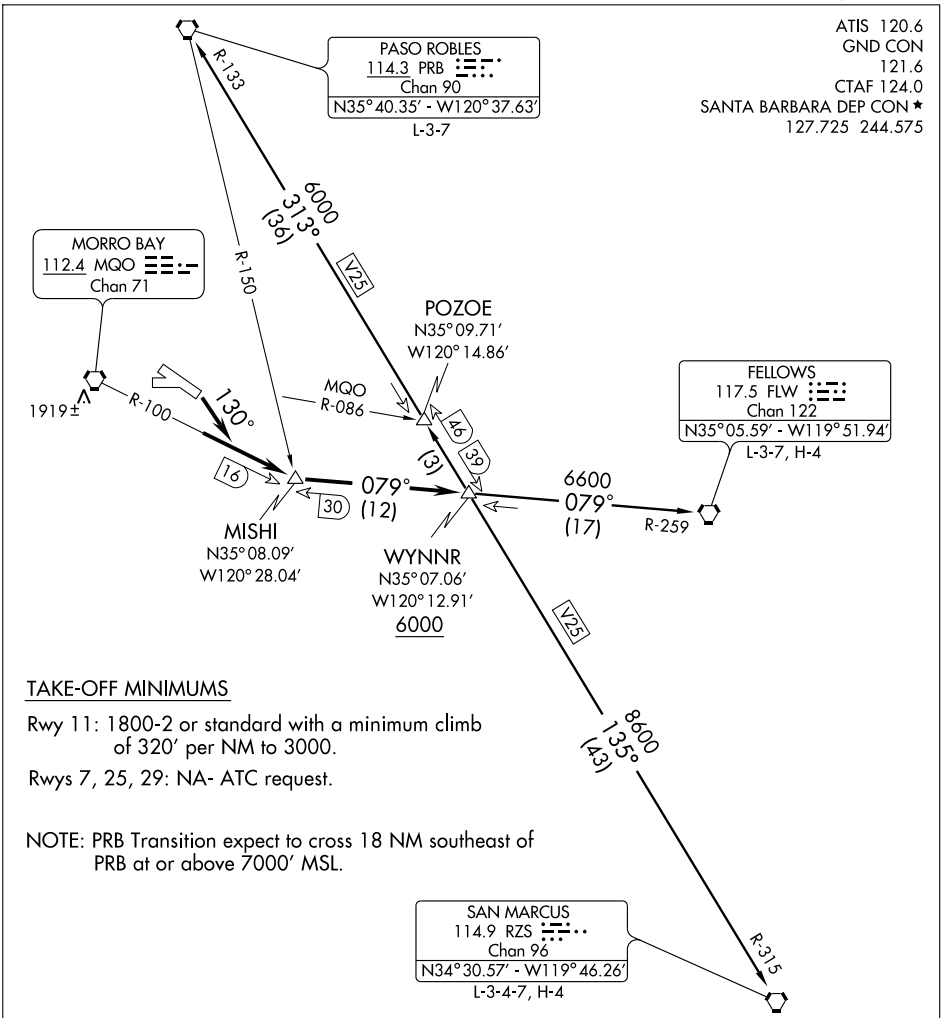
HIRL Rwy 11-29
REIL Rwy 29

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SW-3, 21 OCT 2010 to 18 NOV 2010

WYNNR TWO DEPARTURE



TAKE-OFF MINIMUMS

Rwy 11: 1800-2 or standard with a minimum climb of 320′ per NM to 3000.

Rwys 7, 25, 29: NA- ATC request.

NOTE: PRB Transition expect to cross 18 NM southeast of PRB at or above 7000′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Turn right heading 130° to intercept and proceed via MQO R-100 to MISHI INT, then via FLW R-259 to WYNNR INT. Thence via (transition) or assigned route.

FELLOWS TRANSITION (WYNNR2.FLW): From over WYNNR INT via FLW R-259 to FLW VORTAC.

PASO ROBLES TRANSITION (WYNNR2.PRB): From over WYNNR INT via PRB R-133 to PRB VORTAC.

SAN MARCUS TRANSITION (WYNNR2.RZS): From over WYNNR INT via RZS R-315 to RZS VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3100
321°	TDZE	280
	Apt Elev	281

GPS RWY 32

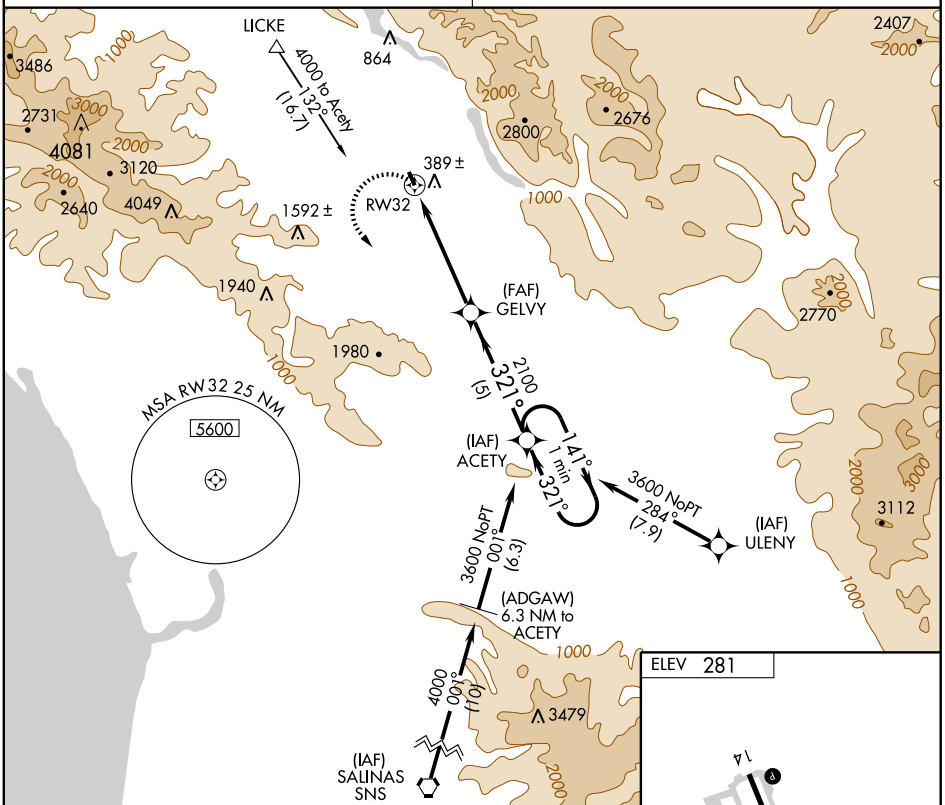
SAN MARTIN/SOUTH COUNTY ARPT OF SANTA CLARA COUNTY (E16)

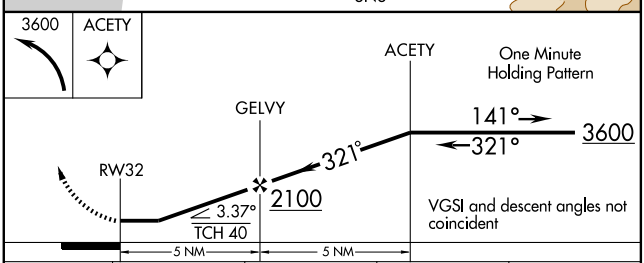
T
NA
Circling not authorized west of Rwy 14-32.
Use Norman Y. Mineta San Jose Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct ACETY WP and hold.

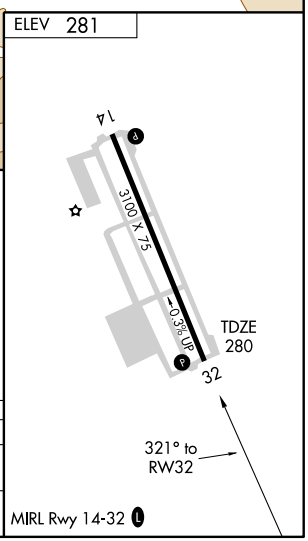
NORCAL APP CON
124.525 348.675

UNICOM
122.7 (CTAF) L

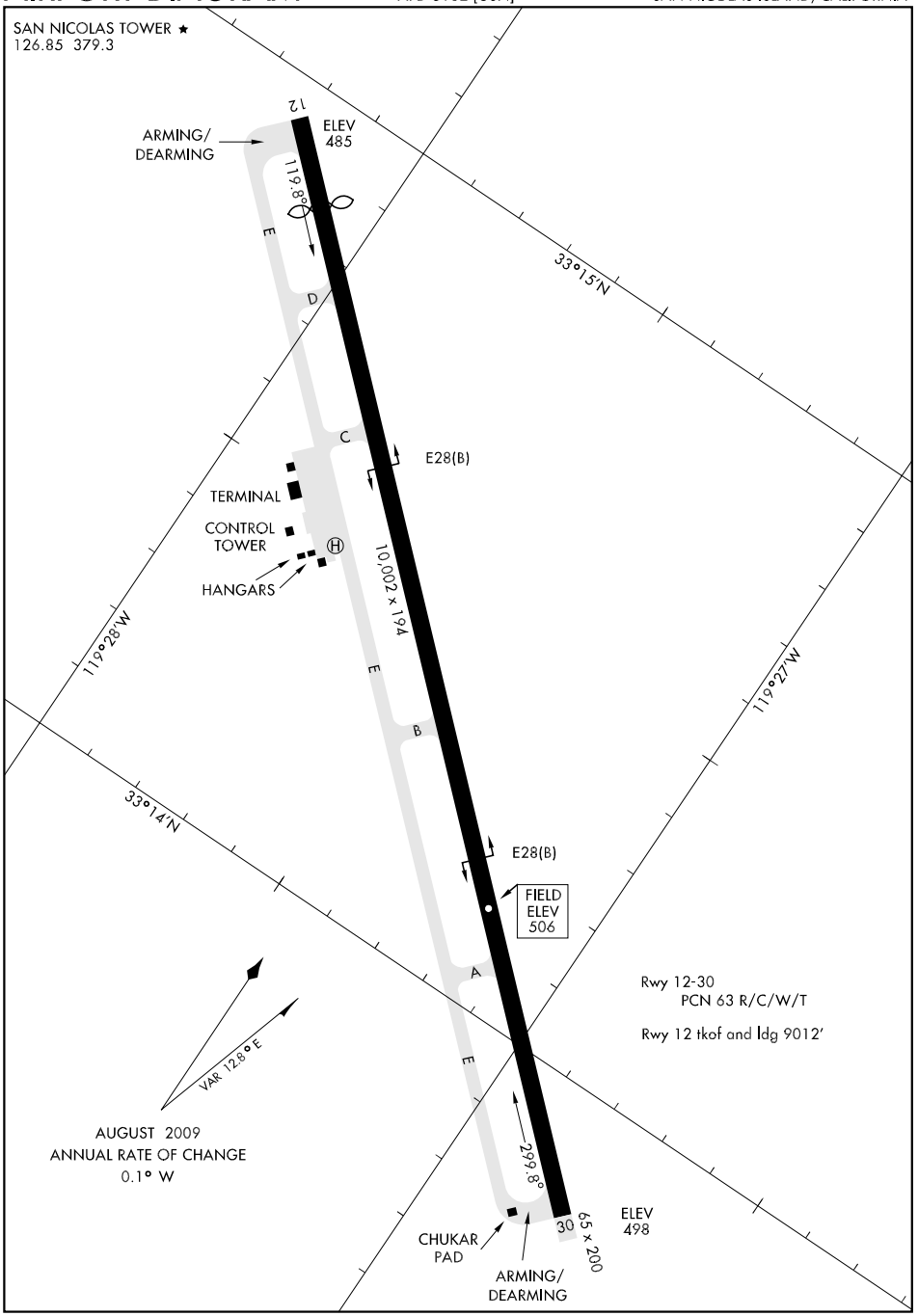




CATEGORY	A	B	C	D
S-32	1320-1¼ 1040 (1100-1¼)	1320-1½ 1040 (1100-1½)	NA	
CIRCLING	1320-1¼ 1039 (1100-1¼)	1320-1½ 1039 (1100-1½)	NA	



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC/DME RWY 30

LOC I-NSI 109.7	APCH CRS 299°	Rwy Idg 10,002 TDZE 506 Arpt Elev 506

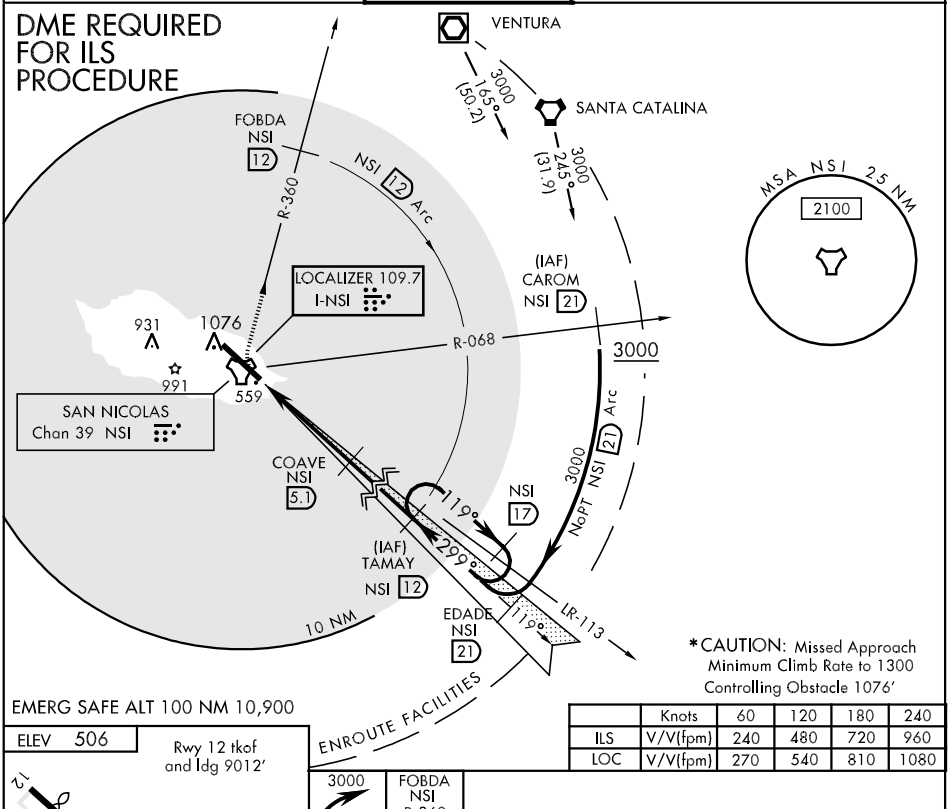
AL-5162 [USN] SAN NICOLAS ISLAND NOLF (NSI)

▼ **Circling not authorized W of Rwy 12-30.

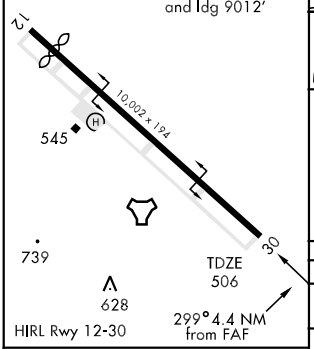
*MISSED APPROACH: Climbing right turn to 3000, intcp NSI R-360 to FOBDA, then arc E on NSI 12 mile arc to TAMAY and hold.

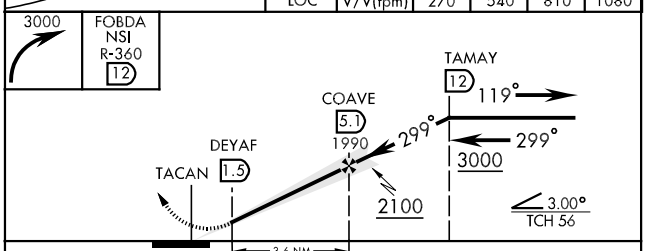
SAN NICOLAS TOWER * 126.85 379.3

DME REQUIRED FOR ILS PROCEDURE



	Knots	60	120	180	240
ILS	V/V(fpm)	240	480	720	960
LOC	V/V(fpm)	270	540	810	1080





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-ILS 30	706-¾		200	(200-¾)	
S-LOC 30	760-1		254	(300-1)	
CIRCLING **	860-1 354 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or RNAV (GPS) RWY 30

APCH CRS 299°

Rwy ldg 10,002
TDZE 506
Arpt Elev 506

AL-5162 [USN]

SAN NICOLAS ISLAND NOLF (NSI)

▼ **Circling not authorized W of Rwy 12-30.

*MISSED APPROACH: Climb to 2000 via crs 299°to FEGAV, then climbing rgt turn to 3000 via crs 028°to FOBDA, then turn rgt via crs 103°to CAROM, then turn rgt via crs 215°to TAMAY and hold.

SAN NICOLAS TOWER ★
126.85 379.3

GPS REQUIRED FOR ILS PROCEDURE

VENTURA
108.2 VTU
Chan 19

3000
165°
(50.2)

FOBDA

* CAUTION:Missed Approach Minimum Climb Rate to 1300 (ILS), 1400(RNAV)

	Knots	60	120	180	240
ILS	V/V(fpm)	230	460	690	920
RNAV	V/V(fpm)	360	720	1080	1440

Controlling Obstacle 1076'

FEGAV

LOCALIZER 109.7
I-NSI

(IAF)
CAROM

3000
245°
(31.9)

931
1076
991

RW30

SANTA CATALINA
111.4 SXC
Chan 51

3000
215°
(15.9)

(FAF)
HILER

2100
299°
16.6
119°

119°
6 NM
299°

TAMAY

MSA RW30 25 NM
2100

EMERG SAFE ALT 100 NM 10,900

ELEV 506

Rwy 12 tkof and ldg 9012'

12

10,002 x 194

545

TDZE
506

30

739

559

628

299° to RW30

HIRL Rwy 12-30

2000
hdg 299°

FEGAV

3000
crs 028°

FOBDA

TAMAY

CAROM

215°

3000

3000

HILER

299°

RW30

2100

GS 3.00°
TCH 56

4.8 NM | 6.6 NM | 15.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30	706-¾ 200 (200-¾)				
LNAV MDA	880-1 374 (400-1)			880-1¼ 374 (400-1¼)	880-1½ 374 (400-1½)
CIRCLING **	880-1 374 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

ILS Z or RNAV (GPS) RWY 30

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 30

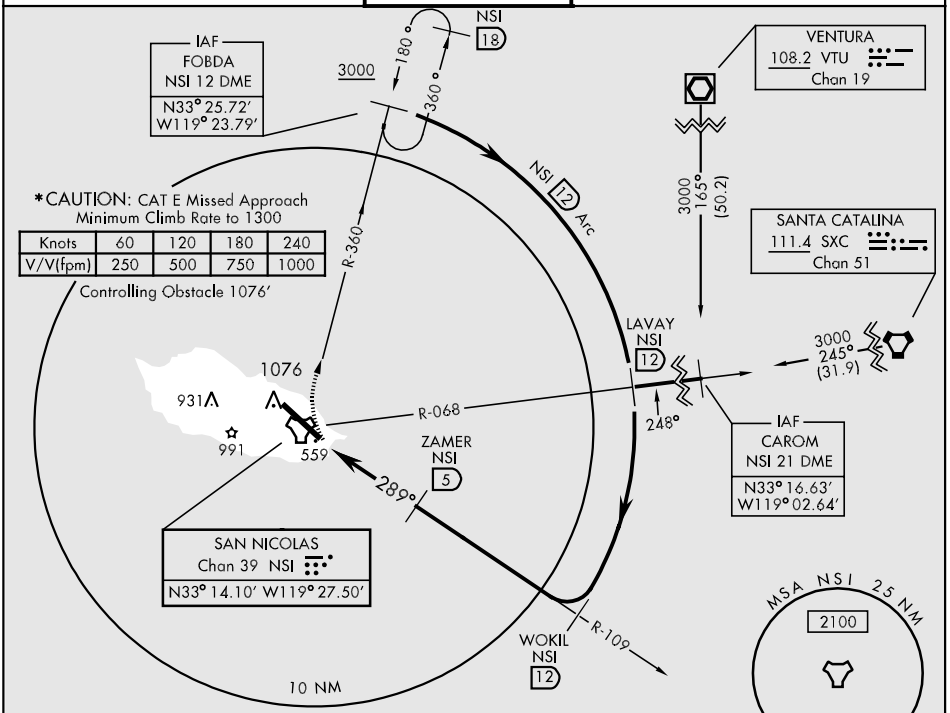
TACAN	APCH CRS	Rwy ldg	10,002
Chan 39	289°	TDZE	506
		Arpt Elev	506

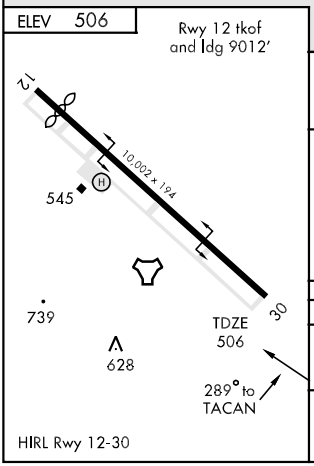
AL-5162 [USN] SAN NICOLAS ISLAND NOLF (NSI)

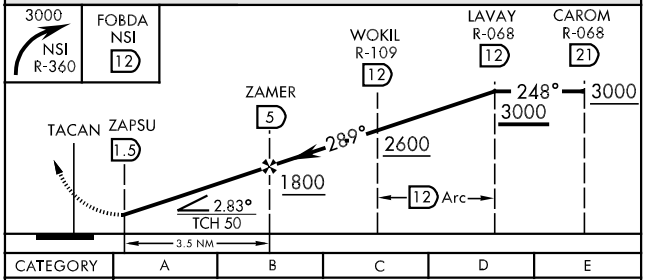
** Circling not authorized W of Rwy 12-30.

* MISSED APPROACH: Climbing right turn to 3000, intcp the NSI R-360 to FOBDA and hold.

SAN NICOLAS TOWER *
126.85 379.3







CATEGORY	A	B	C	D	E
S-30	820-1 314 (400-1)				
CIRCLING **	860-1 354 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

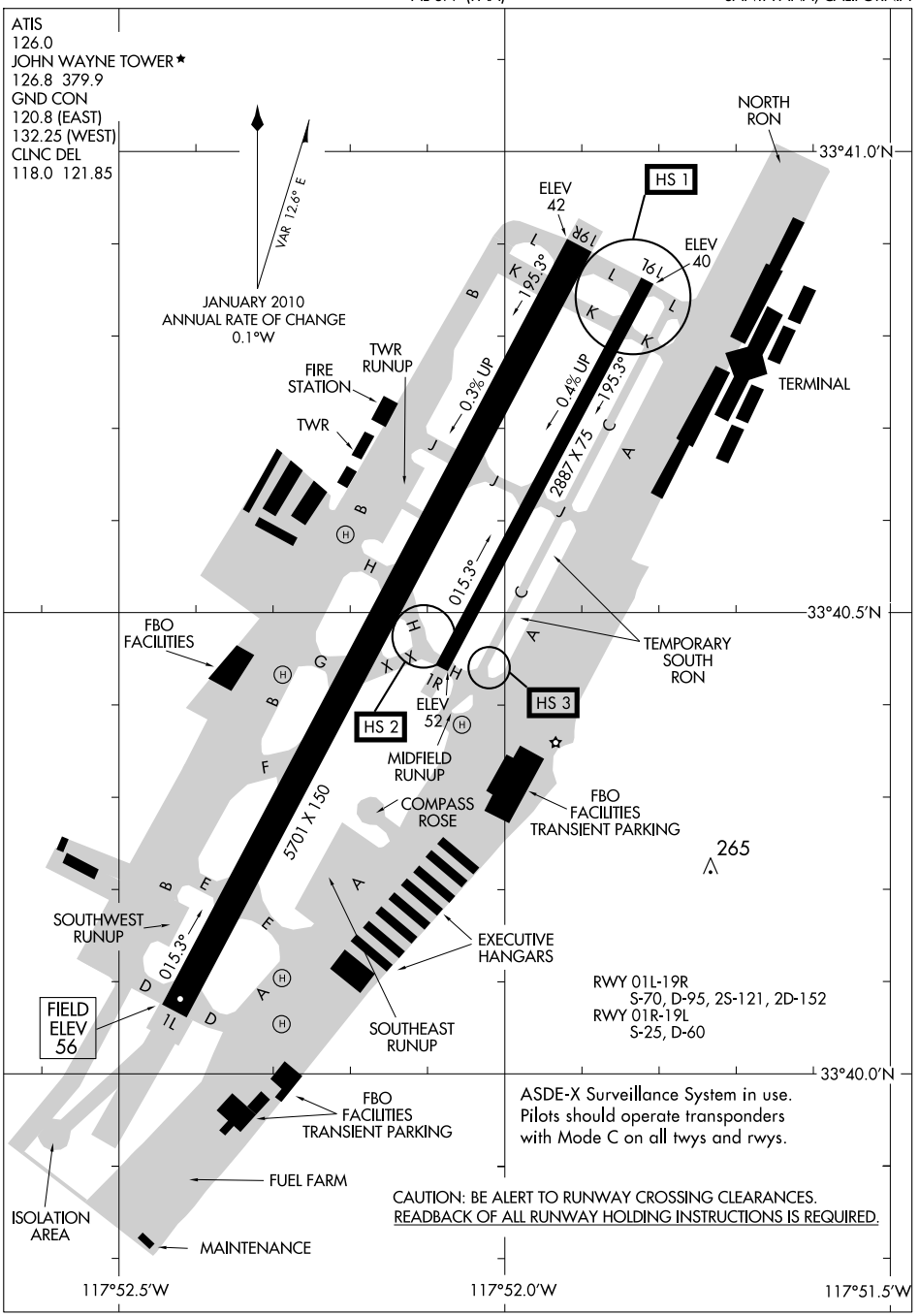
TACAN RWY 30

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)
AL-377 (FAA)
SANTA ANA, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA ANA, CALIFORNIA
SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

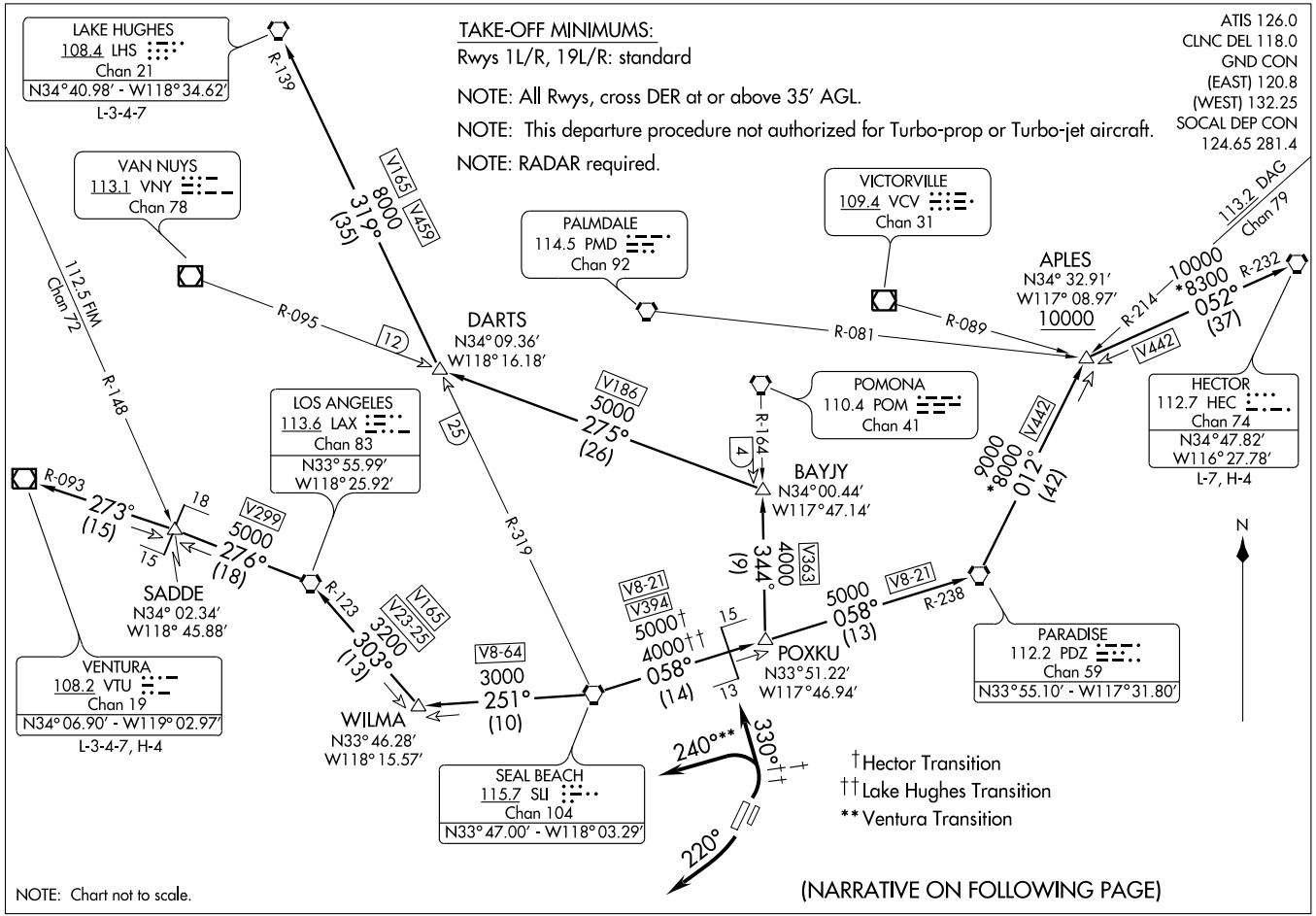
10266

ANAHEIM THREE DEPARTURE

(ANAHM3.SLI) 09015

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 19L/R: Turn right heading 220° for radar vectors to SLI VORTAC. Thence....

TAKE-OFF RUNWAYS 1L/R:

HECTOR or LAKE HUGHES TRANSITION: Turn left heading 330° for radar vectors to SLI VORTAC. Thence....

VENTURA TRANSITION: Turn left heading 240° for radar vectors to LAX VORTAC. Thence....

....via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

SW-3, 21 OCT 2010 to 18 NOV 2010

DUUKE TWO DEPARTURE (RNAV)

(DUUKE2.DUUKE) 10098

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

DUUKE TWO DEPARTURE (RNAV)
(DUUKE2.DUUKE) 10098
SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)
SANTA ANA, CALIFORNIA

SL-377 (FAA)

ATIS 126.0
CLNC DEL
118.0
GND CON
120.8 (EAST)
132.25 (WEST)
SOCAL DEP CON
128.1 281.4

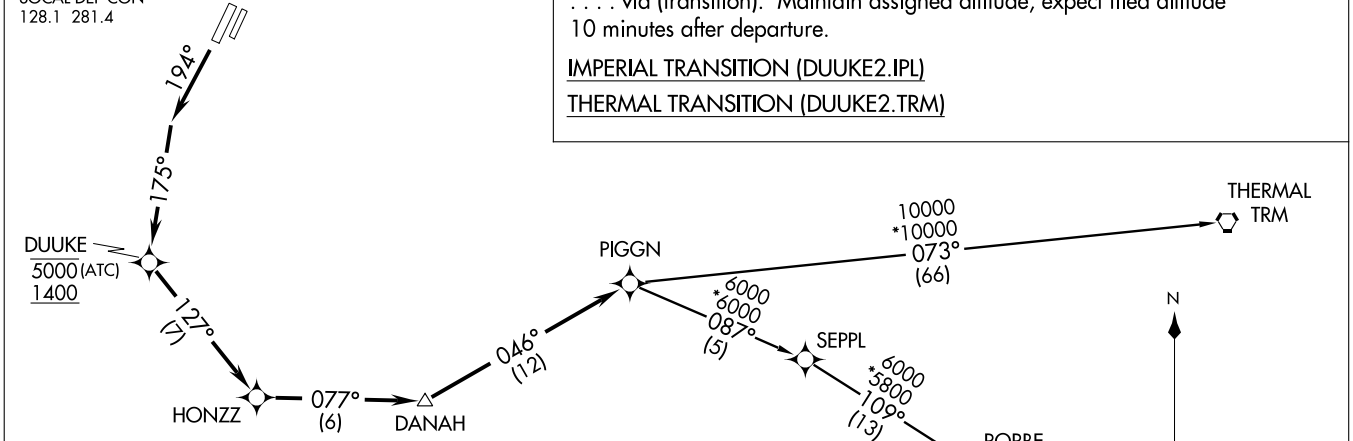
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19R: Climb heading 194° to intercept course 175° to DUUKE, then on depicted route to PIGGN, thence . . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (DUUKE2.IPL)

THERMAL TRANSITION (DUUKE2.TRM)



TAKE-OFF OBSTACLE NOTES

Rwy 19R: Windsock on hangar 536' from DER, 605' left of centerline, 44' AGL/92' MSL.
Multiple trees beginning 289' from DER, 500' right of centerline, up to 52' AGL/108' MSL.
Light poles beginning 204' from DER, 490' right of centerline, up to 35' AGL/85' MSL.
Tree 1574' from DER, 765' left of centerline, 59' feet AGL/113' MSL.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Turbojet and turboprop aircraft only.

NOTE: Aircraft may be RADAR vectored to DANAH or PIGGN.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwys 1L/R and 19L: NA - ATC.

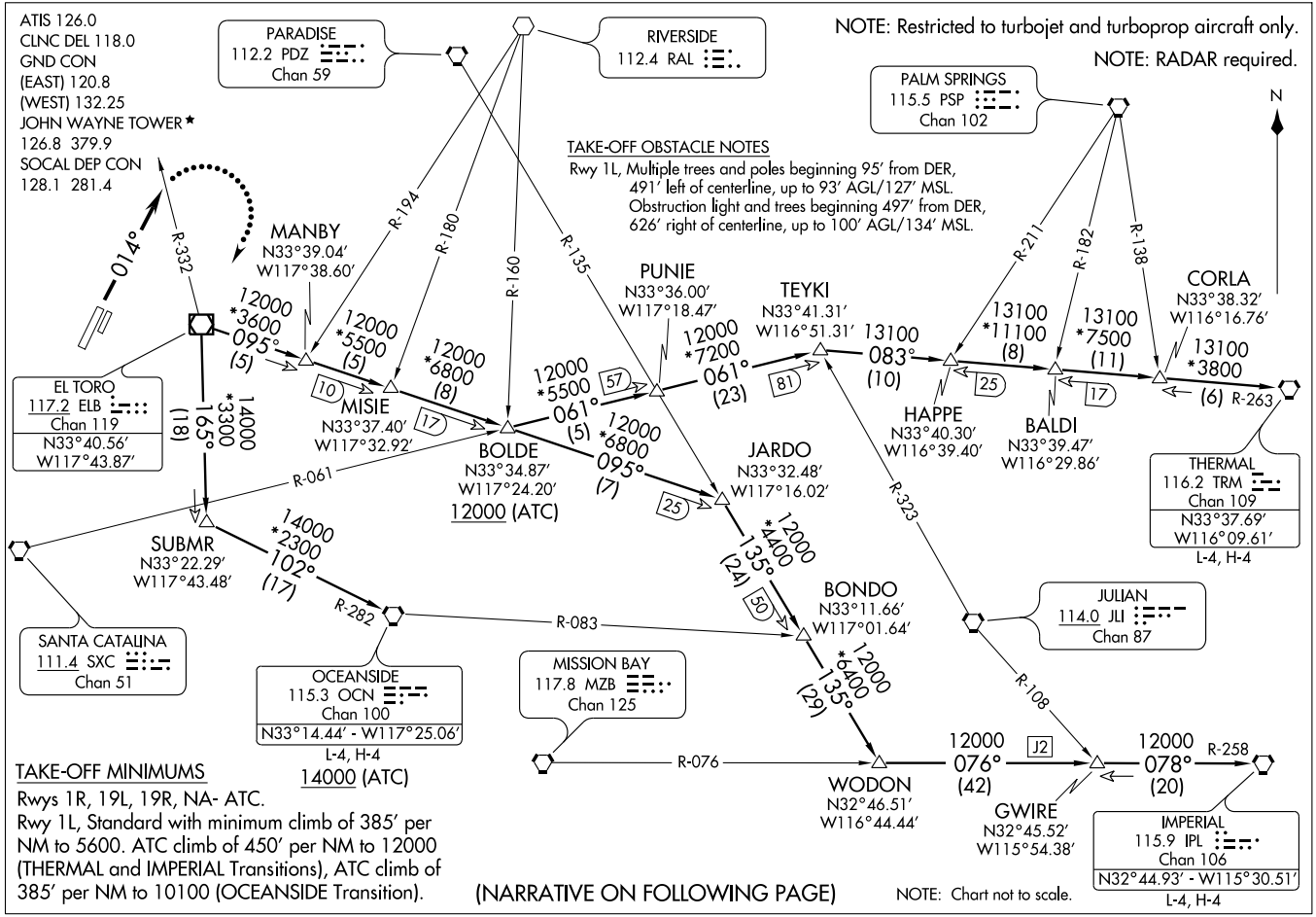
Rwy 19R: Standard with minimum climb of 365' per NM to 540.

EL TORO ONE DEPARTURE

(ELB1.ELB) 09295

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA



EL TORO ONE DEPARTURE

(ELB1.ELB) 09295

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

SI-377 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb heading 014° for vectors to ELB VOR/DME, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (ELB1.IPL): From over ELB VOR/DME via ELB R-095 to JARDO INT, then via PDZ R-135 to WODON INT, then via MZB R-076 and IPL R-258 to GWIRE INT, then via IPL R-258 to IPL VORTAC.

OCEANSIDE TRANSITION (ELB1.OCN): From over ELB VOR/DME via ELB R-165 to SUBMR, then via OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB1.TRM): From over ELB VOR/DME via ELB R-095 to BOLDE INT, then via SXC R-061 to TEYKI INT, then via TRM R-263 to TRM VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

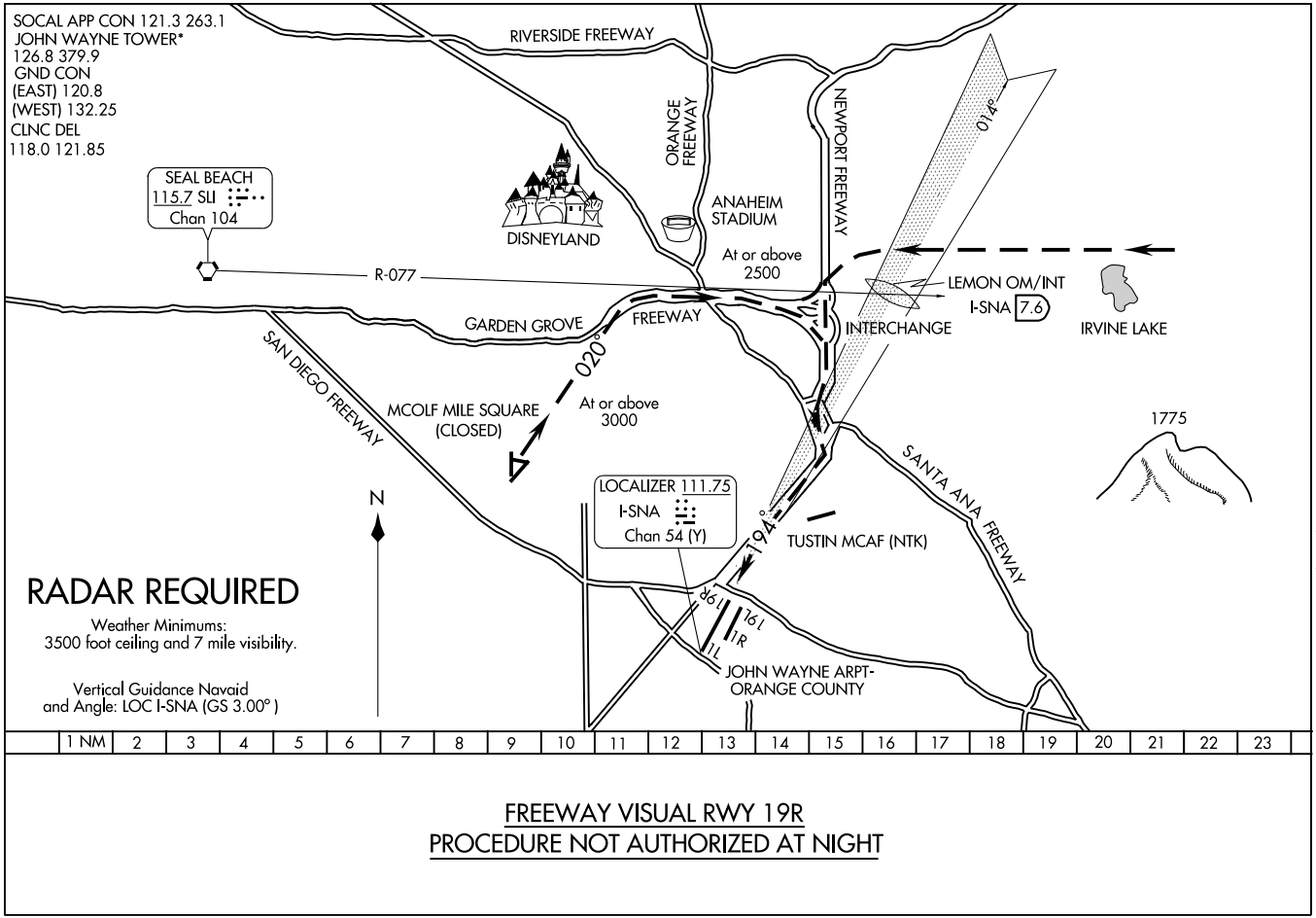
Orig 03303

FREEWAY VISUAL RWY 19R

SANTA ANA/ JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

33°41'N-117°52'W

SANTA ANA, CALIFORNIA



FREEWAY VISUAL RWY 19R
PROCEDURE NOT AUTHORIZED AT NIGHT

Orig 03303

FREEWAY VISUAL RWY 19R

SANTA ANA/ JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

AL-377 (FAA)

SANTA ANA, CALIFORNIA

LOC/DME I-SNA	APP CRS	Rwy Idg	5701
111.75	194°	TDZE	55
Chan 54(Y)		Apt Elev	56

ILS or LOC RWY 19R

SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

When local altimeter setting not received, use Fullerton altimeter setting and increase all DA 36 feet and all MDA 40 feet, and increase DYERS fix minimums S-LOC 19R and circling Cat C visibilities ¼ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Fullerton altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 via I-SNA south course to MINOE INT/I-SNA 10.9 DME and hold.

ATIS	SOCAL APP CON	JOHN WAYNE TOWER ★	GND CON (EAST)	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 379.9	120.8 (WEST) 132.25	118.0 121.85	122.95

Procedure NA for arrivals on POMONA VORTAC airway radials 112 CW 187.

IAF POMONA 110.4 POM Chan 47

PARADISE 112.2 PDZ Chan 59

MSA NA 25 NM 135° 5300 225° 7000 2700 315°

10 NM

3500 NoPT 1685 144° (10.2) 1781

014° 194° 014°

R-256 (IF/IAF) SAGER INT I-SNA 17.3

R-049 R-144 R-063 R-075 R-093

SNAKE INT I-SNA 11.4

**3400 194° (5.9)

4000 049° (18.9)

2300 194° (3.5)

749± 972 559

LEMON INT I-SNA 7.9

SEAL BEACH 115.7 SLI Chan 104

DYERS INT I-SNA 4.1

310 320 127± 315 165 315± 425 530

LOCALIZER 111.75 I-SNA Chan 54(Y)

LMM MAAGG 337 NA

MISSED APCH FIX

113.6 LAX R-123 Chan 83

MINOE I-SNA 10.9

014° 194°

3045 3120 1583 4100 4160 5807 4604 4604 4510

2000 1000 3000 4000

ELEV 56

194° 6.8 NM from FAF

REIL Rwy 19L MIRL Rwy 1R-19L HIRL Rwy 1L-19R

TDZE 55

0.3% UP 0.4% UP

5701 X 150 2888 X 75

118 265 104 210±

3000 I-SNA S crs MINOE

VGSI and ILS glide-path not coincident.

†1080 when using Fullerton altimeter setting.

SNAKE INT I-SNA 11.4 SAGER INT I-SNA 17.3 One Minute Holding Pattern

LEMON INT I-SNA 7.9 DYERS INT I-SNA 4.1

LOC only

I-SNA 1.1 I-SNA 2.2 LMM

2300 014° 194° 3500 3400** 1044†# 2300

** When assigned by ATC, intercept glidepath at 3400. GS 3.00° TCH 51

0.5 0.6 1.9 3.8 NM 3.5 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 19R	*255/24 200 (200-½)			
S-LOC 19R	1040/40 985 (1000-¾)	1040/50 985 (1000-1)	1040-2½ 985 (1000-2½)	
CIRCLING	1040-1¼ 984 (1000-1¼)	1040-1½ 984 (1000-1½)	1040-3 984 (1000-3)	
DYERS FIX MINIMUMS				
S-LOC 19R	440/24 385 (400-½)			440/40 385 (400-¾)
CIRCLING	640-1 584 (600-1)		640-1½ 584 (600-1½)	640-2 584 (600-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SW-3, 21 OCT 2010 to 18 NOV 2010

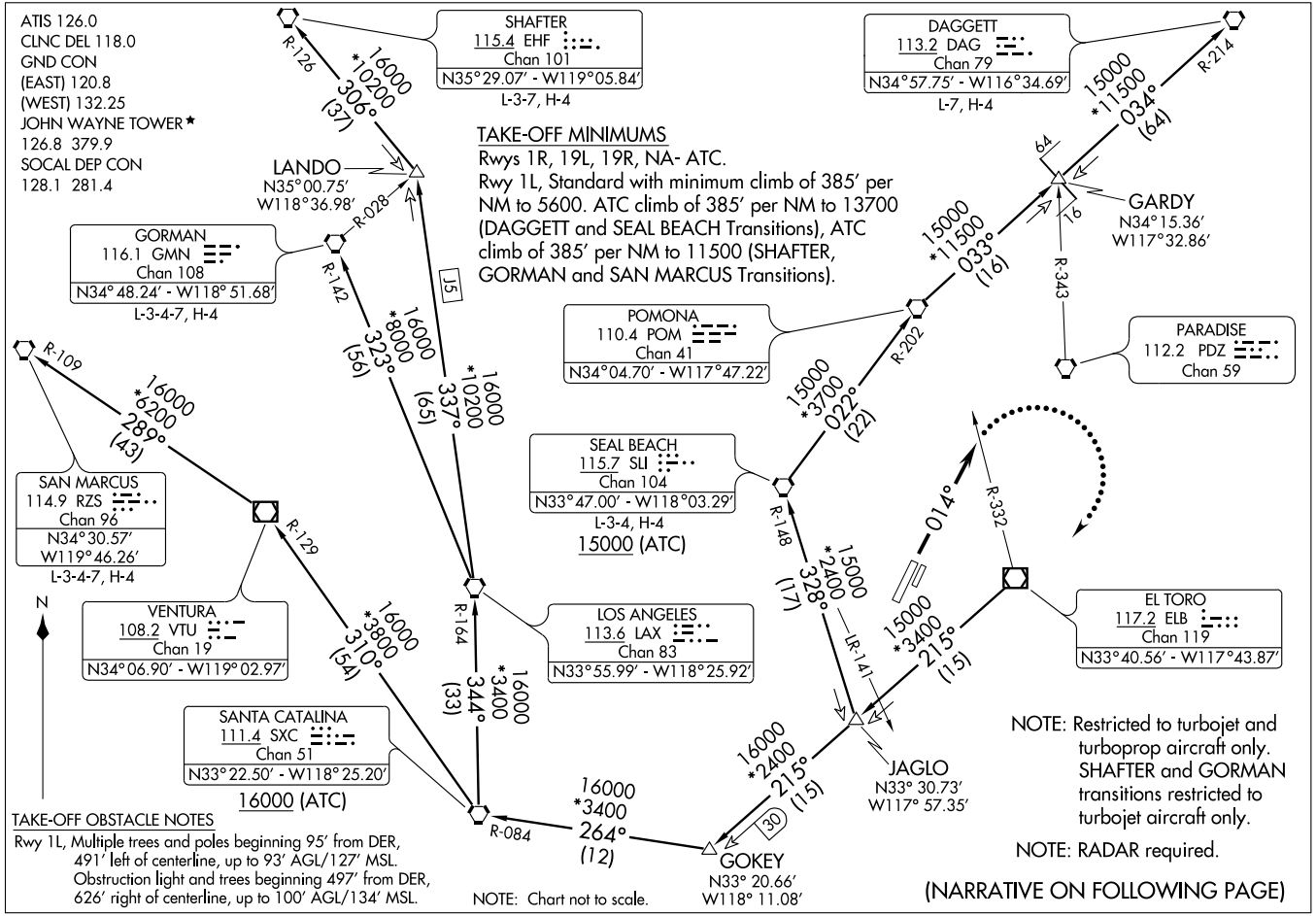
SW-3, 21 OCT 2010 to 18 NOV 2010

IRVINE ONE DEPARTURE

(IRV1.IRV) 09295

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb heading 014° for vectors to ELB R-215, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV1.DAG): From over ELB VOR/DME via ELB R-215 to JAGLO INT, then via SLI R-148 to SLI VORTAC, then via SLI R-022 and POM R-202 to POM VORTAC, then via POM R-033 to GARDY INT, then via DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV1.GMN): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-323 and GMN R-142 to GMN VORTAC.

SAN MARCUS TRANSITION (IRV1.RZS): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-310 and VTU R-129 to VTU VOR/DME, then via VTU R-289 and RZS R-109 to RZS VORTAC.

SEAL BEACH TRANSITION (IRV1.SLI): From over ELB VOR/DME via ELB R-215 to JAGLO INT, then via SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV1.EHF): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-337 to LANDO INT, then via EHF R-126 to EHF VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

KAYOH FOUR ARRIVAL

(KAYOH.KAYOH4) 07298

LONG BEACH, CALIFORNIA

SOCAL APP CON
133.85 346.35
FULLERTON MUNI ATIS
125.05
LONG BEACH ATIS
127.75
ORANGE COUNTY ATIS
126.0
TORRANCE MUNI ATIS
125.6

HECTOR TRANSITION (HEC.KAYOH4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to DAWNA INT, then via HDF R-353 to HDF VOR then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

PALM SPRINGS TRANSITION (PSP.KAYOH4): From over PSP VORTAC via PSP R-260 to BANDS INT, then via HDF R-054 to HDF VOR, then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

....From over KAYOH INT via SLI R-075 to SLI VORTAC.

Expect radar vectors to final approach course.

HECTOR
112.7 HEC
Chan 74
N34°47.82′
W116°27.78′
L-7, H-4

V8-21-283-587
10,500
211°
(46)

31
44

DAWNA
N34°15.90′-W117°06.78′
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet: Expect clearance to cross at 13,000′.
Non-Turbojet: Expect clearance to cross at 12,000′.

PARADISE
112.2 PDZ
Chan 59

29

R-030

V283-587
10,500
173°
(29)

POMONA
110.4 POM
Chan 41

KAYOH
N33°46.82′
W117°35.41′
VERTICAL NAVIGATION PLANNING INFORMATION
210K

FULLERTON MUNI

LONG BEACH (DAUGHERTY FIELD)

R-164

R-185

R-154

R-353

V283-372

V372
8000
234°
(18)

13,000
260°
(21)

V16-370-372

ST-236 (FAA)

ZAMPERINI FIELD

R-075 4000
(14)

6000
255°
(9)

19
24
(5)

23

8000
257°
(16)

R-054

BANDS
N33°53.38′-W116°50.97′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

LOS ALAMITOS AAF

JOGIT
N33°46.91′
W117°46.85′

JOHN WAYNE ARPT-ORANGE COUNTY

DEJAY
N33°46.77′
W117°29.86′

HOMELAND
113.4 HDF
N33°46.58′-W117°11.12′

R-021

VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or above 8000′.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00′-W118°03.29′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′-W116°25.79′
L-4, H-4

OCEANSIDE
115.3 OCN
Chan 100

N

NOTE: Chart not to scale.

LOC/DME I-OJW	APP CRS	Rwy Idg 5701
108.3	181°	TDZE 52
Chan 20		Apt Elev 54

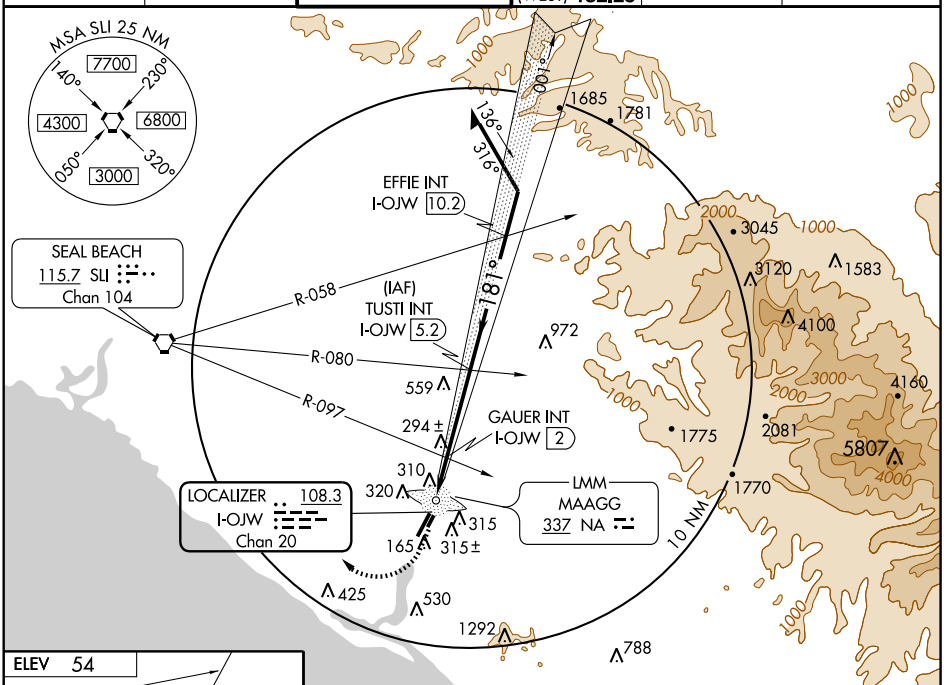
LDA RWY 19R

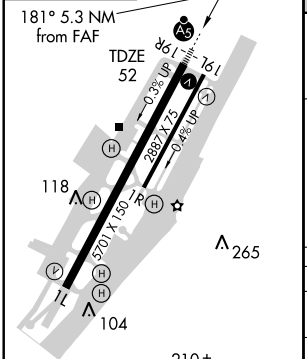
SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SLI VORTAC.

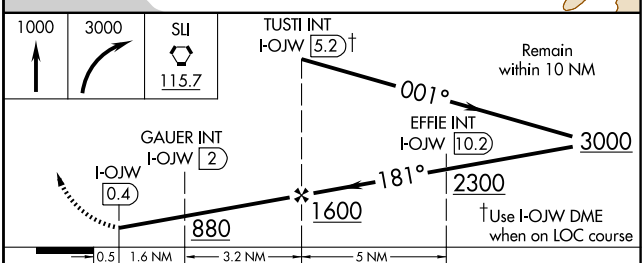
ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) Ⓛ 379.9	(EAST) 120.8 (WEST) 132.25	118.0 121.85	122.95





REIL Rwy 19L
MIRL Rwy 1R-19L
HIRL Rwy 1L-19R

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-19R	880/24 828 (900-½)	880/40 828 (900-¾)	880-2 828 (900-2)	880-2¼ 828 (900-2¼)
CIRCLING	880-1 826 (900-1)	880-1¼ 826 (900-1¼)	880-2½ 826 (900-2½)	880-2¾ 826 (900-2¾)
GAUER FIX MINIMUMS				
S-19R	480/24 428 (500-½)		480/40 428 (500-¾)	480/50 428 (500-1)
CIRCLING	660-1 606 (700-1)		660-1¾ 606 (700-1¾)	660-2 606 (700-2)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

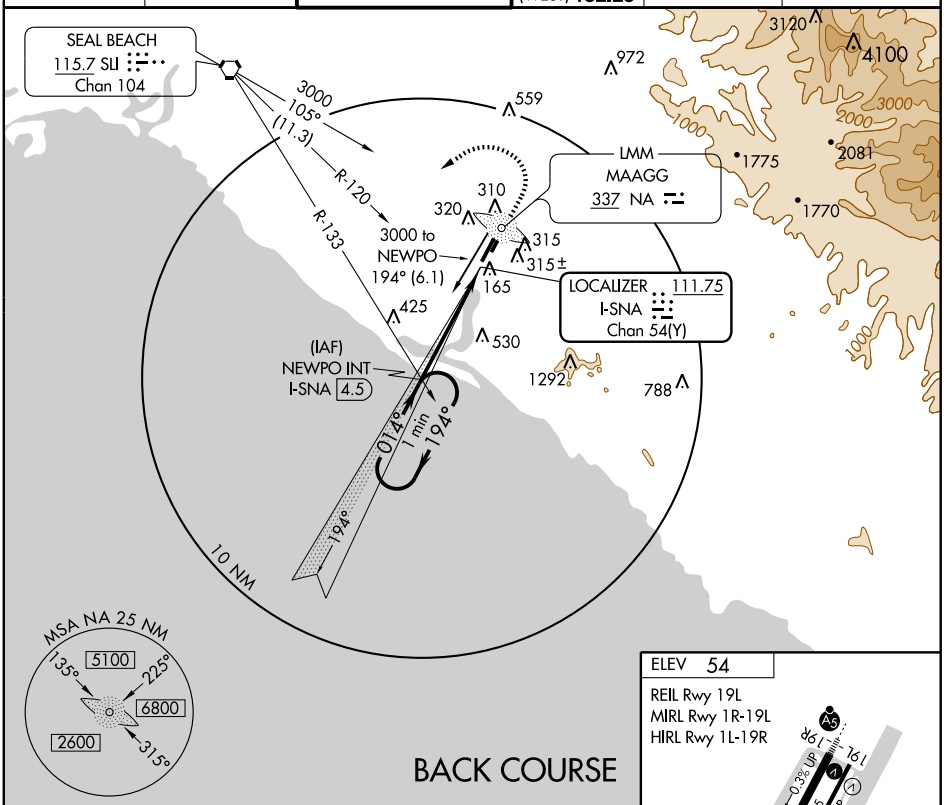
LOC/DME I-SNA	APP CRS	Rwy Idg	5701
111.75	014°	TDZE	54
Chan 54 (Y)		Apt Elev	54

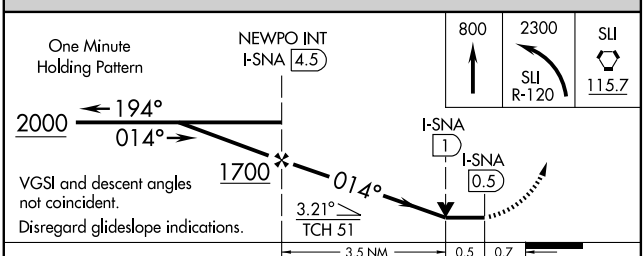
LOC BC RWY 1L

SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

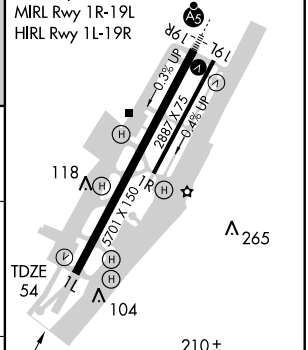
MISSED APPROACH: Climb to 800, then climbing left turn to 2300 via SLI R-120 to SLI VORTAC.

ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) Ⓛ 379.9	(EAST) 120.8 (WEST) 132.25	118.0 121.85	122.95





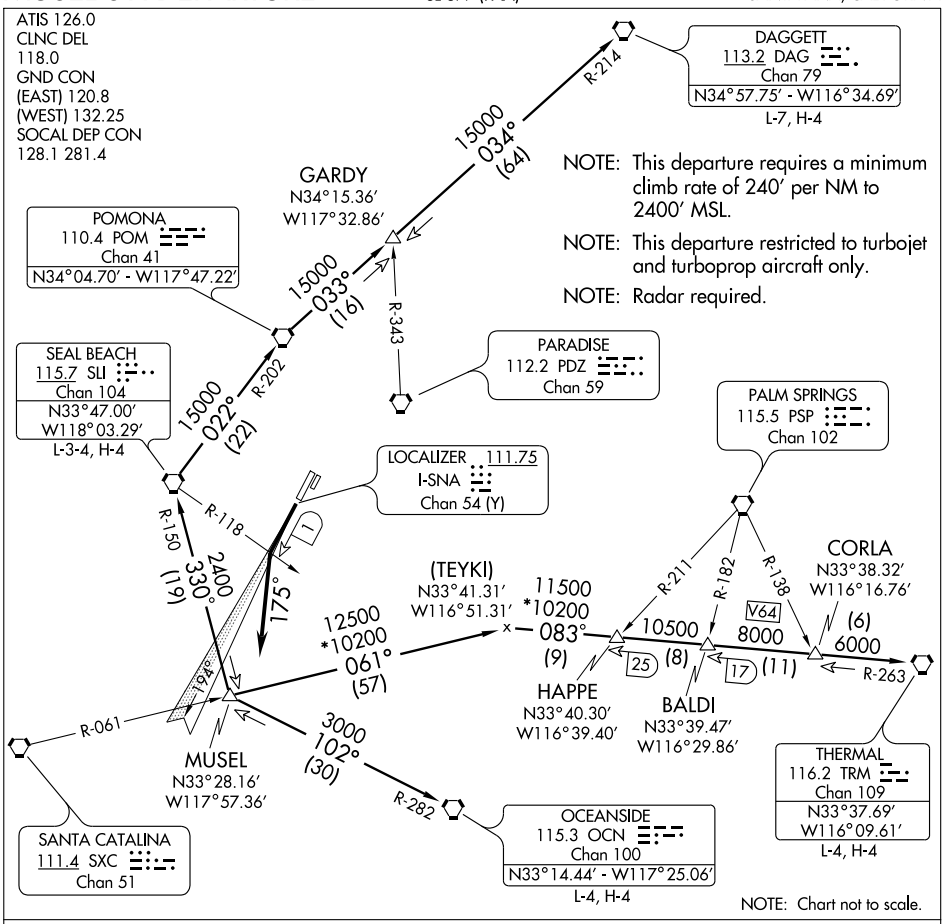
CATEGORY	A	B	C	D
S-1L	480-1	426 (500-1)	480-1¼	426 (500-1¼)
CIRCLING	660-1	606 (700-1)	660-1¾ 606 (700-1¾)	660-2 606 (700-2)



FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19L/R: Maintain runway heading or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 175° for radar vectors to MUSEL INT, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

DAGGETT TRANSITION (MUSEL6.DAG): From over MUSEL INT via SLI R-150 to SLI VORTAC, then via SLI R-022 and POM R-202 to POM VORTAC, then via POM R-033 and DAG R-214 to DAG VORTAC.

OCEANSIDE TRANSITION (MUSEL6.OCN): From over MUSEL INT via OCN R-282 to OCN VORTAC.

SEAL BEACH TRANSITION (MUSEL6.SLI): From over MUSEL INT via SLI R-150 to SLI VORTAC.

THERMAL TRANSITION (MUSEL6.TRM): From over MUSEL INT via SXC R-061 and TRM R-263 to TRM VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LMM NA	APP CRS	Rwy Idg	5701
337	181°	TDZE	52
		Apt Elev	54

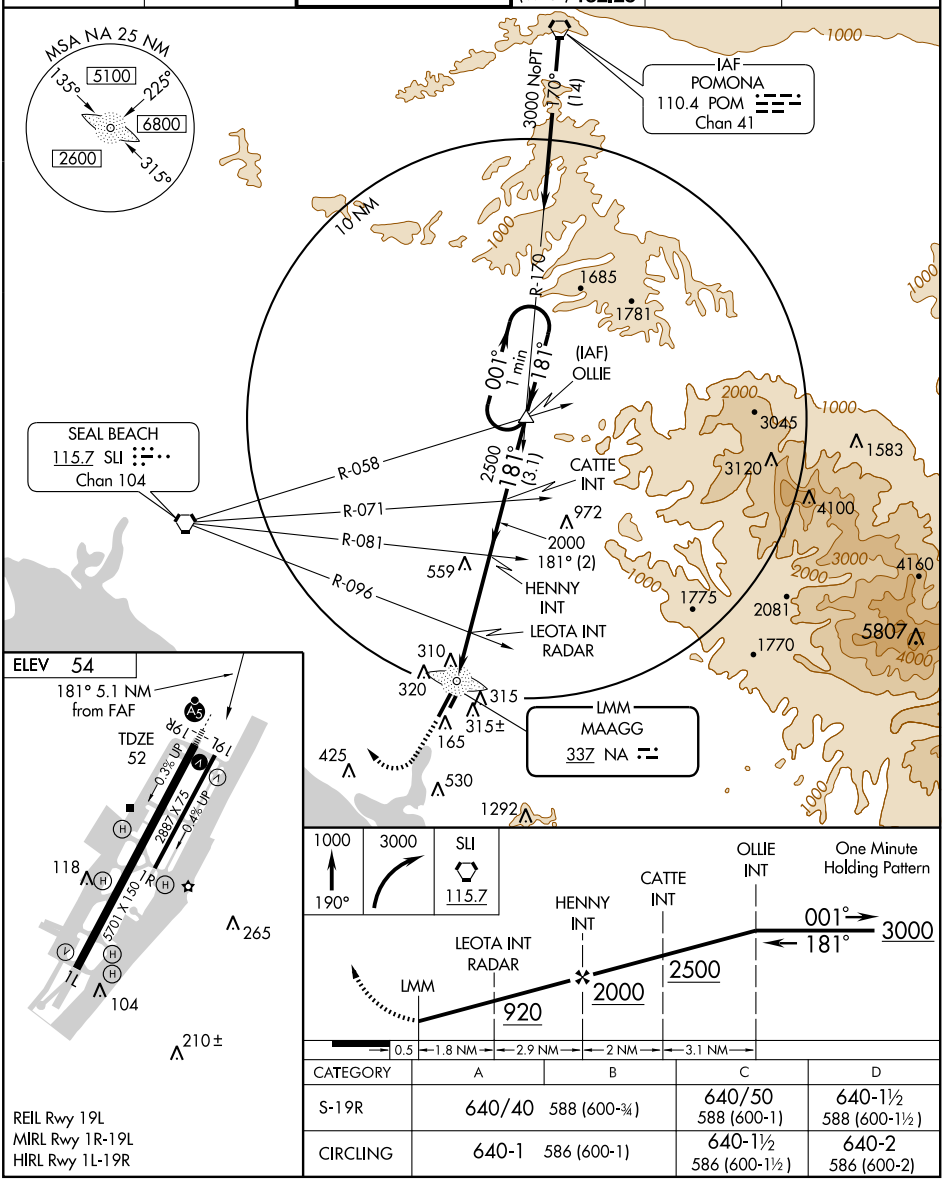
NDB RWY 19R

SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

MALSR

MISSED APPROACH: Climb to 1000 via heading 190°, then climbing right turn to 3000 direct SLI VORTAC.

ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 379.9	(EAST) 120.8 (WEST) 132.25	118.0 121.85	122.95



CATEGORY	A	B	C	D
S-19R	640/40	588 (600-¾)	640/50 588 (600-1)	640-1½ 588 (600-1½)
CIRCLING	640-1	586 (600-1)	640-1½ 586 (600-1½)	640-2 586 (600-2)

REIL Rwy 19L
MIRL Rwy 1R-19L
HIRL Rwy 1L-19R

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5701
014°	TDZE	54
	Apt Elev	54

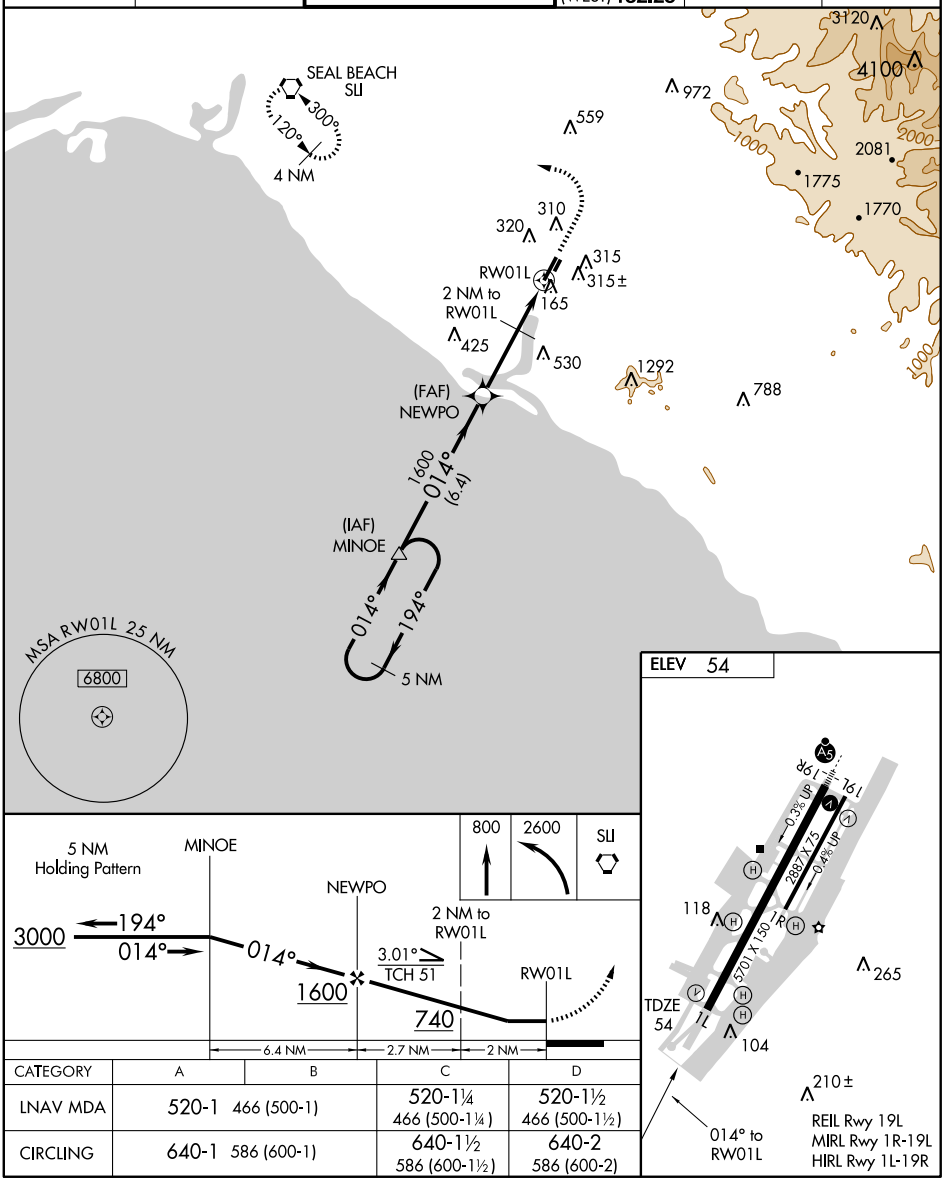
RNAV (GPS) RWY 1L

SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS	SOCAL APP CON	JOHN WAYNE TOWER ★	GND CON	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) Ⓛ 379.9	(EAST) 120.8 (WEST) 132.25	118.0 121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	520-1 466 (500-1)		520-1¼ 466 (500-1¼)	520-1½ 466 (500-1½)
CIRCLING	640-1 586 (600-1)		640-1½ 586 (600-1½)	640-2 586 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5701
CH 99502	194°	TDZE	55
W19A		Apt Elev	56

RNAV (GPS) RWY 19R

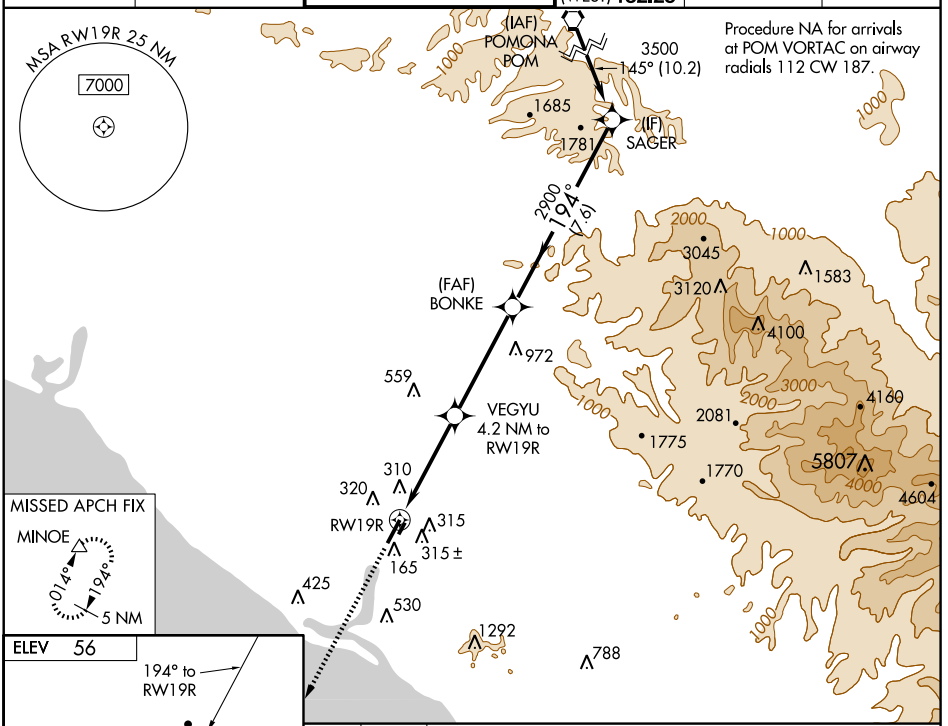
SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

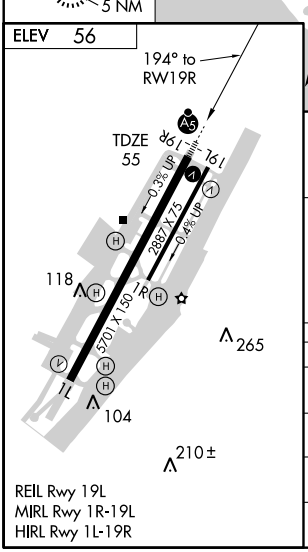
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (121°F). DME/DME RNP- 0.3 NA.

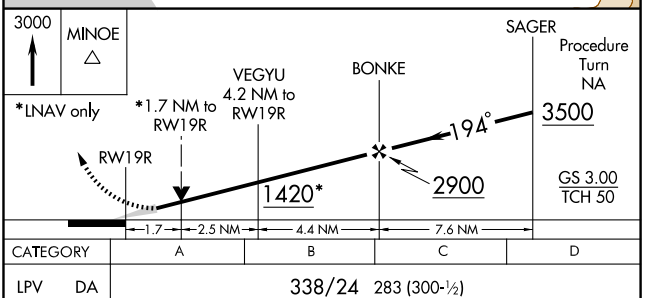
MALSR

MISSED APPROACH: Climb to 3000 direct MINOE and hold.

ATIS	SOCAL APP CON	JOHN WAYNE TOWER ★	GND CON	CLNC DEL	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 379.9	(EAST) 120.8 (WEST) 132.25	118.0 121.85	122.95







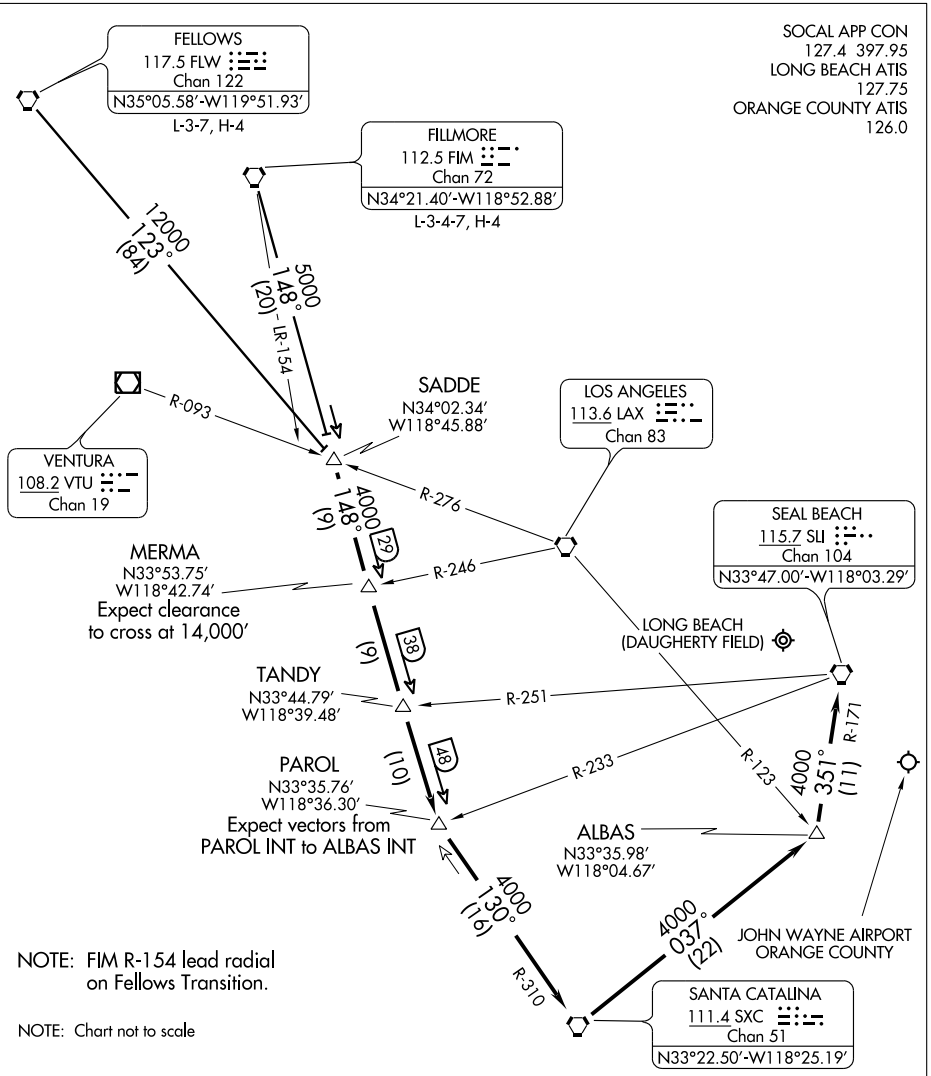
CATEGORY	A	B	C	D
LPV DA	338/24 283 (300-½)			
LNAV/VNAV DA	683/1¾ 628 (700-1¾)			
LNAV MDA	620/24 565 (600-½)		620/50 565 (600-1)	620/60 565 (600-1¼)
CIRCLING	640-1 584 (600-1)		640-1½ 584 (600-1½)	640-2 584 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010

TANDY THREE ARRIVAL

ST-236 (FAA)

LONG BEACH, CALIFORNIA



FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence....

FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence....

....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SLI R-171 to SLI VORTAC.

TANDY THREE ARRIVAL

LONG BEACH, CALIFORNIA

(TANDY.TANDY3) 07298

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

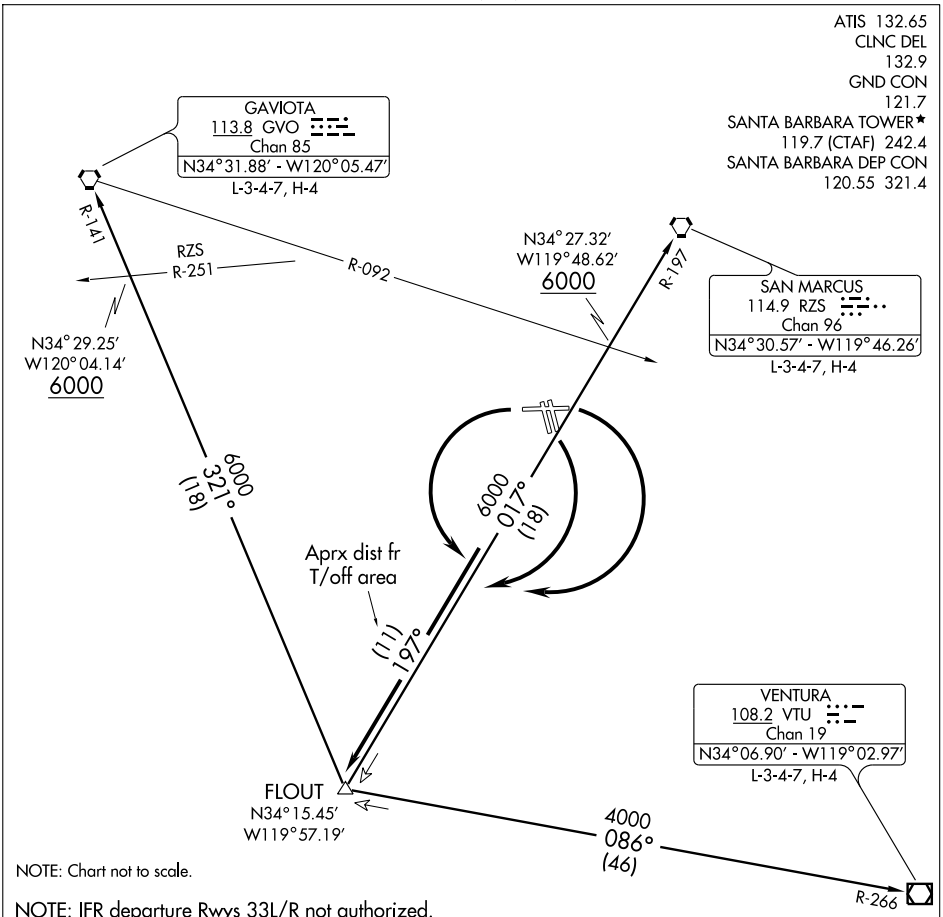
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

10266

FLOUT FIVE DEPARTURE



NOTE: IFR departure Rwys 33L/R not authorized.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, thence. . . .

TAKE-OFF RUNWAY 25: Turn left, thence. . . .

. . . .intercept and proceed via RZS R-197 to FLOUT INT. Thence via (transition or assigned route.)

GAVIOTA TRANSITION (FLOUT5.GVO): From over FLOUT INT via GVO R-141 to GVO VORTAC. Cross RZS R-251 at or above 6000′.

SAN MARCUS TRANSITION (FLOUT5.RZS): From over FLOUT INT via RZS R-197 to RZS VORTAC. Cross GVO R-092 at or above 6000′.

VENTURA TRANSITION (FLOUT5.VTU): From over FLOUT INT via VTU R-266 to VTU VOR/DME.

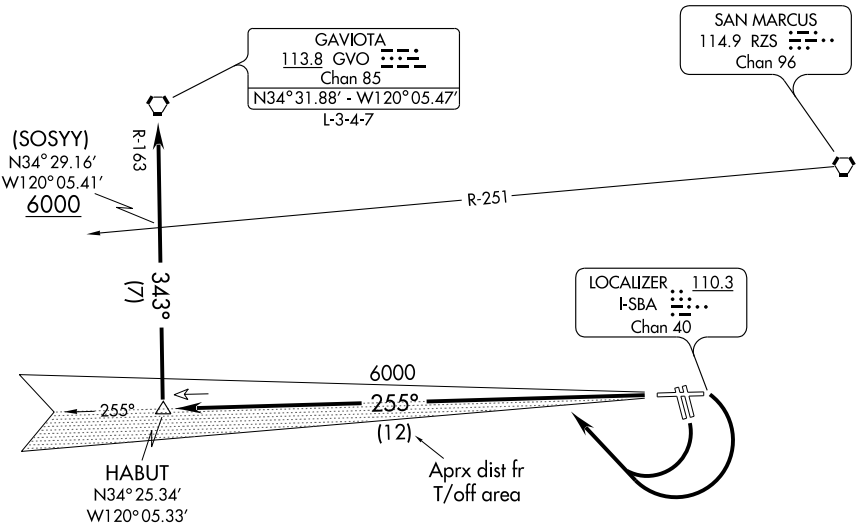
SW-3, 21 OCT 2010 to 18 NOV 2010

HABUT FOUR DEPARTURE

SL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

ATIS 132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER★
119.7 (CTAF) 242.4
SANTA BARBARA DEP CON
120.55 321.4



NOTE: IFR departure Rwys 33L/R not authorized.

NOTE: Minimum (ATC) climb of 385' per NM to 6000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

TAKE-OFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

SW-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
	HS 2	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
	HS 3	Rwy 07R-25L, Twy B.
	HS 4	Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.
	HS 5	Rwy 16R-34L, southwest ramp, Twy F and Twy B.
	HS 6	Rwy 34R and Rwy 07R-25L.
	HS 7	Rwy 12-30 cross every other rwy.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.
SANTA ANA, CA		
JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1	Rwy 19L and Rwy 19R, Twy L and Twy K.
	HS 2	Rwy 19L and Rwy 19R, Twy H.
	HS 3	Twy A,Twy H, and Twy C.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-SBA	APP CRS	Rwy Idg	6052
110.3	075°	TDZE	13
Chan 40		Apt Elev	13

ILS or LOC RWY 7

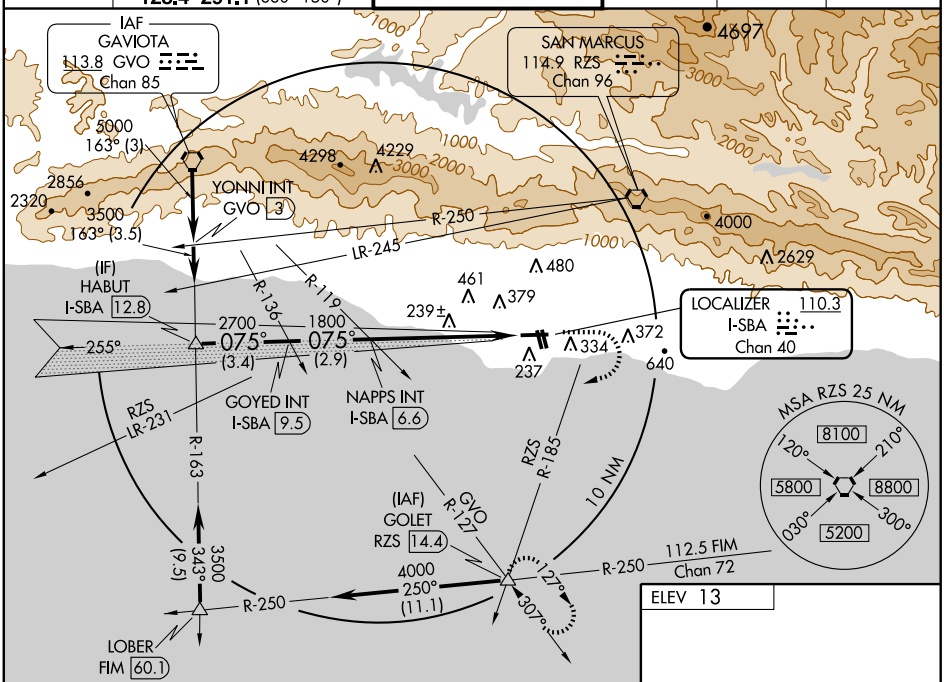
SANTA BARBARA MUNI (SBA)

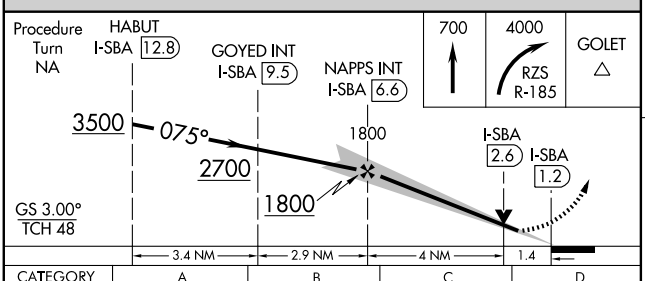
When local altimeter setting not received, use Oxnard altimeter setting and increase all DAs/MDAs 100 feet, and S-LOC Cat. C visibility to RVR 5000, Cat. D visibility to RVR 6000. Increase Circling Cat. A visibility ¼ mile, Cat. C visibility ½ mile.
For inoperative MALSR when using Oxnard altimeter setting, increase S-ILS 7 all Cats. visibility to RVR 5000.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

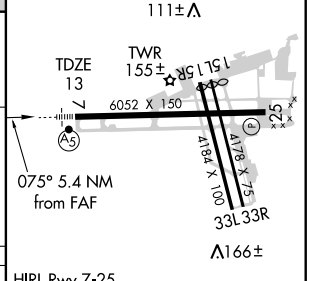
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 via RZS VORTAC R-185 to GOLET INT/RZS 14.4 DME and hold, continue climb-in-hold to 4000.

ATIS	SANTA BARBARA APP CON	SANTA BARBARA TOWER★	GND CON	CLNC DEL	UNICOM
132.65	120.55 321.4 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 242.4	121.7	132.9	122.95







CATEGORY	A	B	C	D
S-ILS 7	*213/24 200 (200-½)			
S-LOC 7	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	800-1 787 (800-1)	800-1¼ 787 (800-1¼)	800-2¼ 787 (800-2¼)	1000-3 987 (1000-3)

HIRL Rwy 7-25
MIRL Rwy 15R-33L L
REIL Rwy 15R L
REIL Rwy 25

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

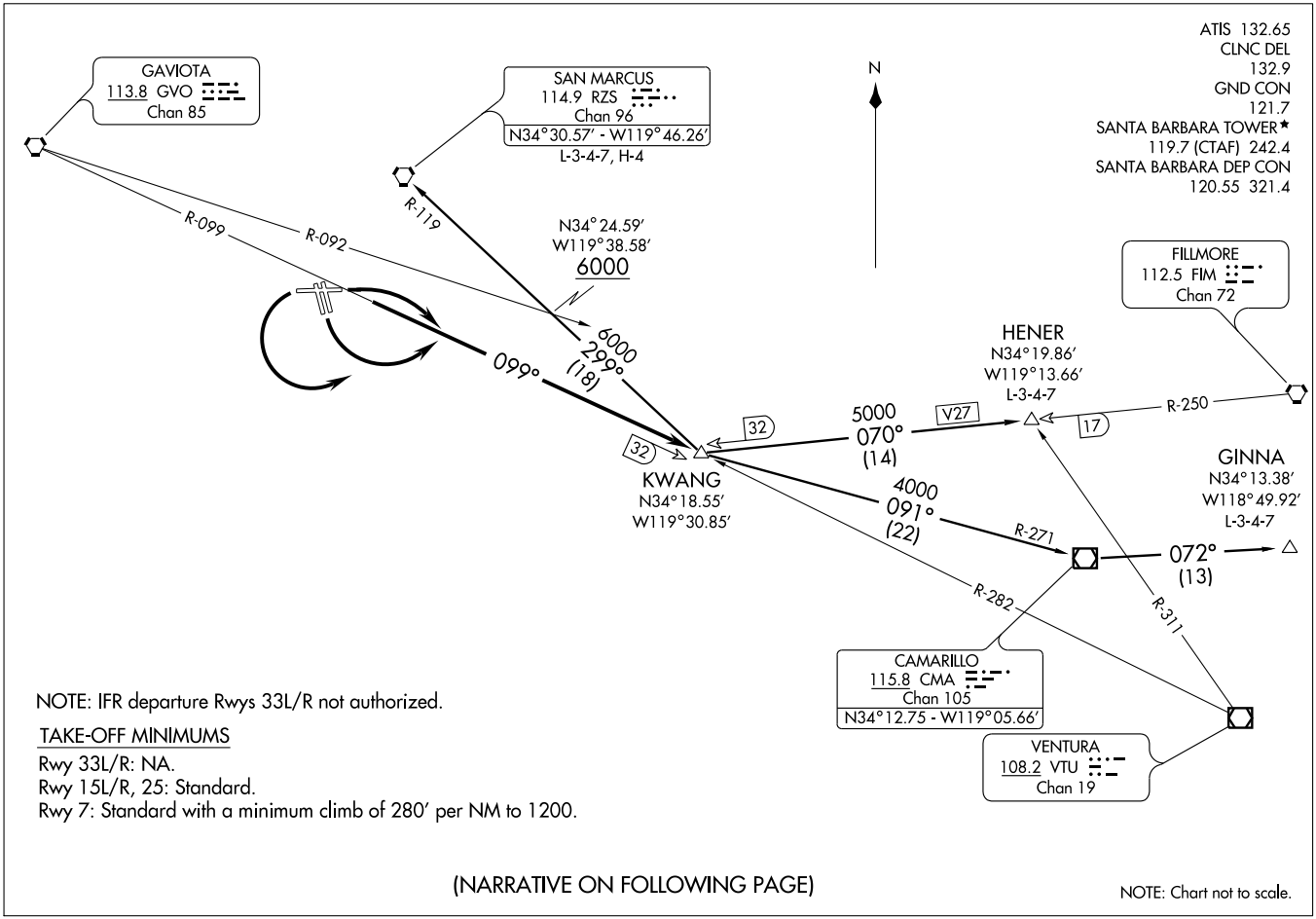
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

KWANG FIVE DEPARTURE

(KWANG5.KWANG) 09295

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)



NOTE: IFR departure Rwys 33L/R not authorized.

TAKE-OFF MINIMUMS

Rwy 33L/R: NA.
Rwy 15L/R, 25: Standard.
Rwy 7: Standard with a minimum climb of 280′ per NM to 1200.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KWANG5.KWANG) 09295

KWANG FIVE DEPARTURE

SANTA BARBARA MUNI (SBA)

SANTA BARBARA, CALIFORNIA

SL-378 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . .

TAKE-OFF RUNWAYS 15L/R and 25: Climbing left turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . .

. . . .via (transition) or (assigned route).

HENER TRANSITION (KWANG5.HENER): From over KWANG INT via FIM R-250 to HENER INT.

SAN MARCUS TRANSITION (KWANG5.RZS): From over KWANG INT via RZS R-119 to RZS VORTAC. Cross GVO R-092 at or above 6000'.

GINNA TRANSITION (KWANG5.GINNA): From over KWANG INT via CMA R-271 to CMA VOR/DME then via CMA R-072 to GINNA.

TAKE-OFF OBSTACLE NOTES

Rwy 7: OL on DME antenna, road, and numerous trees beginning 350' from DER, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from DER, 11' left of centerline, up to 79' AGL 98' MSL.

Rwy 15L: Numerous trees beginning 1242' from DER, 119' right of centerline, up to 100' AGL/159' MSL.

Rwy 15R: Sign and numerous trees beginning 29' from DER, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from DER, 243' left of centerline, 19' AGL/59' MSL.

Rwy 25: Trees beginning 1999' from DER, 793' right of centerline, up to 67' AGL/86' MSL.

SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6052
CH 78306	074°	TDZE	13
W07A		Apt Elev	14

RNAV (GPS) RWY 7

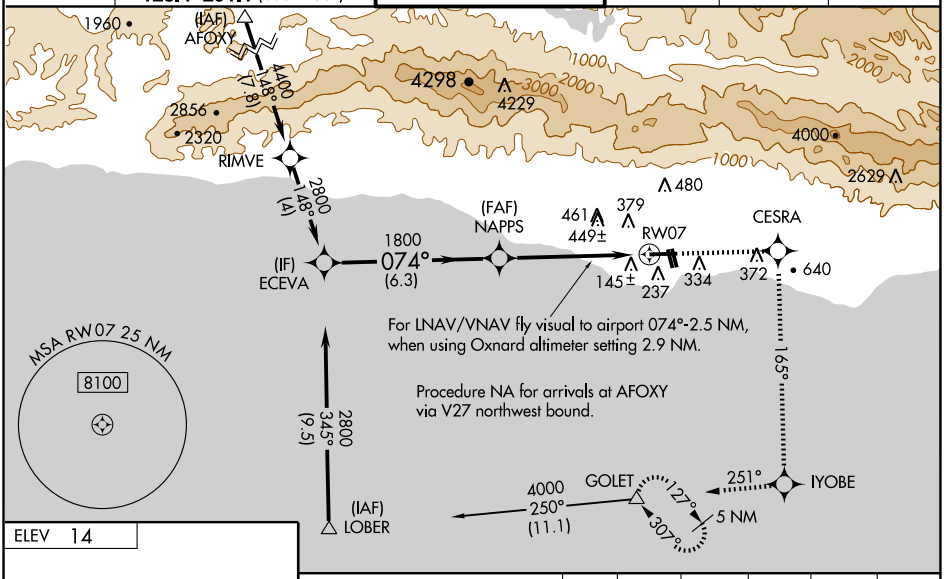
SANTA BARBARA MUNI (SBA)

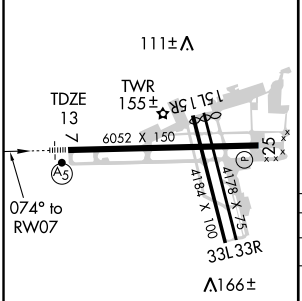
DME/DME RNP -0.3 NA. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR when using Oxnard altimeter setting, increase LPV all Cats. visibility to 1½ , and LNAV Cat. C to 1¾ , Cat. D to 2. For inoperative MALSR, increase LPV all Cats. visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Baro-VNAV NA when using Oxnard altimeter setting. When local altimeter setting not received, use Oxnard altimeter setting and increase all DAs/MDAs 100 feet, and increase, LNAV/VNAV visibility Cat. C and D ¼ mile, LNAV Cat. C to RVR 6000, Cat. D ¼ mile, Circling Cat. A visibility ¼ mile, Cat. C visibility ½ mile. VDP NA when using Oxnard altimeter setting.

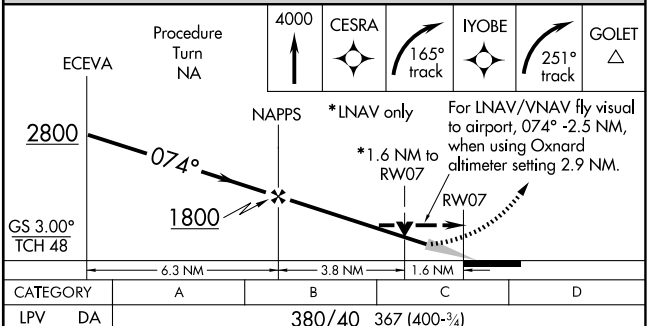
MALSR

MISSED APPROACH: Climb to 4000 direct CESRA and right turn via 165° track to IYOBE and right turn via 251° track to GOLET and hold, continue climb-in-hold to 4000.

ATIS	SANTA BARBARA APP CON	SANTA BARBARA TOWER★	GND CON	CLNC DEL	UNICOM
132.65	120.55 321.4 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 242.4	121.7	132.9	122.95







CATEGORY	A	B	C	D
LPV DA	380/40 367 (400-¾)			
LNAV/VNAV DA	866-2 853 (900-2)		866-2½ 853 (900-2½)	866-2¾ 853 (900-2¾)
LNAV MDA	560/24 547 (600-½)		560/50 547 (600-1)	560/60 547 (600-1¼)
CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2¼ 786 (800-2¼)	1000-3 986 (1000-3)

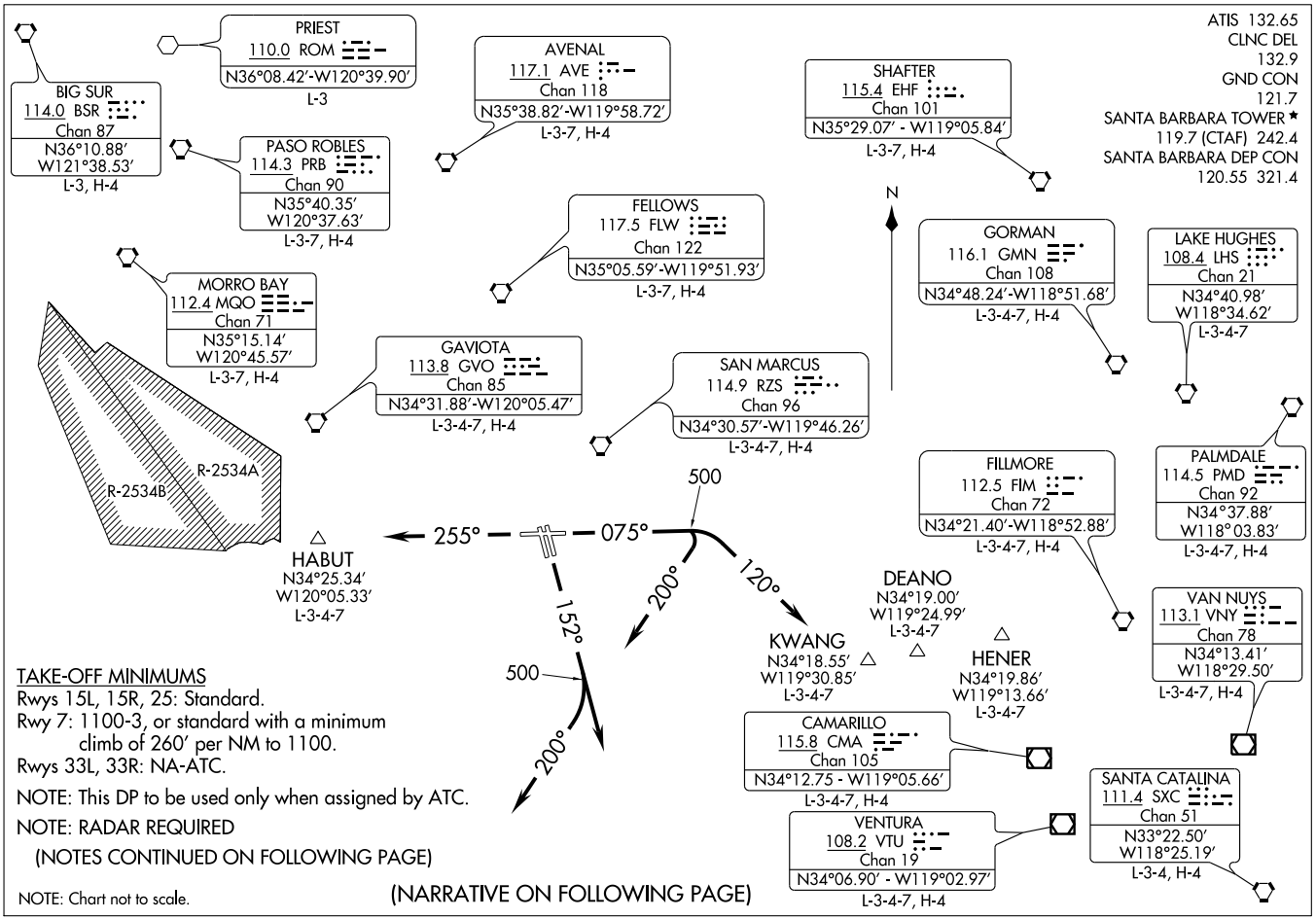
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

SANTA BARBARA TWO DEPARTURE

(SBA2.SBA) 09239

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)



TAKE-OFF MINIMUMS

Rwys 15L, 15R, 25: Standard.

Rwy 7: 1100-3, or standard with a minimum climb of 260' per NM to 1100.

Rwys 33L, 33R: NA-ATC.

NOTE: This DP to be used only when assigned by ATC.

NOTE: RADAR REQUIRED

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SL-378 (FAA)

SANTA BARBARA TWO DEPARTURE

(SBA2.SBA) 09239

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)

SW-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 120°. Thence....

TAKE-OFF RUNWAYS 15L/15R: Climb heading 152°. Thence....

TAKE-OFF RUNWAY 25: Climb heading 255°. Thence....

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

NORTH OR WEST ROUTE OF FLIGHT:

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 200°. Thence....

TAKE-OFF RUNWAYS 15L/15R: Climb heading 152° to 500, then climbing right turn via heading 200°. Thence....

TAKE-OFF RUNWAY 25: Climb heading 255°. Thence....

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 7: OL on lighted windsock, buildings, and multiple trees beginning 207′ from DER, 244′ left of centerline, up to 20′ AGL/98′ MSL.
Light poles and multiple trees beginning 938′ from DER, 587′ right of centerline, up to 20′ AGL/74′ MSL.

Rwy 15L: Multiple trees beginning 1289′ from DER, 115′ right of centerline, up to 20′ AGL/65′ MSL.

Rwy 15R: Trees 1325′ from DER, 246′ left of centerline, 20′ AGL/59′ MSL.
Trees 1287′ from DER, 352′ right of centerline, 20′ AGL/65′ MSL.

Rwy 25: Multiple trees beginning 118′ from DER, 272′ left of centerline, up to 20′ AGL/127′ MSL.
Multiple trees beginning 1354′ from DER, 791′ right of centerline, up to 40′ AGL/105′ MSL.

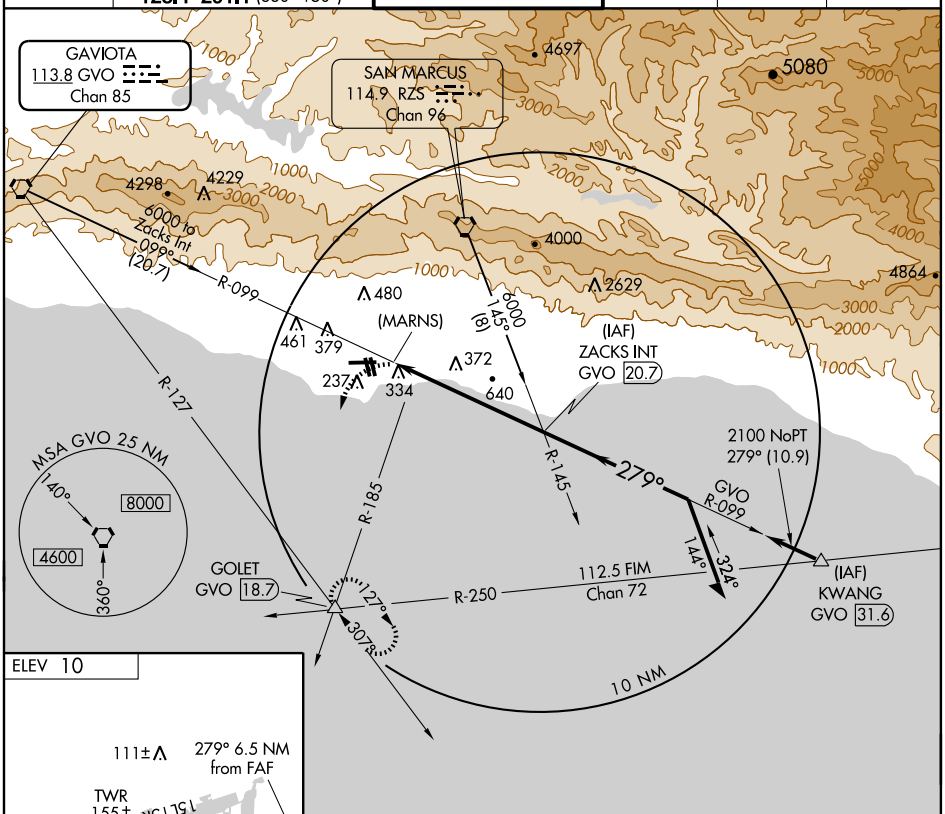
VORTAC GVO	APP CRS	Rwy Idg 6052
113.8	279°	TDZE 10
Chan 85		Apt Elev 10

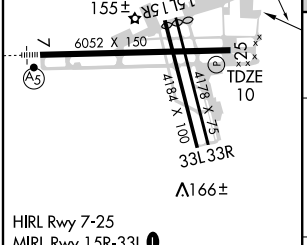
VOR or GPS RWY 25

SANTA BARBARA MUNI (SBA)

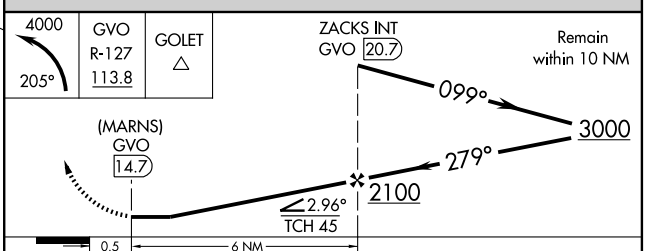
MISSED APPROACH: Climbing left turn to 4000 via heading 205° and GVO R-127 to GOLET Int and hold.

ATIS	SANTA BARBARA APP CON	SANTA BARBARA TOWER★	GND CON	CLNC DEL	UNICOM
132.65	120.55 321.4 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 242.4	121.7	132.9	122.95





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

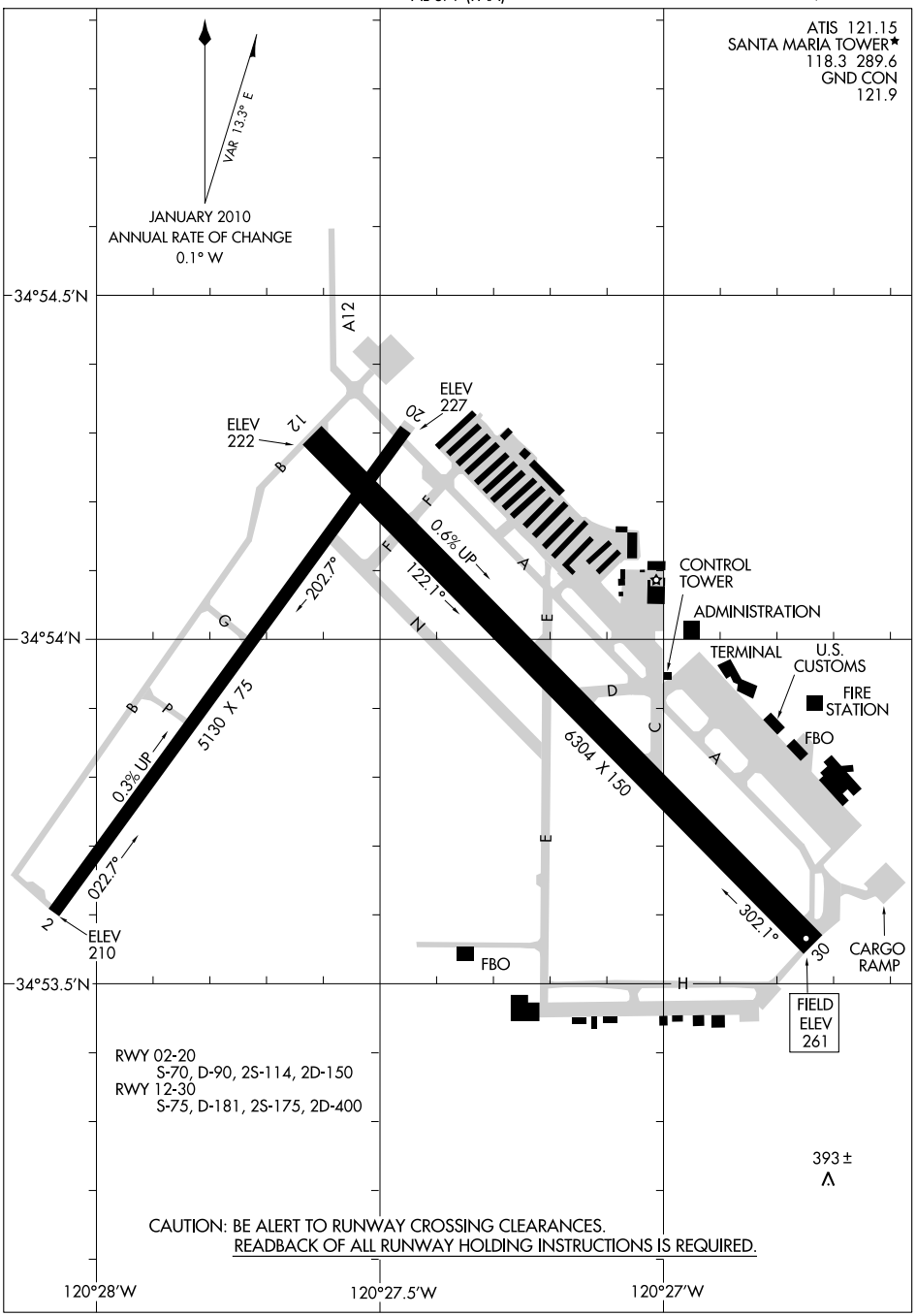


CATEGORY	A	B	C	D
S-25	920-1¼ 910 (1000-1¼)		920-2¾ 910 (1000-2¾)	920-3 910 (1000-3)
CIRCLING	920-1¼ 910 (1000-1¼)		920-2¾ 910 (1000-2¾)	960-3 950 (1000-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)
AL-379 (FAA)
SANTA MARIA, CALIFORNIA

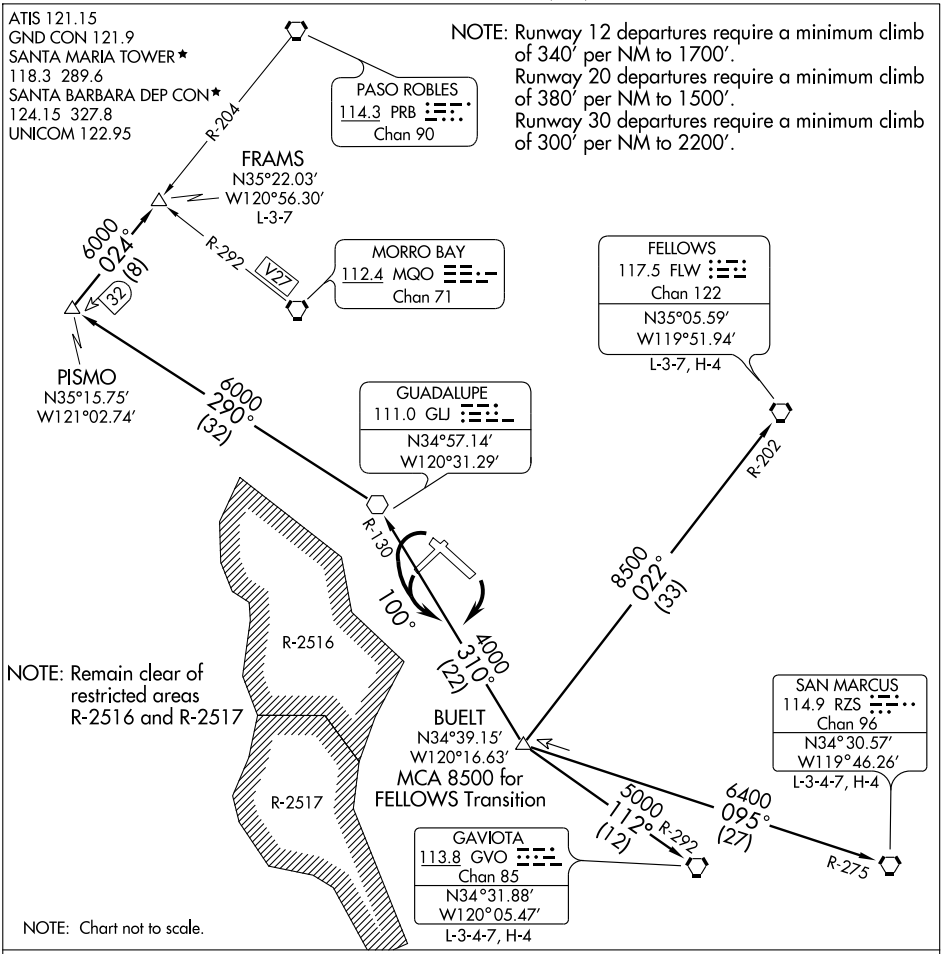


SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA MARIA, CALIFORNIA
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

BUELT ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition).

TAKE-OFF RUNWAYS 20 and 30: Climbing left turn via heading 100° to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition).

FELLOWS TRANSITION (BUELT1.FLW): From over BUELT INT via FLW R-202 to FLW VORTAC.

FRAMS TRANSITION (BUELT1.FRAMS): From over BUELT INT via GLJ R-130 to GLJ VOR, thence via GLJ R-290 to PISMO INT, thence via PRB R-204 to FRAMS INT.

GAVIOTA TRANSITION (BUELT1.GVO): From over BUELT INT via GVO R-292 to GVO VORTAC.

SAN MARCUS TRANSITION (BUELT1.RZS): From over BUELT INT via RZS R-275 to RZS VORTAC.

SW-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SMX	APP CRS	Rwy Idg 6304
108.9	120°	TDZE 240
Chan 26		Apt Elev 261

ILS or LOC RWY 12

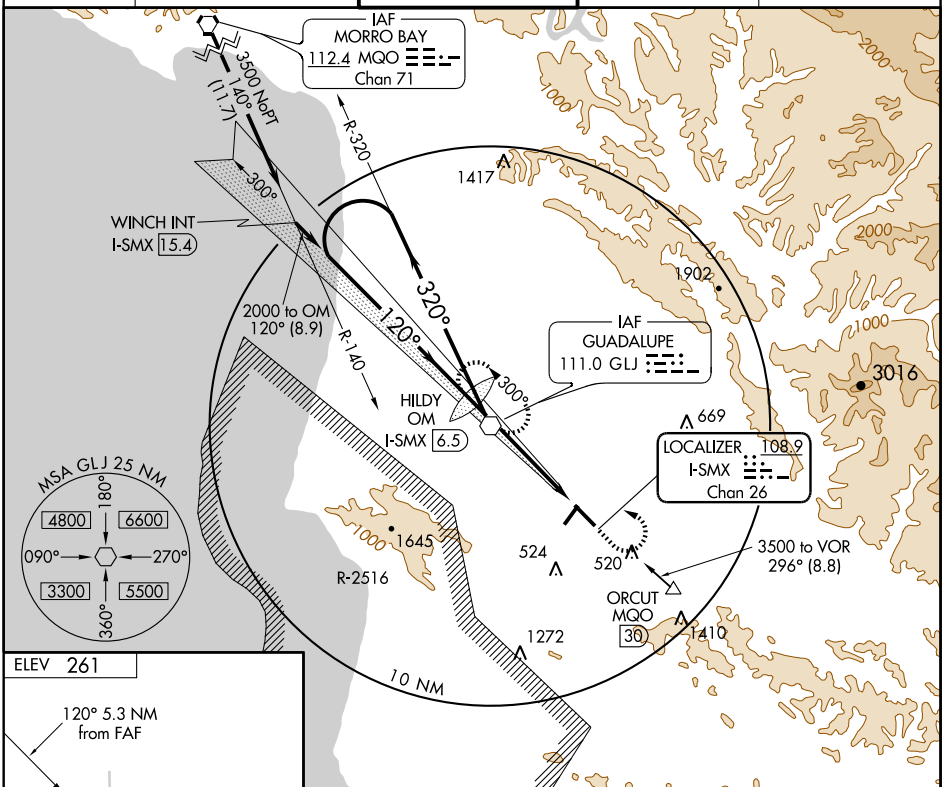
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

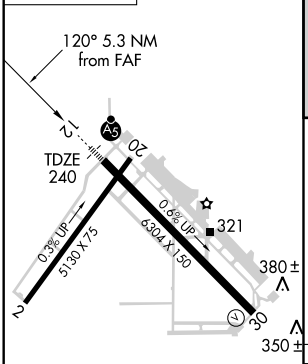
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

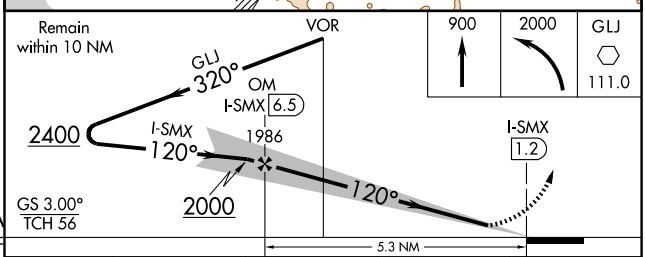
MALSR

MISSED APPROACH: Climb to 900, then climbing left turn to 2000 direct GLJ VOR and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 289.6	121.9	122.95







HIRL Rwy 12-30

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 12	* 440/24 200 (200-½)			
S-LOC 12	680/24 440 (500-½)		680/40 440 (500-¾)	680/50 440 (500-1)
CIRCLING	820-1 559 (600-1)	840-1 579 (600-1)	860-1½ 599 (600-1½)	1320-3 1059 (1100-3)

SW-3, 21 OCT 2010 to 18 NOV 2010

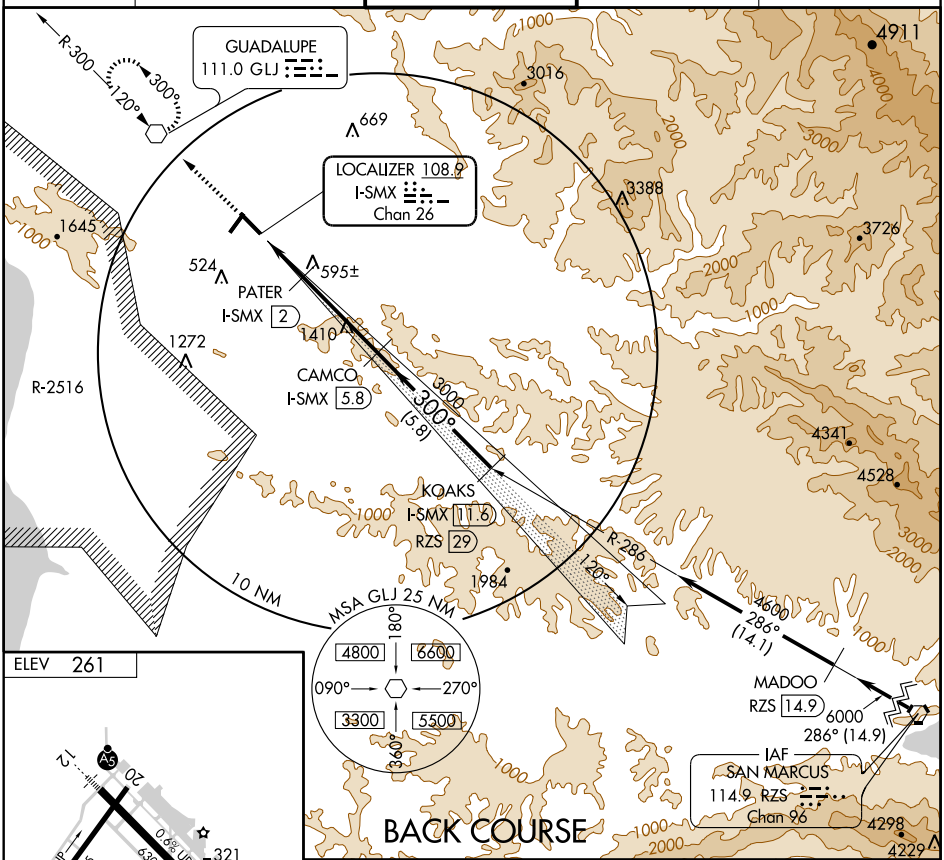
LOC/DME I-SMX	APP CRS	Rwy Idg N/A
108.9	300°	TDZE N/A
Chan 26		Apt Elev 261

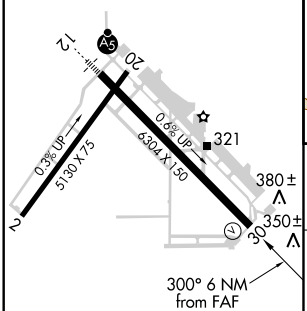
LOC/DME BC-A

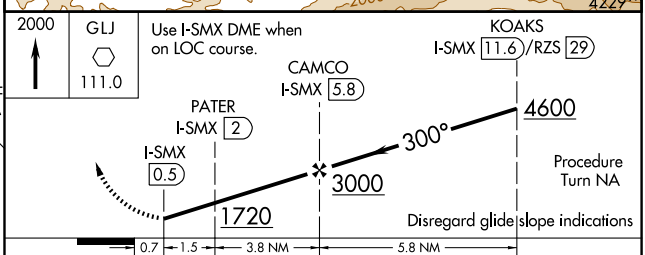
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

MISSED APPROACH: Climb to 2000 direct GLJ VOR and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) 289.6	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	1100-1 839 (900-1)	1100-1¼ 839 (900-1¼)	1100-2½ 839 (900-2½)	1320-3 1059 (1100-3)

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6304
121°	TDZE	240
	Apt Elev	261

RNAV (GPS) RWY 12

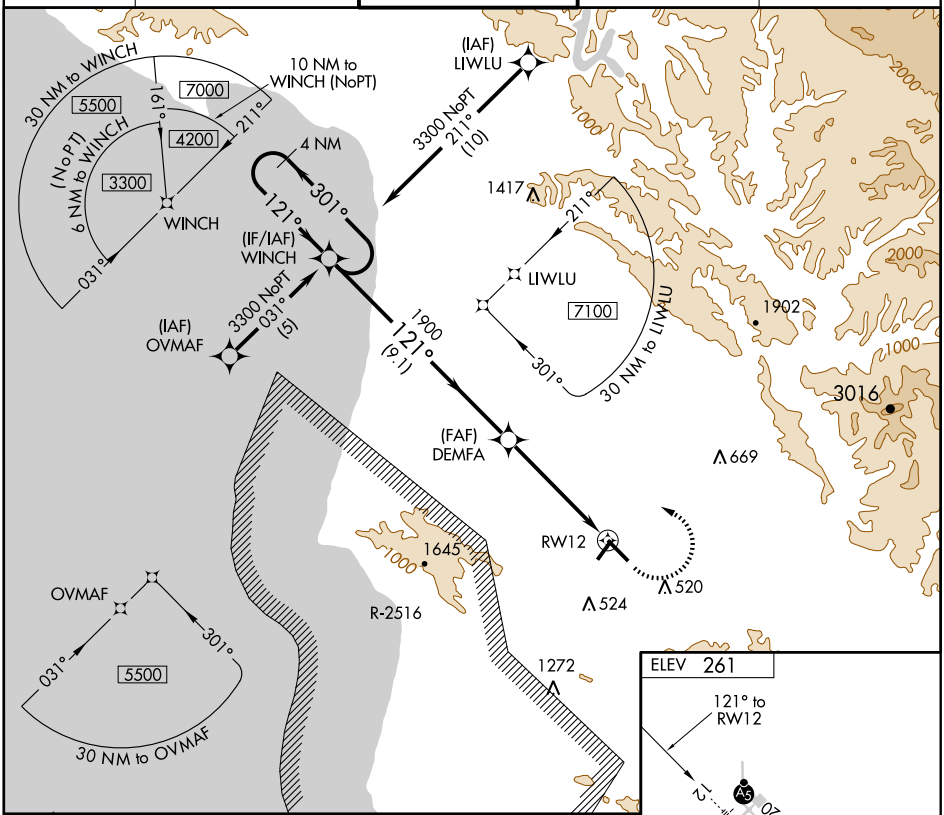
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

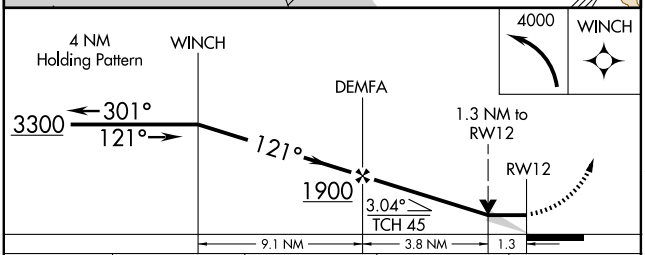
DME/DME RNP-0.3 NA.

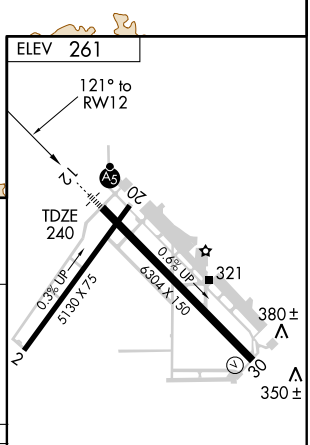
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct WINCH WP and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 289.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	680/24	440 (500-½)	680/40 440 (500-¾)	680/50 440 (500-1)
CIRCLING	820-1	559 (600-1)	860-1¾ 599 (600-1¾)	1320-3 1059 (1100-3)

HIRL Rwy 12-30

SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6304
316°	TDZE	261
	Apt Elev	261

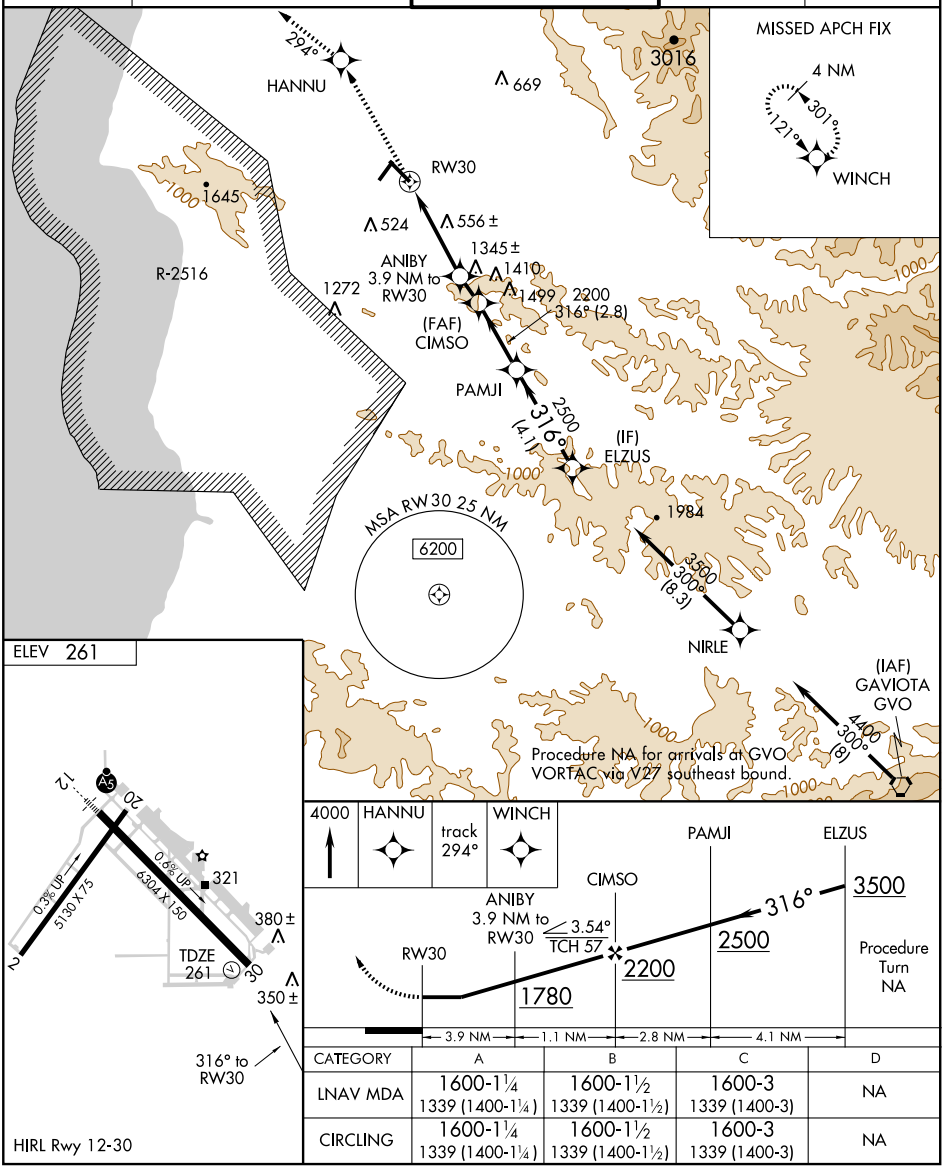
RNAV (GPS) RWY 30

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Vandenburg altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 4000 direct HANNU and via track 294° to WINCH and hold.

ATIS	SANTA BARBARA APP CON ★	SANTA MARIA TOWER ★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 289.6	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA
CIRCLING	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR GLJ 111.0	APP CRS 117°	Rwy Idg 6304 TDZE 240 Apt Elev 261

VOR RWY 12

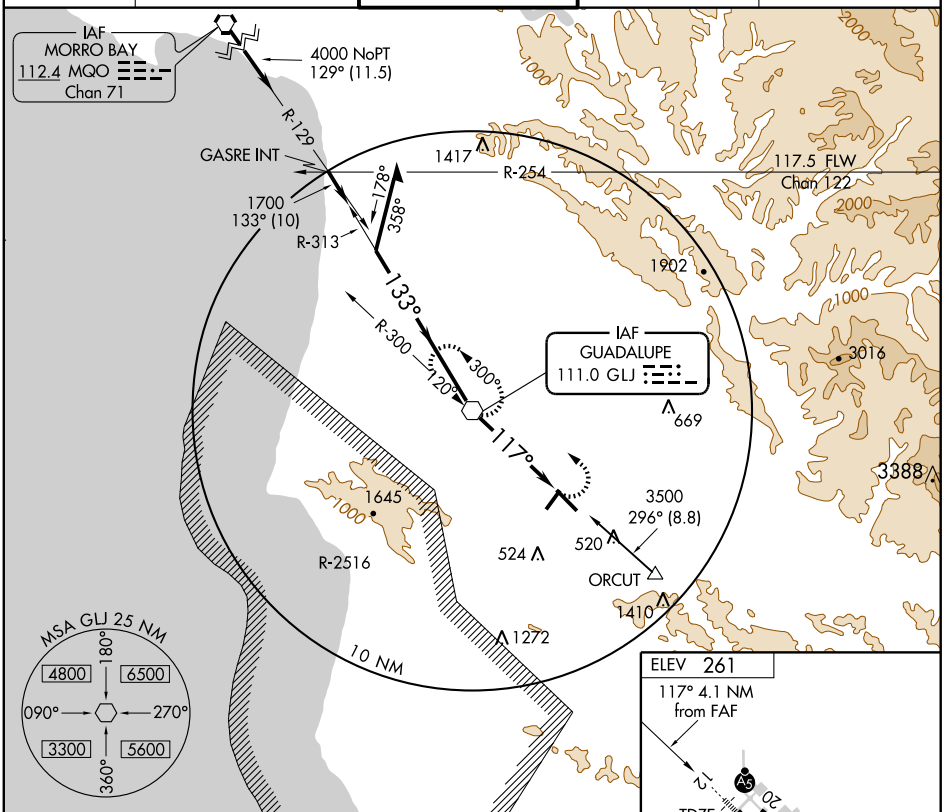
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

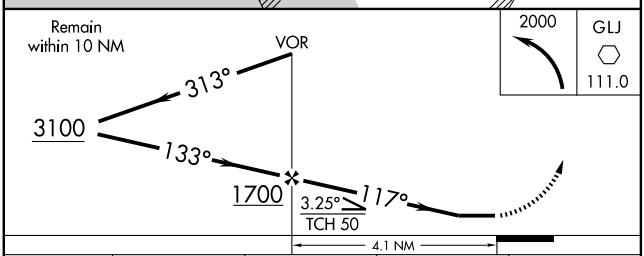
T A

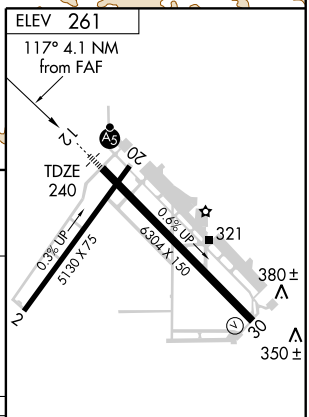
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct GLJ VOR and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 289.6	121.9	122.95







CATEGORY	A	B	C	D
S-12	680/24	440 (500-½)	680/40 440 (500-¾)	680/50 440 (500-1)
CIRCLING	820-1	559 (600-1)	860-1¾ 599 (600-1¾)	1320-3 1059 (1100-3)

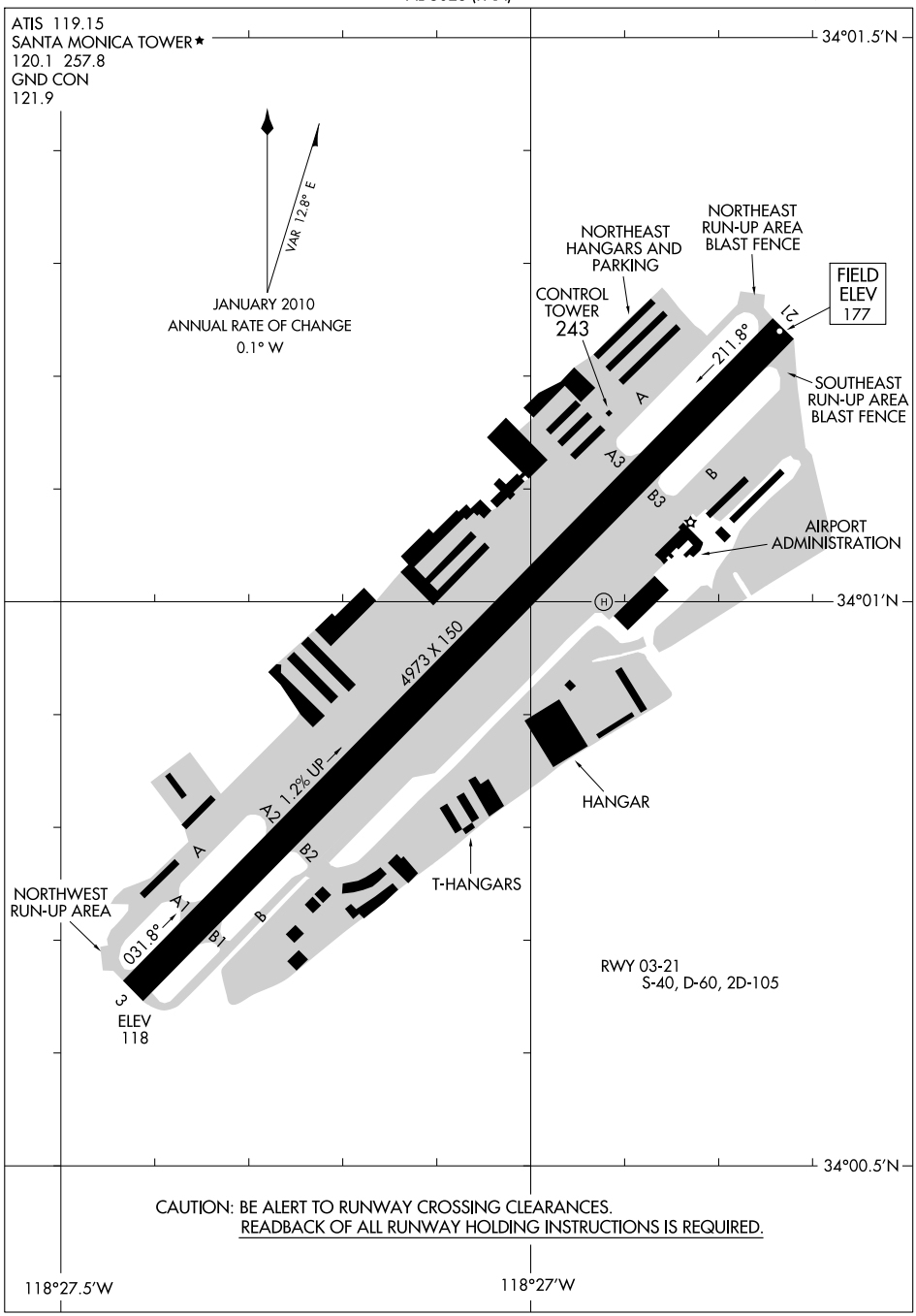
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

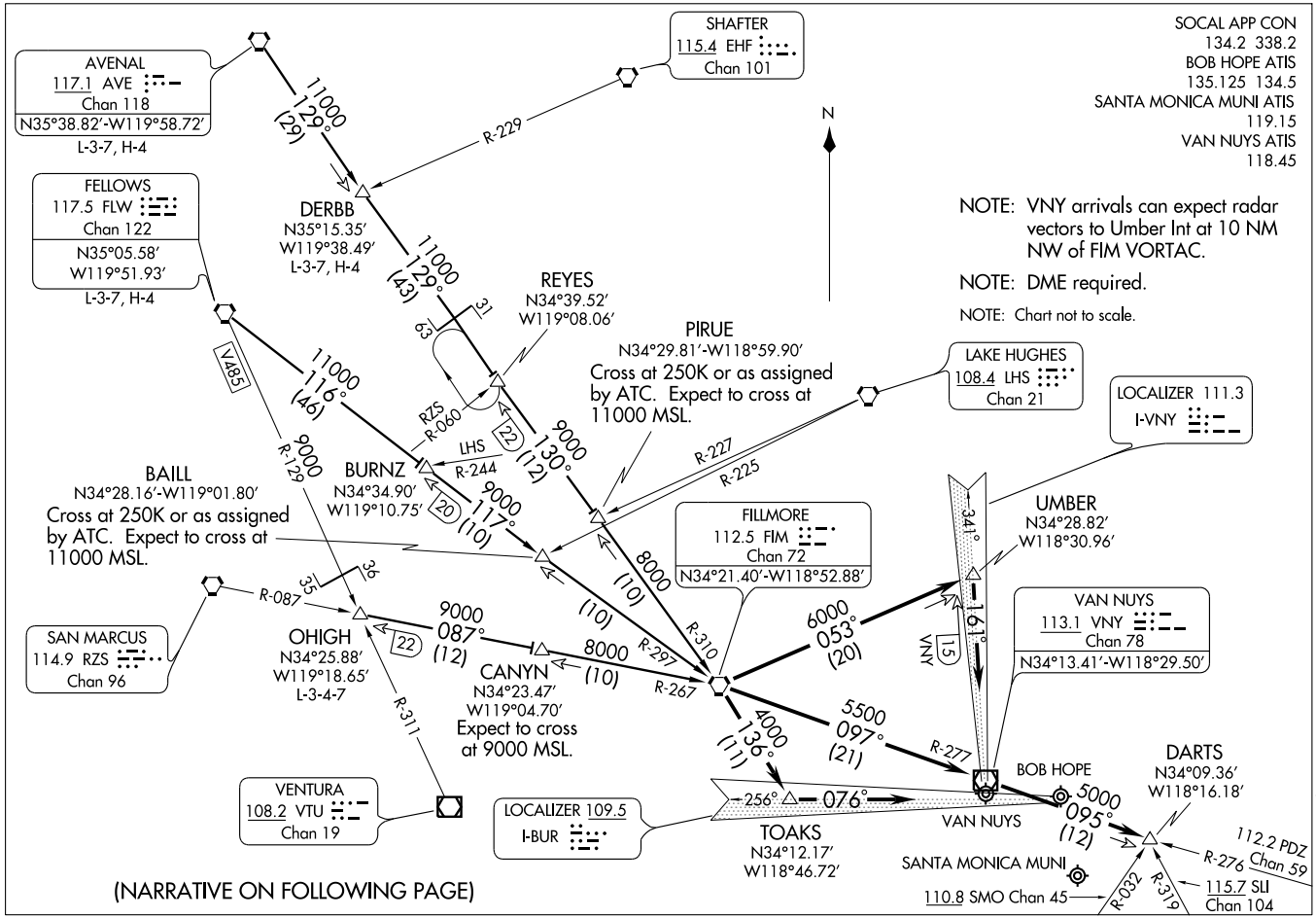
SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

10210

FERNANDO FIVE ARRIVAL

(FIM.FERN5) 08269

BURBANK, CALIFORNIA



ST-67 (FAA)

ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

....From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach.

LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

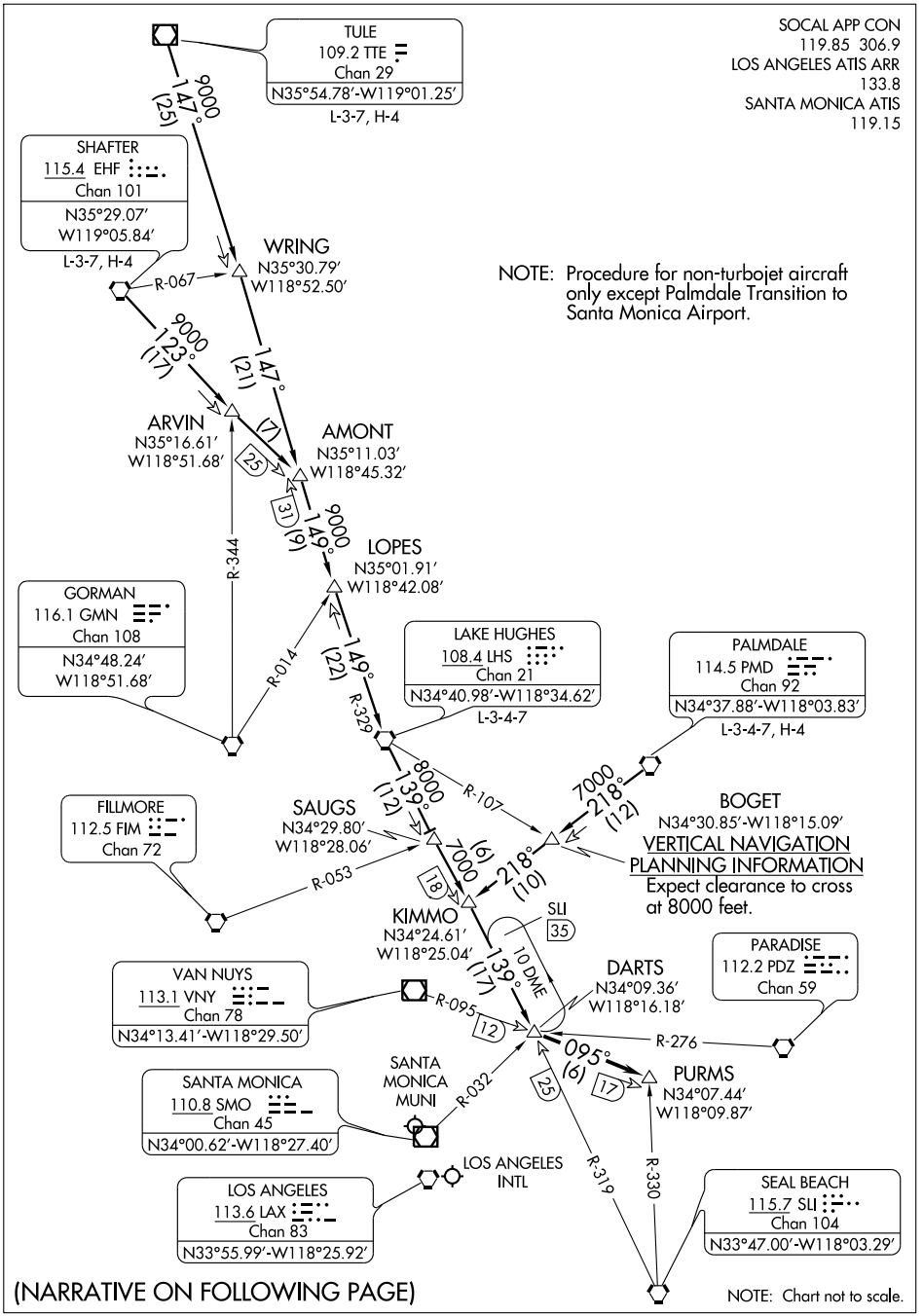
LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.

SW-3, 21 OCT 2010 to 18 NOV 2010

KIMMO TWO ARRIVAL

ST-237 (FAA)

LOS ANGELES, CALIFORNIA



SW-3, 21 OCT 2010 to 18 NOV 2010

KIMMO TWO ARRIVAL

LOS ANGELES, CALIFORNIA

(DARTS.KIMMO2) 09351

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO2): From over LHS VORTAC via LHS R-139 to DARTS INT. Thence....
PALMDALE TRANSITION (PMD.KIMMO2): From over PMD VORTAC via PMD R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence....
SHAFTER TRANSITION (EHF.KIMMO2): From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....
TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course.
....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar vectors to final approach course.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

PEER ONE DEPARTURE (RNAV)

(PEEER1.PEEER) 09295

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

ATIS
119.15
GND CON
121.9
SANTA MONICA TOWER ★
120.1 257.8
SOCAL DEP CON
125.2 263.025

TAKE-OFF MINIMUMS

Rwy 3: NA- Air Traffic.

Rwy 21: Standard with a minimum climb of 321′ per NM to 4000.
ATC climb of 400′ per NM to 700.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1
NOTE: RADAR required.
NOTE: All aircraft expect radar vector to SILEX or VALEY prior to PEEER.

TAKE-OFF OBSTACLE NOTES

Rwy 21: Multiple trees beginning 145′ from DER, 196′ right of centerline, up to 81′ AGL/196′ MSL.
Multiple poles beginning 1425′ from DER, 286′ right of centerline, up to 72′ AGL/187′ MSL.
Antenna on building 285′ from DER, 484′ right of centerline, 51′ AGL/150′ MSL.
Chimney on building 275′ from DER, 459′ right of centerline, 41′ AGL/ 140′ MSL.
VOR 106° from DER, 257′ left of centerline, 23′ AGL/122′ MSL.
Building 611′ from DER, 347′ right of centerline, 28′ AGL/147′ MSL.
Tree 477′ from DER, 51′ left of centerline, 74′ AGL/133′ MSL.

GORMAN
GMN

9500
323°
(18)

CASTA

6000
323°
(7)

OROSZ

6000
323°
(8)

TWINE

5000
343°
(7)

SILEX

4500
048°
(8)

TIMNT

4000
353°
(9)

SADDE

5400
277°
(19)

VENTURA
VTU

4000
290°
(5)

PEEER

255°

210°

SANTA
MONICA
SMO

6300
342°
(8)

VALEY

LANGE

7100
038°
(8)

SLAPP

7100
038°
(5)

BOGET

7500
038°
(12)

PALMDALE
PMD

12500
062°
(49)

HEDRI

12500
056°
(27)

DAGGETT
DAG

N

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb heading 210° to intercept the 255° course to PEEER, thence. . . .

. . . .via (transition). Maintain assigned altitude, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

DAGGETT TRANSITON (PEEER1.DAG)

GORMAN TRANSITION (PEEER1.GMN)

SILEX TRANSITION (PEEER1.SILEX)

VENTURA TRANSITION (PEEER1.VTU)

(PEEER1.PEEER) 09295

PEER ONE DEPARTURE (RNAV)

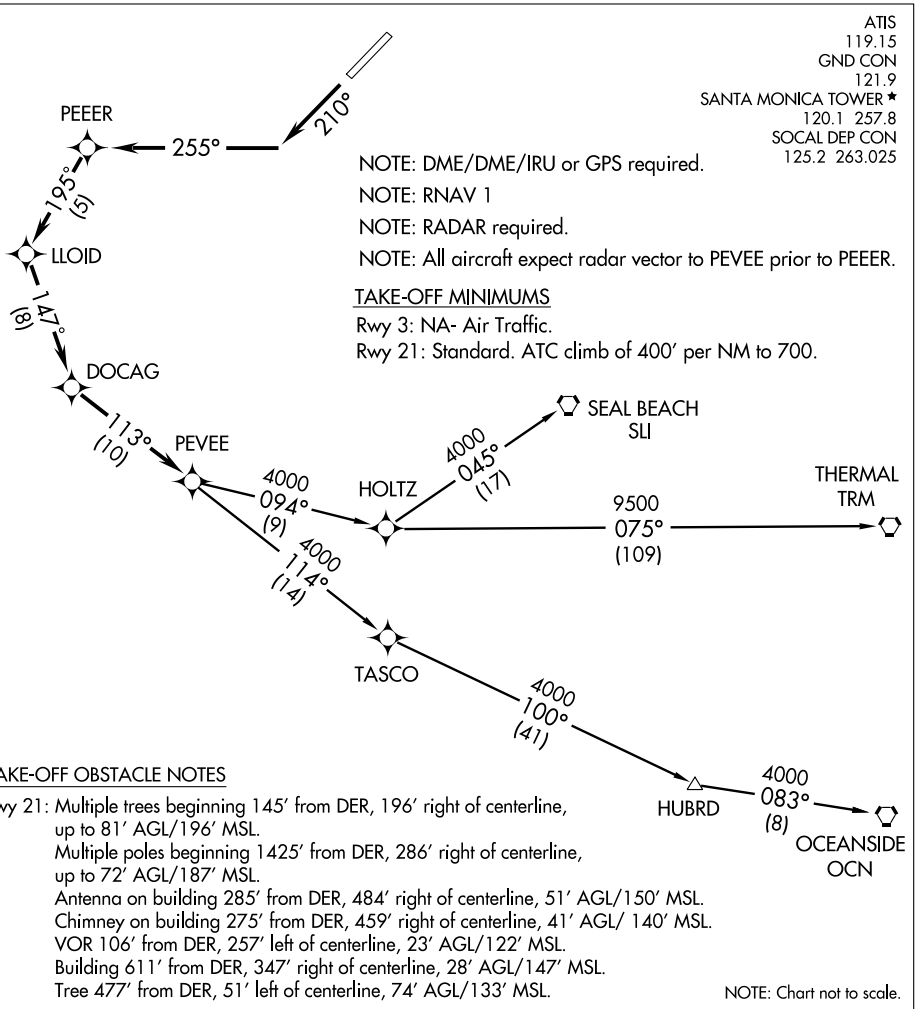
SL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

PEVEE ONE DEPARTURE (RNAV)

SL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb heading 210° to intercept the 255° course to PEEER, then via depicted route to PEVEE, thence. . . .

. . . .via (transition). Maintain assigned altitude, expect altitude 10 minutes after departure.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

OCEANSIDE TRANSITION (PEVEE1.OCN)

SEAL BEACH TRANSITION (PEVEE1.SLI)

THERMAL TRANSITION (PEVEE1.TRM)

PEVEE ONE DEPARTURE (RNAV)

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

(PEVEE1.PEVEE) 09295

VOR/DME SMO 110.8 Chan 45	APP CRS 212°	Rwy Idg N/A TDZE N/A Apt Elev 177

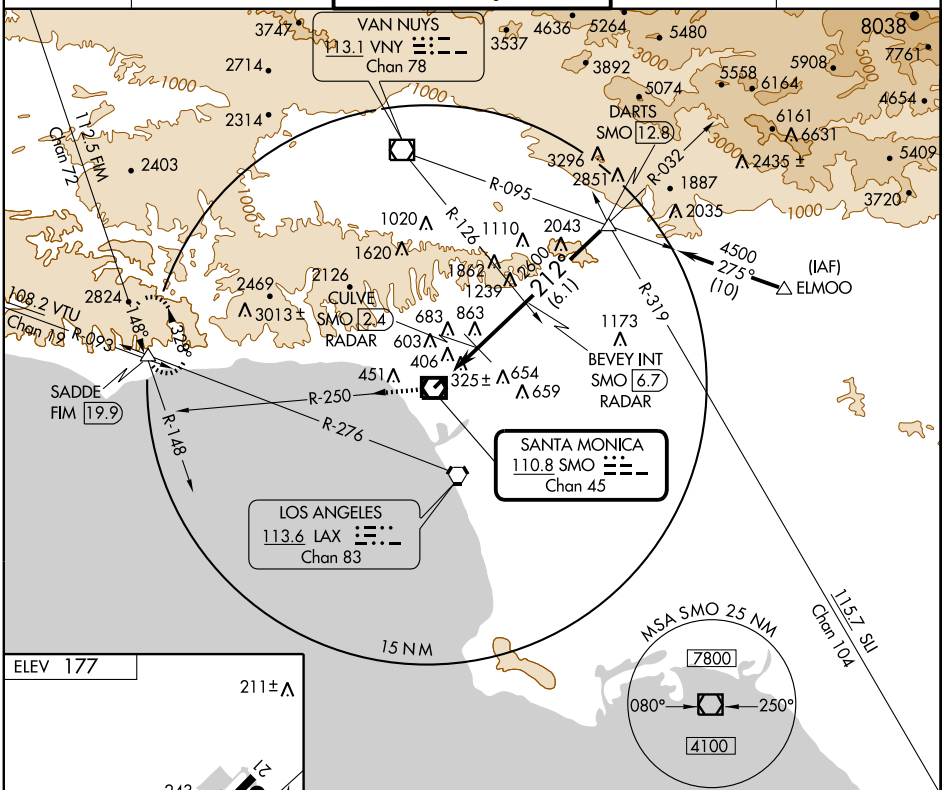
VOR or GPS-A

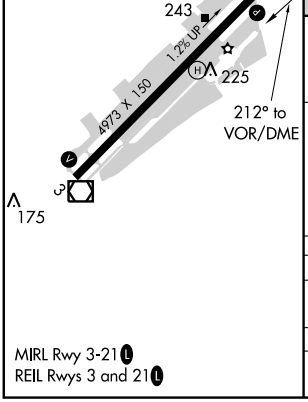
SANTA MONICA MUNI (SMO)

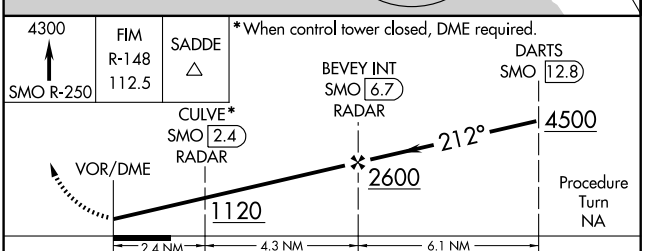
Circling not authorized Northwest of Rwy 3-21.

MISSED APPROACH: Climb to 4300 via SMO R-250 and FIM R-148 to SADDE Int and hold, continue climb-in-hold to 4300.

ATIS	SOCAL APP CON	SANTA MONICA TOWER*	GND CON	UNICOM
119.15	128.5 235.975	120.1 (CTAF) L 257.8	121.9	122.95







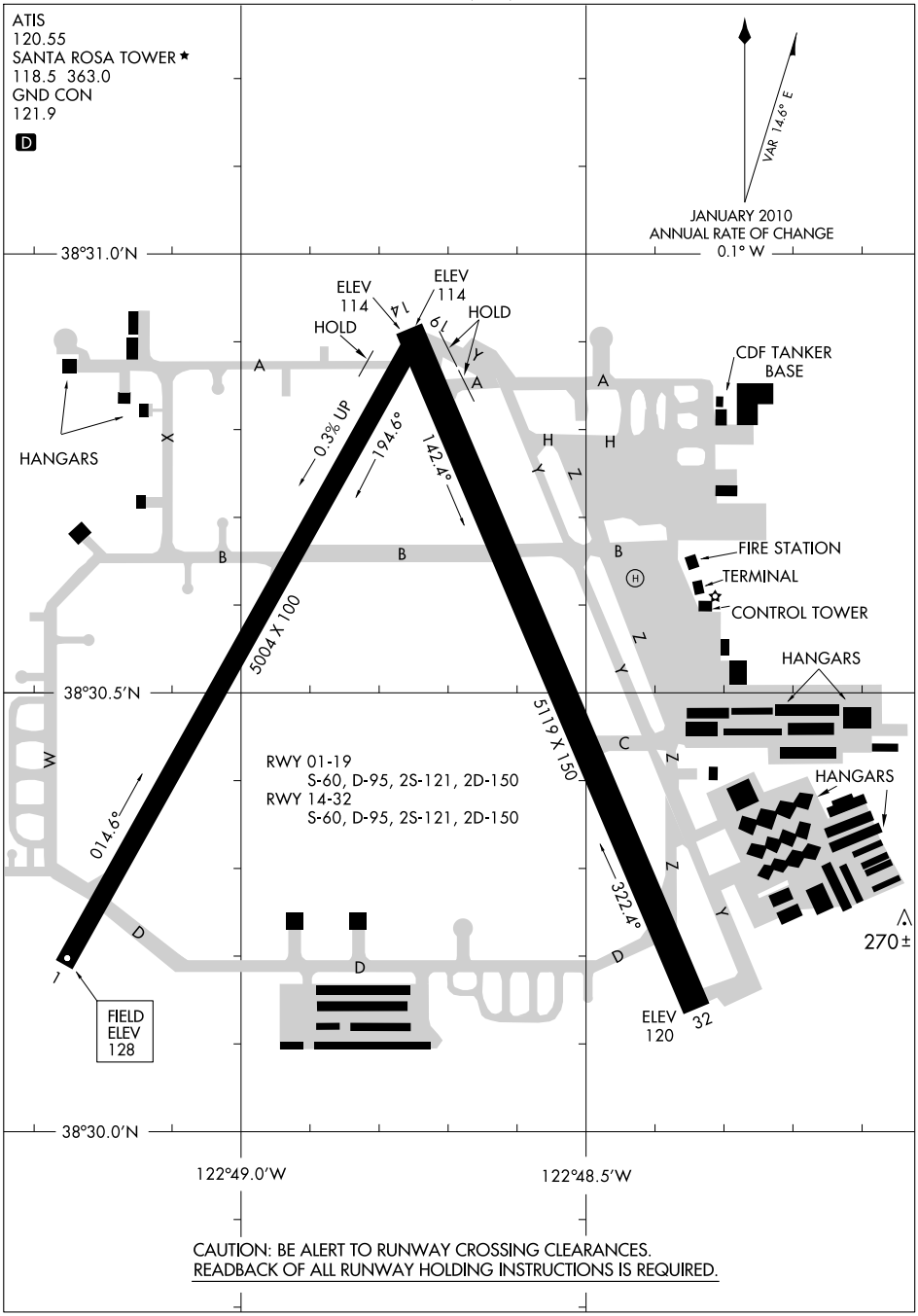
CATEGORY	A	B	C	D
CIRCLING	1120-1¼ 943 (1000-1¼)		1120-2¾ 943 (1000-2¾)	1120-3 943 (1000-3)
CULVE DME/RADAR MINIMA*				
CIRCLING	680-1 503 (600-1)		680-1½ 503 (600-1½)	740-2 563 (600-2)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)
AL-696 (FAA)
SANTA ROSA, CALIFORNIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

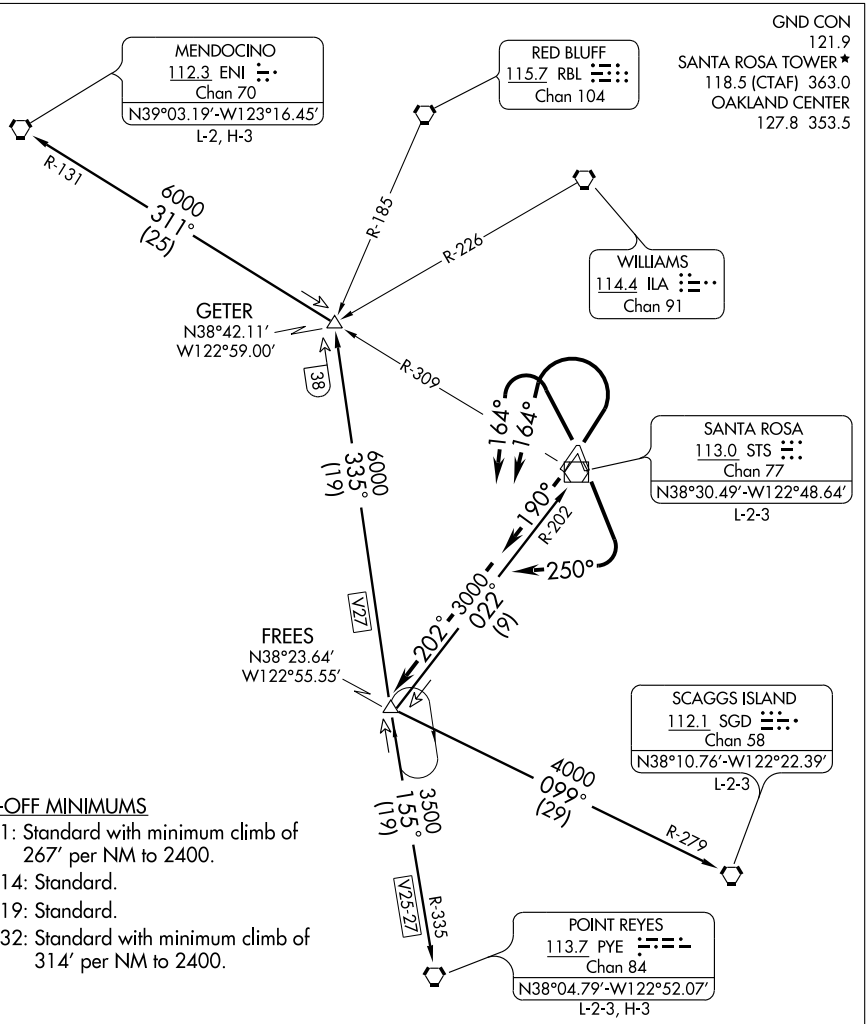
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA ROSA, CALIFORNIA
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

10210



TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 267′ per NM to 2400.

Rwy 14: Standard.

Rwy 19: Standard.

Rwy 32: Standard with minimum climb of 314′ per NM to 2400.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Tree 739′ from DER, 525′ left of centerline, 40′ AGL/141′ MSL.

Rwy 14: Multiple trees beginning 321′ from DER, 421′ left of centerline, up to 73′ AGL/172′ MSL.
Tree 2113′ from DER, 721′ right of centerline, 77′ AGL/176′ MSL.

Rwy 19: Posts 39′ from DER, 259′ right of centerline, 7′ AGL/126′ MSL.
Multiple trees beginning 1482′ from DER, 461′ right of centerline, up to 100′ AGL/253′ MSL.
Multiple trees beginning 1666′ from DER, 58′ left of centerline, up to 55′ AGL/257′ MSL.

Rwy 32: Windsock 39′ from DER, 341′ left of centerline, 25′ AGL/133′ MSL.
Multiple trees beginning 2419′ from DER, 167′ left of centerline, up to 50′ AGL/216′ MSL.
Multiple trees beginning 810′ from DER, 87′ right of centerline, up to 50′ AGL/205′ MSL.

NOTE: Chart not to scale.

(Continued on next page)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1 and 32: Turn left heading 164°. Thence....

TAKE-OFF RUNWAY 14: Turn right heading 250°. Thence....

TAKE-OFF RUNWAY 19: Climb on heading 190°. Thence....

....Intercept and climb via STS R-202 to FREES INT, cross FREES INT at or above MEA for route of flight, or continue climb in FREES INT holding pattern to MEA for route of flight then via (transition) or (assigned route).

MENDOCINO TRANSITION (FREES6.ENI): From over FREES INT via PYE R-335 and ENI R-131 to ENI VORTAC.

POINT REYES TRANSITION (FREES6.PYE): From over FREES INT via PYE R-335 to PYE VORTAC.

SANTA ROSA TRANSITION (FREES6.STS): From over FREES INT via STS R-202 to STS VOR/DME.

SCAGGS ISLAND TRANSITION (FREES6.SGD): From over FREES INT via SGD R-279 to SGD VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC I-STS	APP CRS	Rwy Idg	5119
109.3	321°	TDZE	122
		Apt Elev	128

ILS or LOC RWY 32

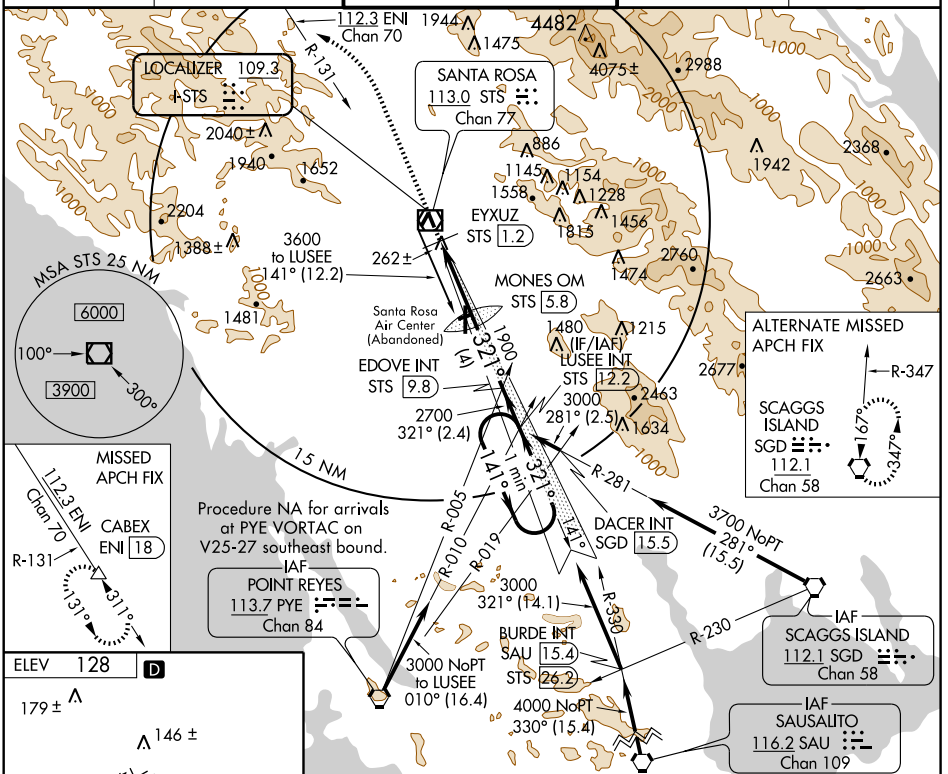
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

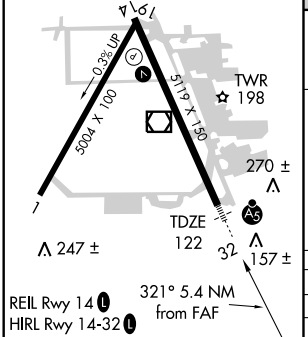
DME required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

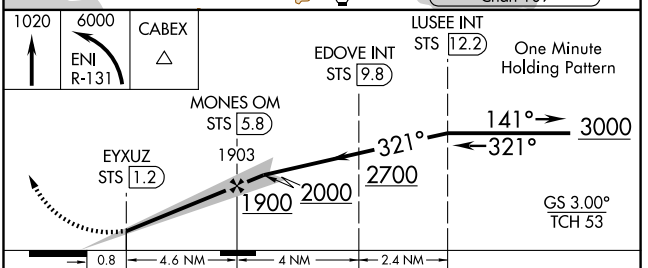
MISSED APPROACH: Climb to 1020 then climbing left turn to 6000 via ENI VORTAC R-131 to CABEX/ENI 18 DME and hold, continue climb-in-hold to 6000.

ATIS	OAKLAND CENTER	SANTA ROSA TOWER *	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) L 363.0	121.9	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	*322/24 200 (200-½)			
S-LOC 32	540/24 418 (500-½)		540/40 418 (500-¾)	
CIRCLING	620-1 492 (500-1)	680-1 552 (600-1)	740-1¾ 612 (700-1¾)	740-2 612 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5119
141°	TDZE	121
	Apt Elev	128

RNAV (GPS) RWY 14

SANTA ROSA/CHARLES M. SCHULZ-SONOMA COUNTY (STS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct PIGPN and on track 141° to WDSTC and hold, continue climb-in-hold to 5000.

ATIS	OAKLAND CENTER	SANTA ROSA TOWER★	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) L 363.0	121.9	122.95

Procedure NA for arrivals at LAPED via V25 northeast bound.

LAPED

(IAF) FIPUM 6500 186° (14) 3457

(IAF) CABEX 4800 NoPT 094° (5.8) 5 NM

4800 NoPT 186° (5.1)

141° 321°

(IF/IAF) LOZWU 4100 141° (3.2) 3458

ACUTI 3300 141° (3.6)

(FAF) EHETY 1191±

UCEVE 4.2 NM to RW14 479±

RW14 SANTA ROSA STS

5100 to LOZWU 321° (16.8)

MSA RW 14 25 NM 6000

2324± 4760 2324 1270 1944 1475 4482 4072 2988 2675 1940 1652 1388± 886 1145 1154 1228 1558 1815 1456 305± 216±

MISSED APCH FIX

PIGPN 141° 5 NM WDSTC 321°

ELEV 128 D

141° to RW14 179± 146±

TDZE 121

0.3% UP

TWR 198

5119 X 150

5004 X 100

1634 270± 247± 157±

32 25

5 NM Holding Pattern

LOZWU 4800 321° 141°

ACUTI 141° 4100

EHETY 3300 3300

UCEVE 4.2 NM to RW14 *1520 RW14

*LNAV only

GS 3.00° TCH 53

5000 PIGPN tr 141° WDSTC

3.2 NM 3.6 NM 5.4 NM 4.2 NM

CATEGORY	A	B	C	D
LNAV/VNAV DA	490-1¼		369 (400-1¼)	
LNAV MDA	560-1 439 (500-1)		560-1¼ 439 (500-1¼)	560-1½ 439 (500-1½)
CIRCLING	620-1 492 (500-1)	680-1 552 (600-1)	740-1¾ 612 (700-1¾)	740-2 612 (700-2)

REIL Rwy 14 L

HIRL Rwy 14-32 L

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5119
CH 72611	321°	TDZE	122
W32A		Apt Elev	128

RNAV (GPS) RWY 32

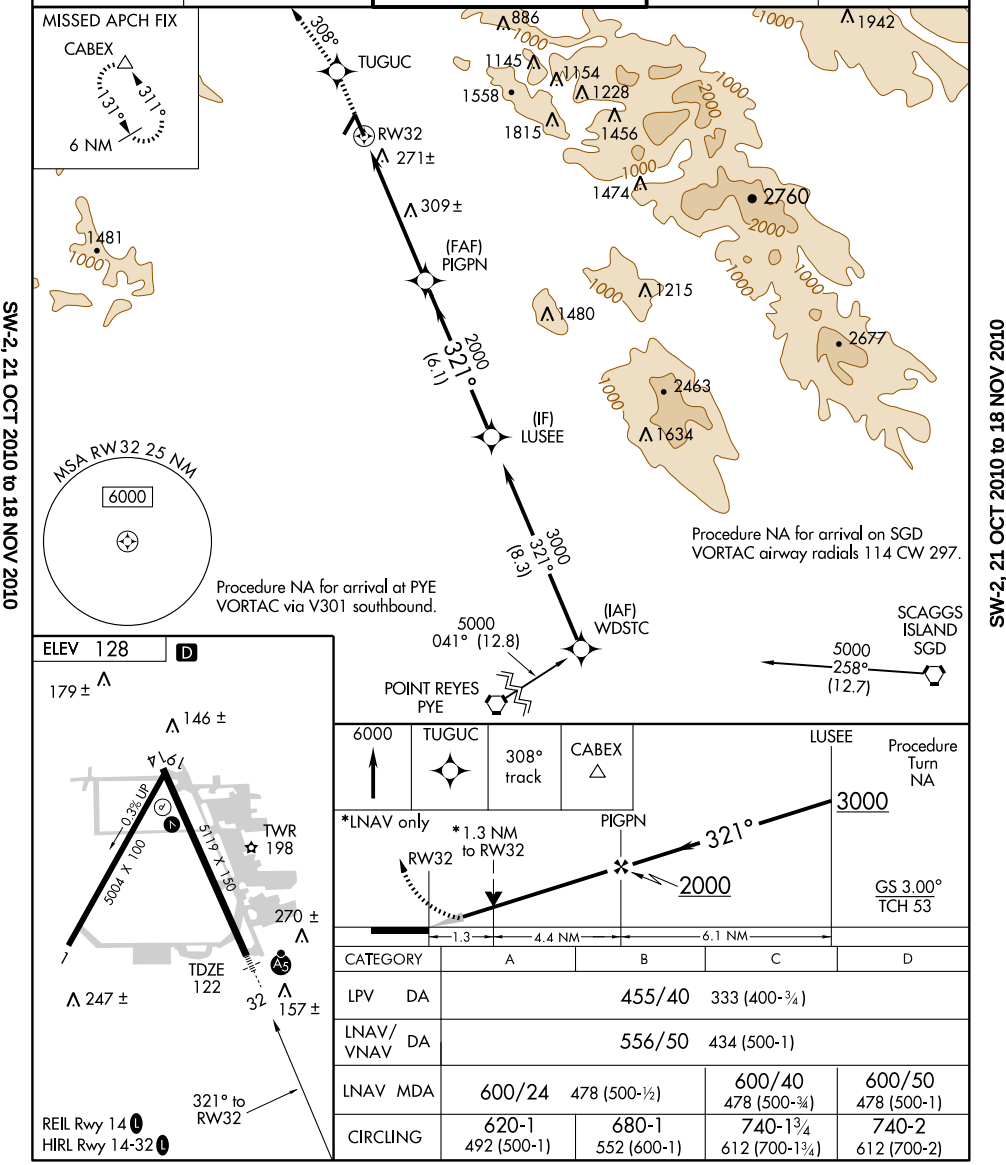
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 6000 direct TUGUC and via 308° track to CABEX and hold, continue climb-in-hold to 6000.

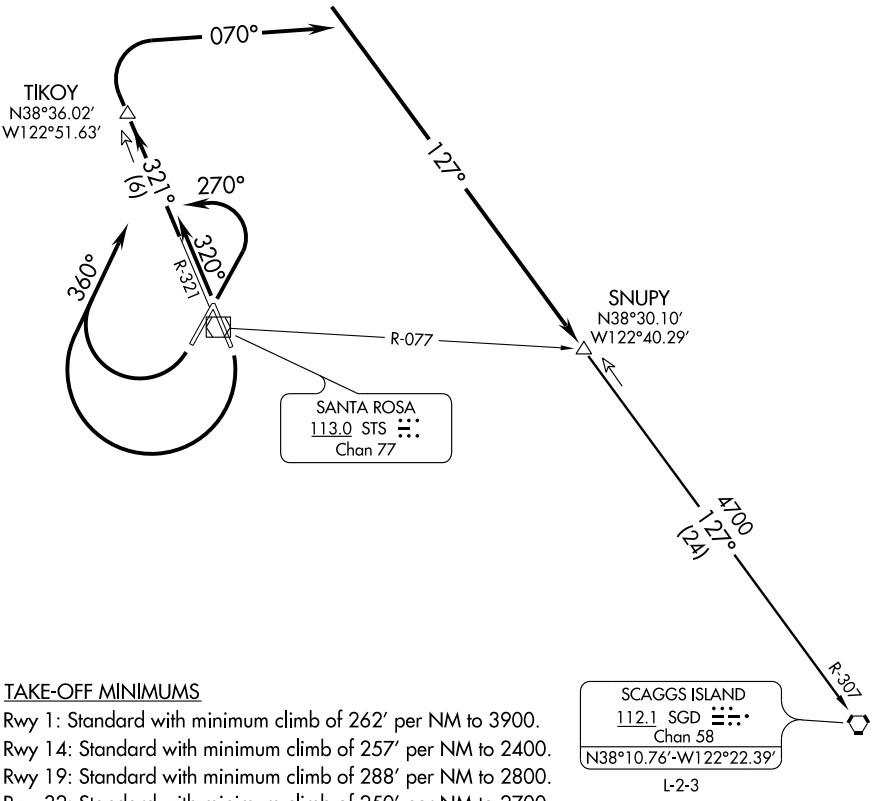
ATIS	OAKLAND CENTER	SANTA ROSA TOWER★	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) L 363.0	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	455/40 333 (400-¾)			
LNAV/VNAV DA	556/50 434 (500-1)			
LNAV MDA	600/24 478 (500-½)		600/40 478 (500-¾)	600/50 478 (500-1)
CIRCLING	620-1 492 (500-1)	680-1 552 (600-1)	740-1¾ 612 (700-1¾)	740-2 612 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

GND CON
121.9
SANTA ROSA TOWER ★
118.5 (CTAF) 363.0
OAKLAND CENTER
127.8 353.5



TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 262′ per NM to 3900.
Rwy 14: Standard with minimum climb of 257′ per NM to 2400.
Rwy 19: Standard with minimum climb of 288′ per NM to 2800.
Rwy 32: Standard with minimum climb of 250′ per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Tree 739′ from DER, 525′ left of centerline, 40′ AGL/141′ MSL.
Rwy 14: Multiple trees beginning 321′ from DER, 421′ left of centerline, up to 73′ AGL/172′ MSL.
Tree 2113′ from DER, 721′ right of centerline, 77′ AGL/176′ MSL.
Rwy 19: Posts 39′ from DER, 259′ right of centerline, 7′ AGL/126′ MSL.
Multiple trees beginning 1482′ from DER, 461′ right of centerline, up to 100′ AGL/253′ MSL.
Multiple trees beginning 1666′ from DER, 58′ left of centerline, up to 55′ AGL/257′ MSL.
Rwy 32: Windsock 39′ from DER, 341′ left of centerline, 25′ AGL/133′ MSL.
Multiple trees beginning 2419′ from DER, 167′ left of centerline, up to 50′ AGL/216′ MSL.
Multiple trees beginning 810′ from DER, 87′ right of centerline, up to 50′ AGL/205′ MSL.

NOTE: DME required.

NOTE: Chart not to scale.

(Continued on next page)

SW-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Turn left heading 270°. Thence....

TAKE-OFF RUNWAYS 14 and 19: Turn right heading 360°. Thence....

TAKE-OFF RUNWAY 32: Climb via heading 320°. Thence....

....Intercept and climb via STS R-321 to TIKOY INT/STS 6 DME, turn right via heading 070° to intercept and proceed via SGD R-307 to SNUPY INT/SGD 24 DME, then via (transition) or (assigned route).

SCAGGS ISLAND TRANSITION (STS6.SGD): From over SNUPY INT/SGD 24 DME via SGD R-307 to SGD VORTAC.

SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME STS	APP CRS	Rwy Idg	5119
113.0	146°	TDZE	121
Chan 77		Apt Elev	128

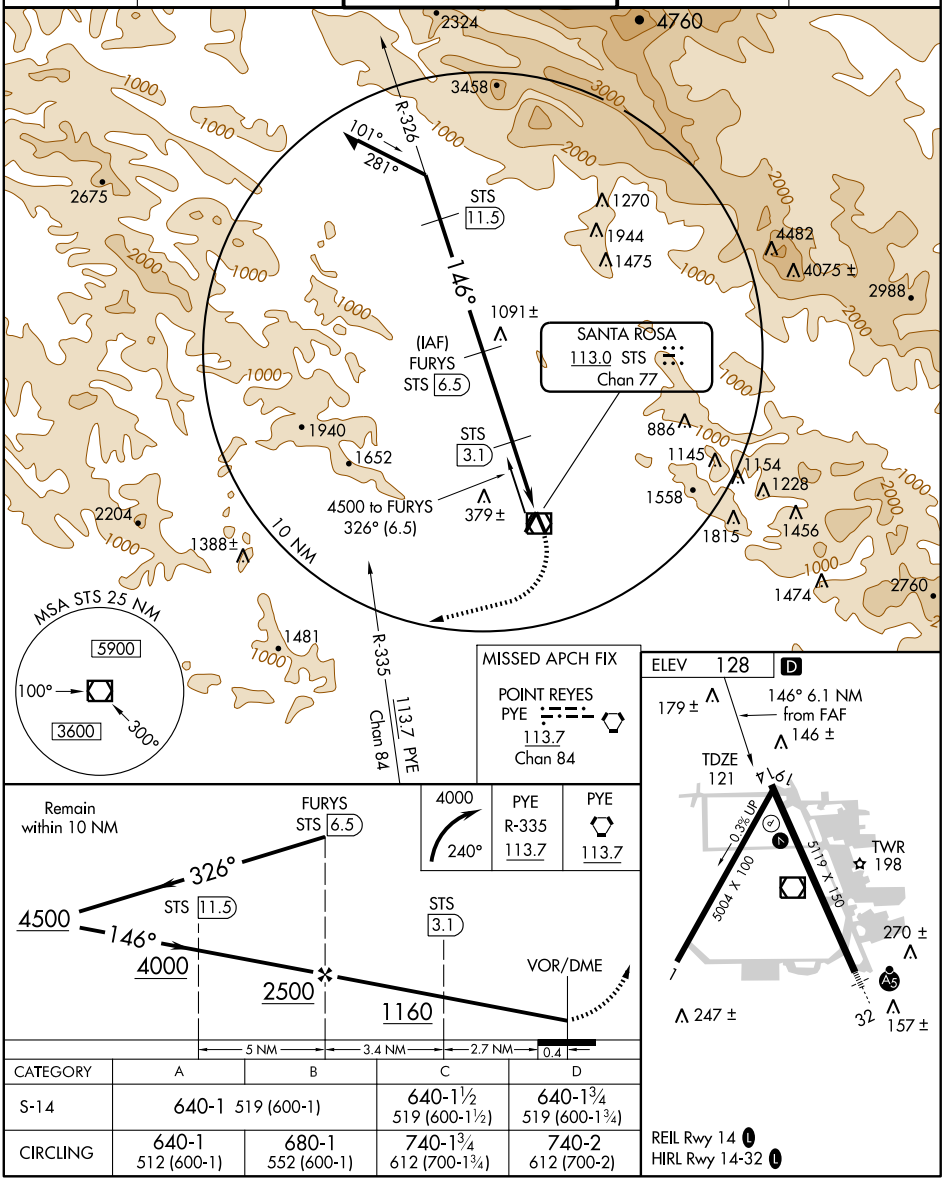
VOR/DME RWY 14

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

When local altimeter not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via heading 240° and PYE R-335 to PYE VORTAC.

ATIS	OAKLAND CENTER	SANTA ROSA TOWER ★	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) L 363.0	121.9	122.95



CATEGORY	A	B	C	D
S-14	640-1 519 (600-1)		640-1½ 519 (600-1½)	640-1¾ 519 (600-1¾)
CIRCLING	640-1 512 (600-1)	680-1 552 (600-1)	740-1¾ 612 (700-1¾)	740-2 612 (700-2)

REIL Rwy 14 L
HIRL Rwy 14-32 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME STS	APP CRS	Rwy Idg	5119
113.0	321°	TDZE	119
Chan 77		Apt Elev	125

VOR RWY 32

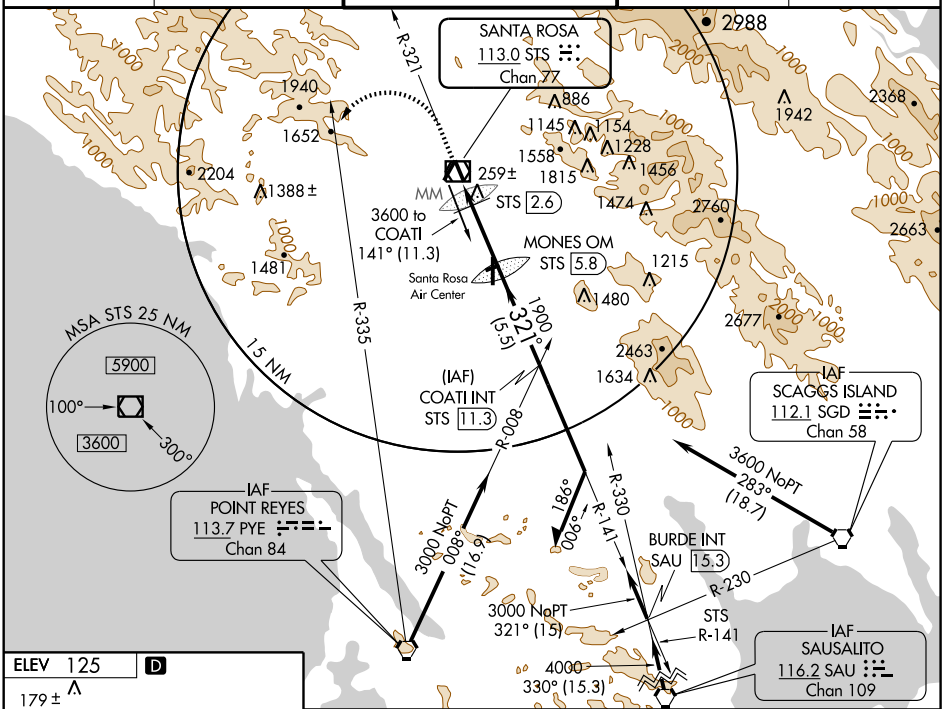
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

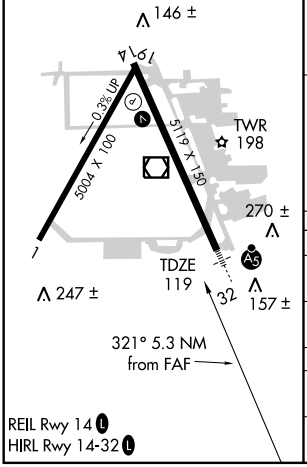
T NA — S-32 Cat D DME minimums visibility increased to RVR 6000 for inoperative MALSR. When local altimeter not received, procedure NA.

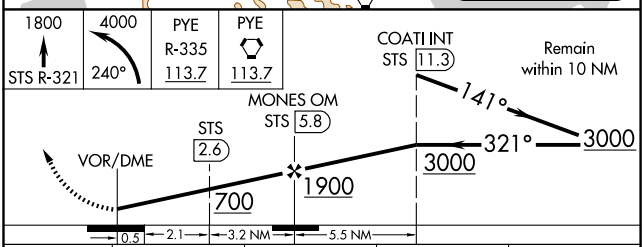
MALSR

MISSED APPROACH: Climb to 1800 via STS R-321 then climbing left turn to 4000 via heading 240° and PYE R-335 to PYE VORTAC.

ATIS	OAKLAND CENTER	SANTA ROSA TOWER★	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-32	700/24 581 (600-½)		700/50 581 (600-1)	700/60 581 (600-1¼)
CIRCLING	700-1 575 (600-1)		740-1¾ 615 (700-1¾)	740-2 615 (700-2)
DME MINIMUMS				
S-32	520/24 401 (400-½)		520/40 401 (400-¾)	520/50 401 (400-1)
CIRCLING	580-1 455 (500-1)	680-1 555 (600-1)	740-1¾ 615 (700-1¾)	740-2 615 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

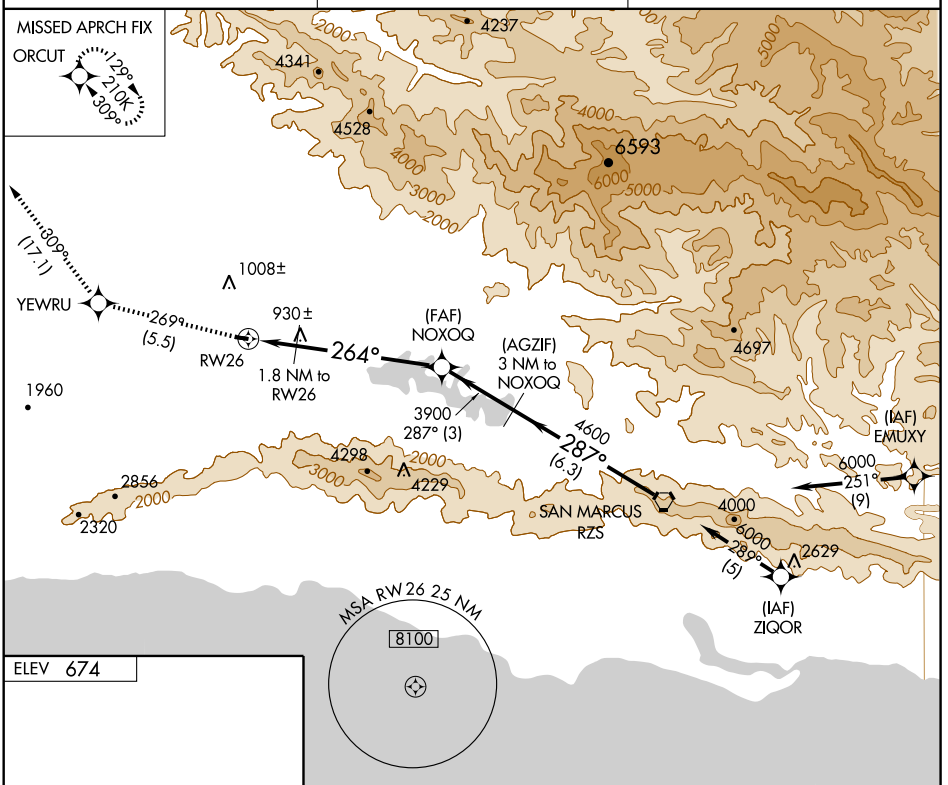
APP CRS	Rwy Idg	N/A
264°	TDZE	N/A
	Apt Elev	674

GPS-A
SANTA YNEZ (IZA)

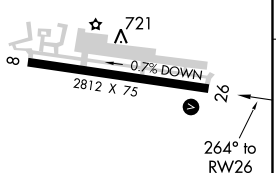
NA — Obtain local altimeter setting on CTAF, when not received, except for operators with approved weather reporting service, use Lompoc altimeter setting.

MISSED APPROACH: Climb to 5000 via 269° course to YEWRU WP, then via 309° course to ORCUT WP and hold.

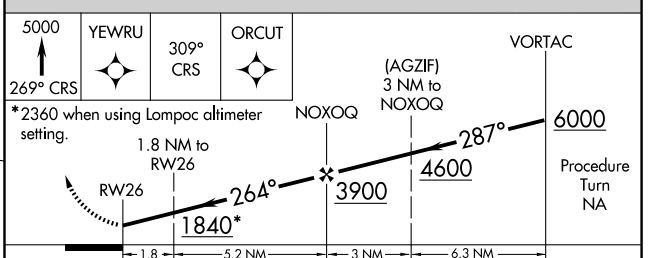
AWOS-3	SANTA BARBARA APP CON★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L



ELEV 674



MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
CIRCLING	1120-1 446 (500-1)	1160-1 486 (500-1)	NA	
LOMPOC ALTIMETER SETTING MINIMUMS				
CIRCLING	1640-1¼ 966 (1000-1¼)	1680-1½ 1006 (1100-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2804
084°	TDZE	671
	Apt Elev	674

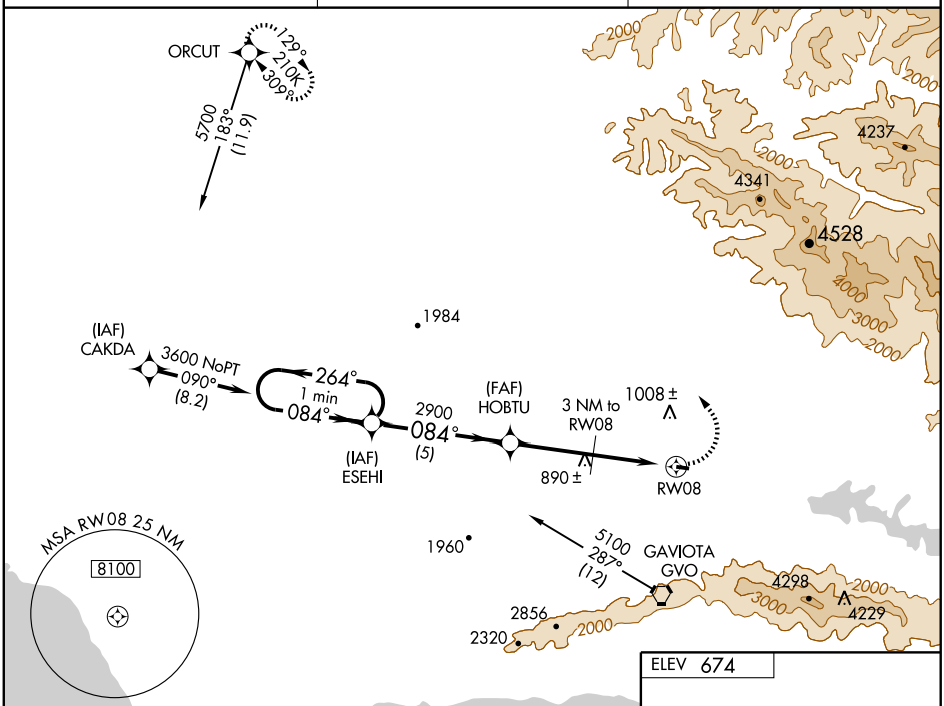
GPS RWY 8
SANTA YNEZ (IZA)

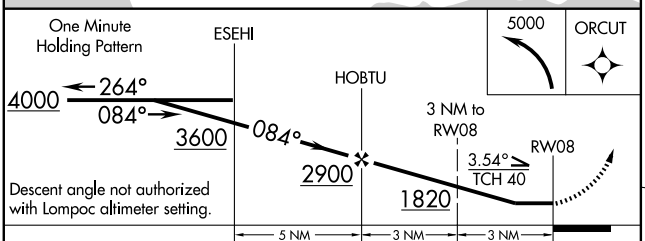
NA

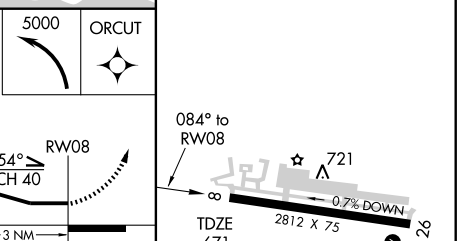
Obtain local altimeter setting on CTAF, when not received, except for operators with approved weather reporting service, use Lompoc altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 direct ORCUT WP and hold.

AWOS-3	SANTA BARBARA APP CON ★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	1060-1 389 (400-1)		NA	
CIRCLING	1120-1 446 (500-1)	1160-1 486 (500-1)	NA	
LOMPOC ALTIMETER SETTING MINIMUMS				
S-8	1600-1¼ 929 (1000-1¼)		NA	
CIRCLING	1640-1¼ 966 (1000-1¼)	1680-1½ 1006 (1100-1½)	NA	

MIRL Rwy 8-26 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

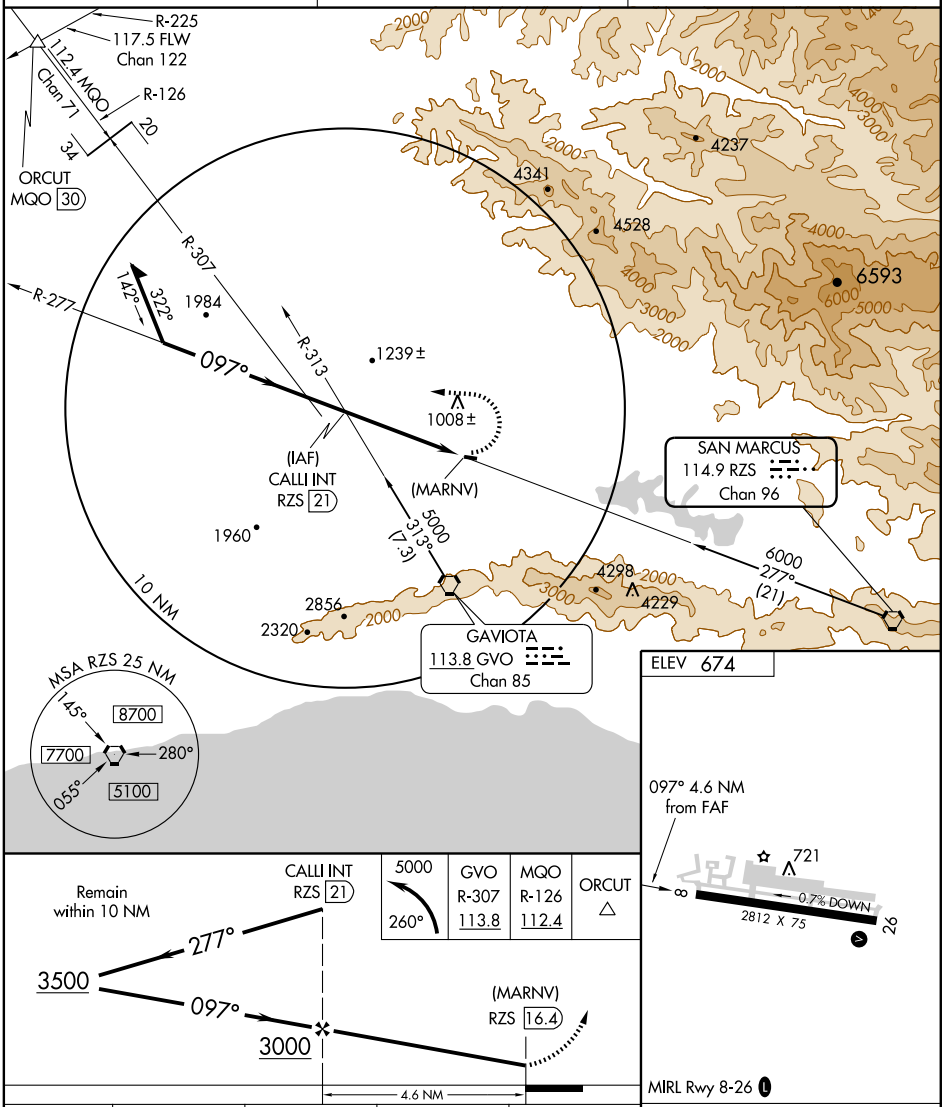
VORTAC RZS 114.9 Chan 96	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 674

VOR or GPS-B
SANTA YNEZ (IZA)

Obtain local altimeter setting on CTAF, when not received, except for operators with approved weather reporting service, use Lompoc altimeter setting and increase all MDAs 540 feet.

MISSED APPROACH: Climbing left turn to 5000 via heading 260° and GVO R-307 and MQO R-126 to ORCUT Int.

AWOS-3	SANTA BARBARA APP CON★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 1206 (1300-1¼)	1880-1½ 1206 (1300-1½)	NA	

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4501
CH 82517	120°	TDZE	413
W12A		Apt Elev	424

RNAV (GPS) RWY 12

SHAFTER-MINTER FIELD (MIT)

Circling to Rwy 17 and 35 NA at night.
Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Bakersfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIPVE and on track 196° to MARIC and hold.

BAKERSFIELD APP CON
126.45 270.3

CTAF
122.9 (L)

Procedure NA for arrivals at COREZ on V248 westbound and arrivals at PONDD on V23 northbound.

(IAF) PONDD
2000 189° (12.2)
(IF) JATLU
2000 039° (7.6)
(IAF) COREZ
2000 120° (6)
(FAF) SIGRE
CISUR 1.4 NM to RW12
RW12 452±
812 1293 550 1281
TIPVE
196°

MSA RW12 25 NM
8100
1296

MISSED APCH FIX
5 NM
041°
221°
MARIC

Procedure Turn NA
JATLU
2000
120°
SIGRE
2000
2000
CISUR 1.4 NM to RW12
RW12
*900
GS 3.00°
TCH 45
6 NM 3.4 NM 1.4 NM

3000	TIPVE	trk 196°	MARIC

*LNAV only

ELEV 424
120° to RW12
TDZE 413
4501 X 100
2970 X 100
0.3% UP
12
17
30
35

CATEGORY	A	B	C	D
LPV DA	693-1 280 (300-1)			NA
LNAV/VNAV DA	752-1¼ 339 (400-1¼)			NA
LNAV MDA	740-1 327 (400-1)			NA
CIRCLING	940-1 516 (600-1)		940-1½ 516 (600-1½)	NA

HIRL Rwy 12-30 (L)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EHF	APP CRS	Rwy Idg	N/A
115.4	269°	TDZE	N/A
Chan 101		Apt Elev	424

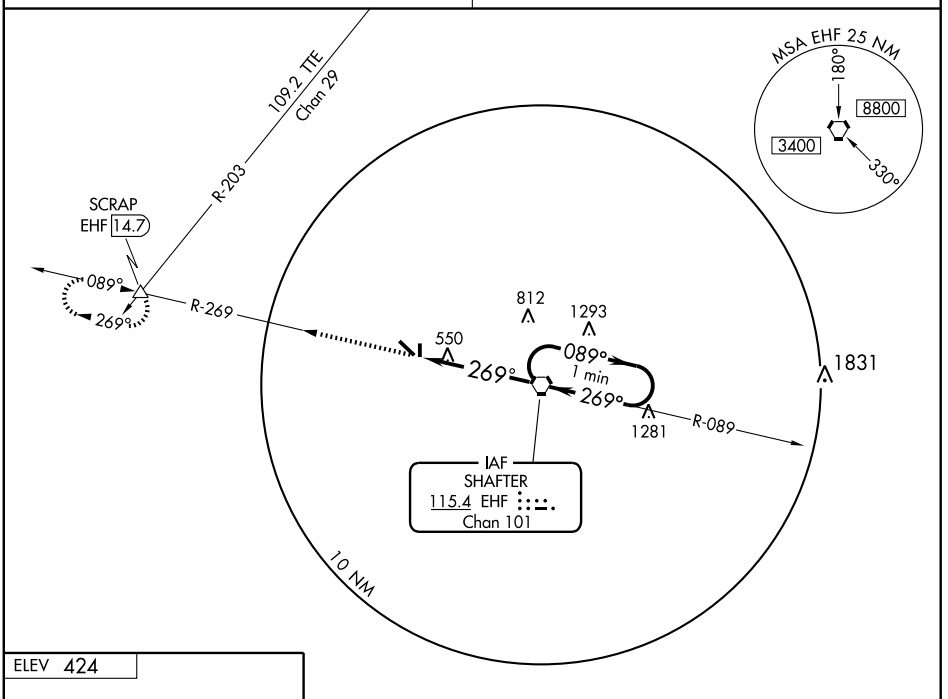
VOR-A

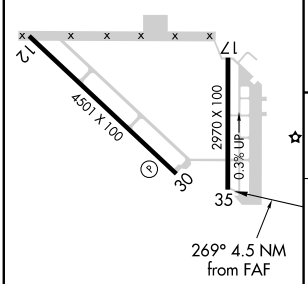
SHAFTER-MINTER FIELD (MIT)

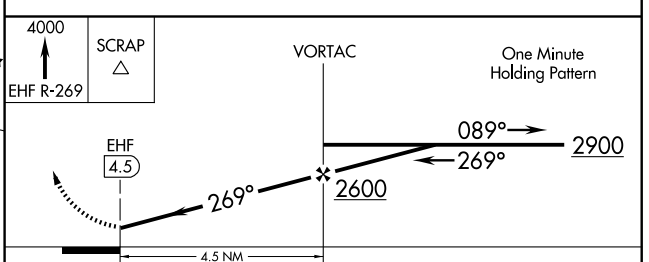
NA — Circling to Rwy 17 and 35 NA at night. Use Bakersfield altimeter setting.

MISSED APPROACH: Climb to 4000 via EHF VORTAC R-269 direct SCRAP INT/EHF VORTAC 14.7 DME and hold, continue climb-in-hold to 4000.

BAKERSFIELD APP CON	CTAF
126.45 270.3	122.9 L







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

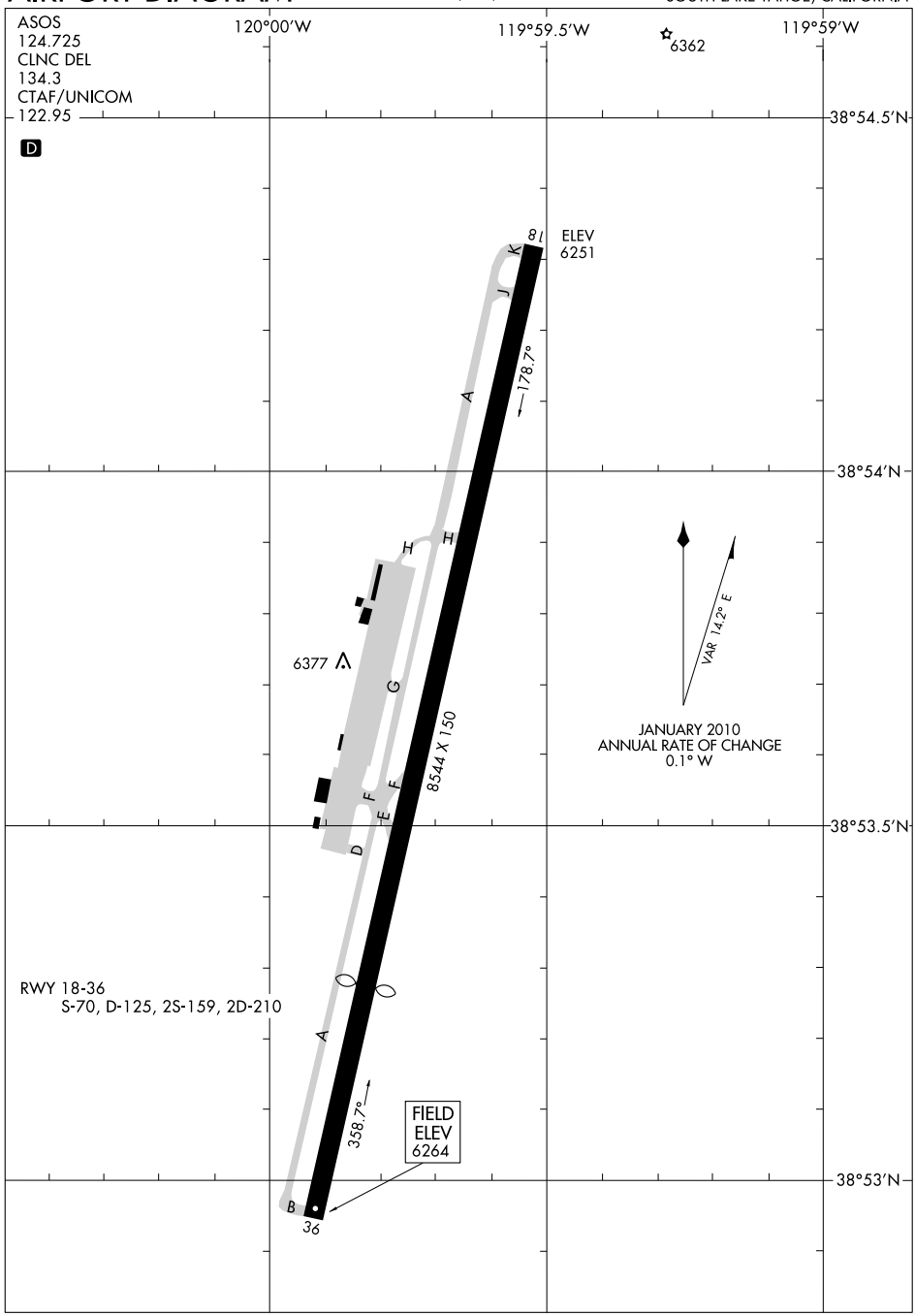
CATEGORY	A	B	C	D
CIRCLING	940-1 516 (600-1)		940-1½ 516 (600-1½)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5416 (FAA)

SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA



SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SOUTH LAKE TAHOE, CALIFORNIA
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

10210

APP CRS	Rwy Idg	7017
172°	TDZE	6254
	Apt Elev	6264

GPS RWY 18

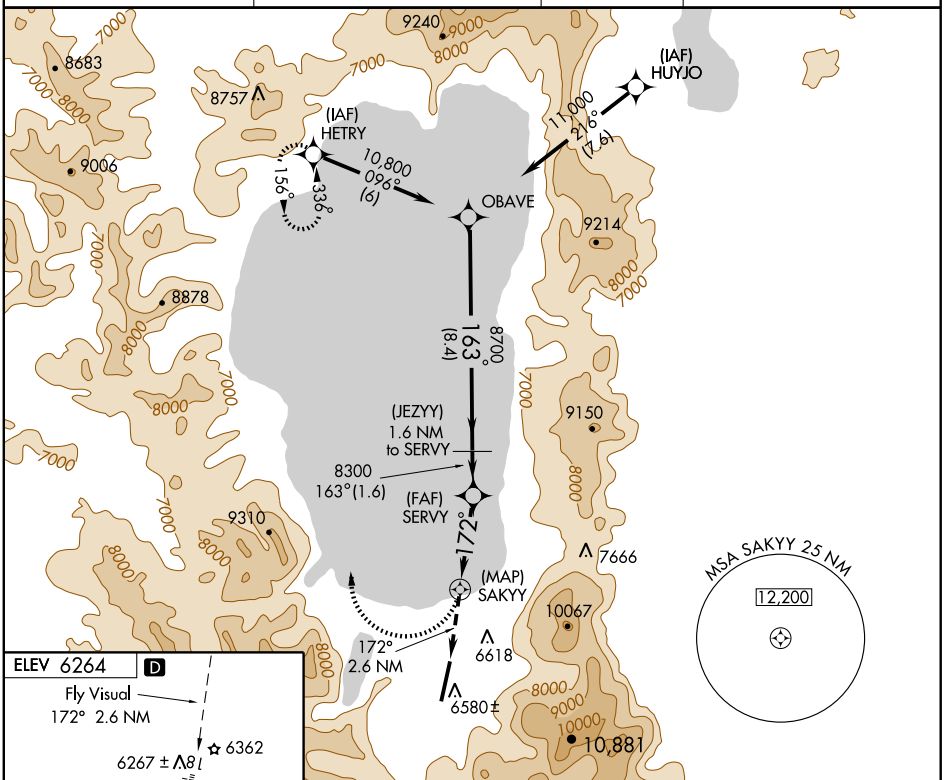
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

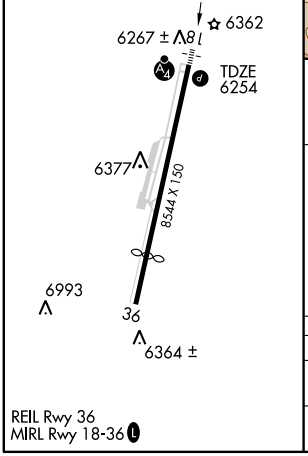
T
A NA — Circling not authorized at night.

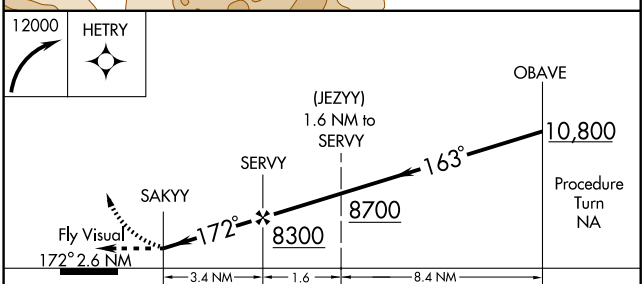
MALSF

MISSED APPROACH: Climbing right turn to 12,000 direct HETRY WP and hold.

ASOS	OAKLAND CENTER	CLNC DEL	UNICOM
124.725	127.95 316.1	134.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-18	7160-3 906 (900-3)			8700-3 2446 (2500-3)
CIRCLING	7420-3 1156 (1200-3)	7520-3 1256 (1300-3)	7560-3 1296 (1300-3)	8700-3 2436 (2500-3)

SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TVL	APP CRS	Rwy Idg	7017
108.9	171°	TDZE	6254
Chan 26		Apt Elev	6264

LDA/DME-1 RWY 18

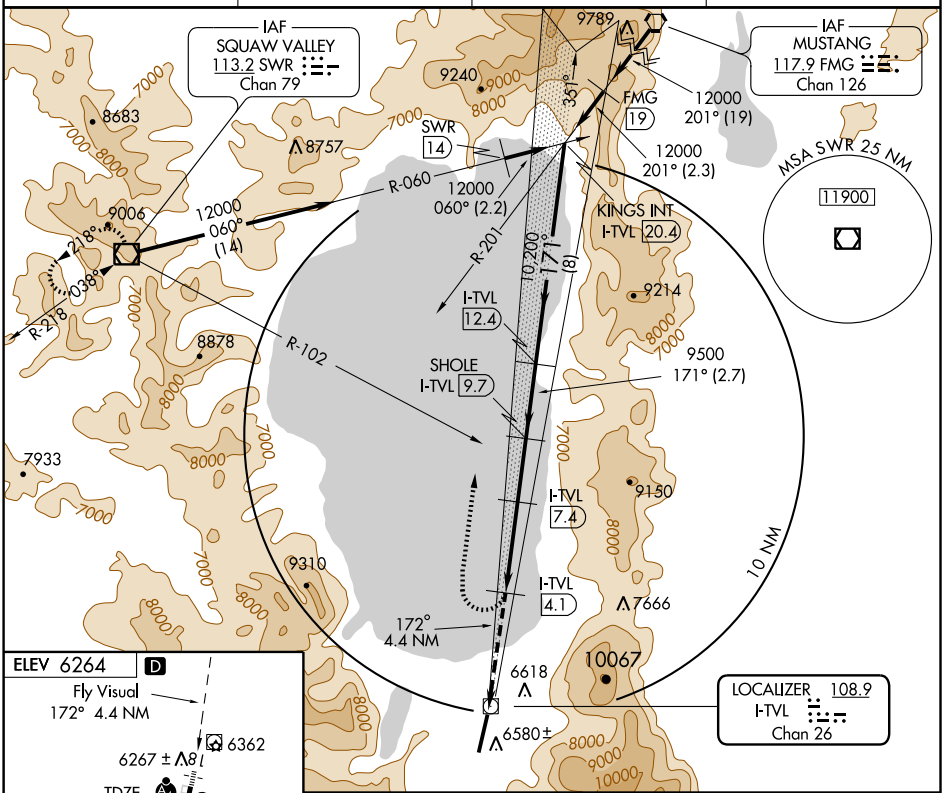
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

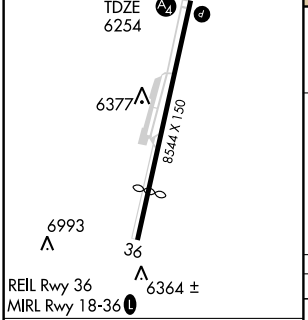
T A NA — Circling not authorized at night.

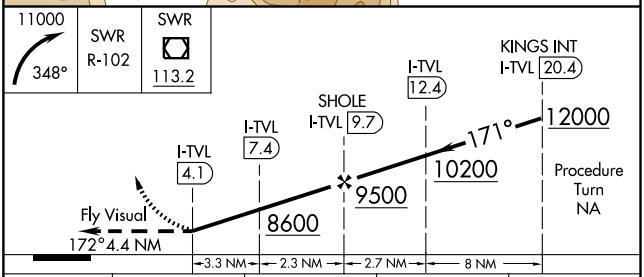
MALSF

MISSED APPROACH: Climbing right turn to 11000 via heading 348° and SWR R-102 to SWR VOR/DME and hold.

ASOS	OAKLAND CENTER	CLNC DEL	UNICOM
124.725	127.95 316.1	134.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-18	7280-5 1026 (1100-5)			8540-5 2286 (2300-5)
CIRCLING	7420-5 1156 (1200-5)	7520-5 1256 (1300-5)	7540-5 1276 (1300-5)	8540-5 2276 (2300-5)

Knots	60	90	120	150	180
Min:Sec					

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TVL	APP CRS	Rwy Idg	7017
108.9	171°	TDZE	6254
Chan 26		Apt Elev	6264

LDA/DME-2 RWY 18

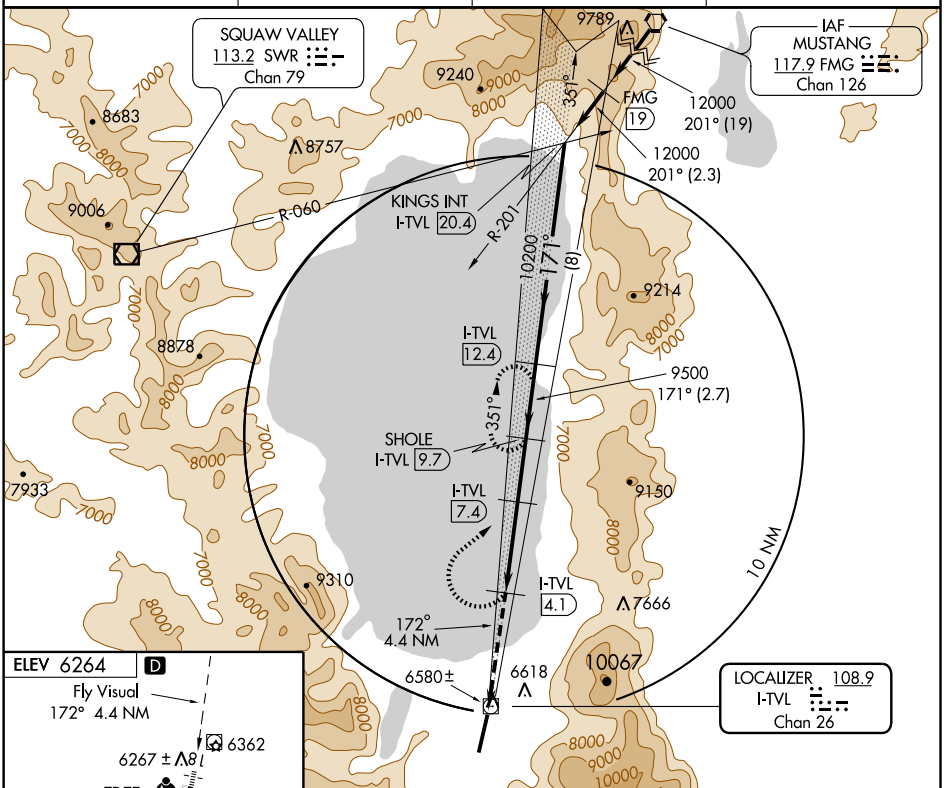
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

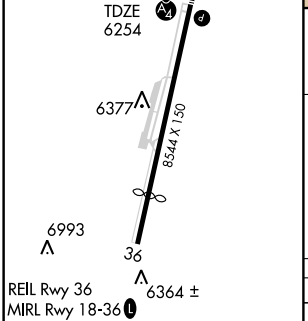
T
A NA — Circling not authorized at night.

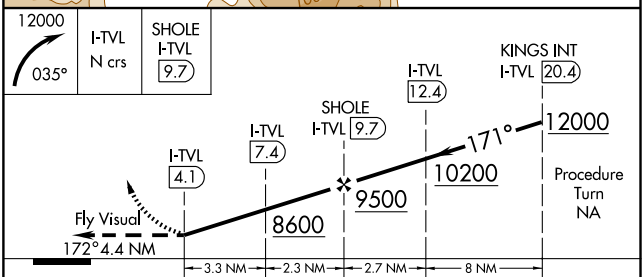
MALSF

MISSED APPROACH: Climbing right turn to 12000 via heading 035° and I-TVL north course to SHOLE/ 9.7 DME and hold.

ASOS	OAKLAND CENTER	CLNC DEL	UNICOM
124.725	127.95 316.1	134.3	122.95 (CTAF) L





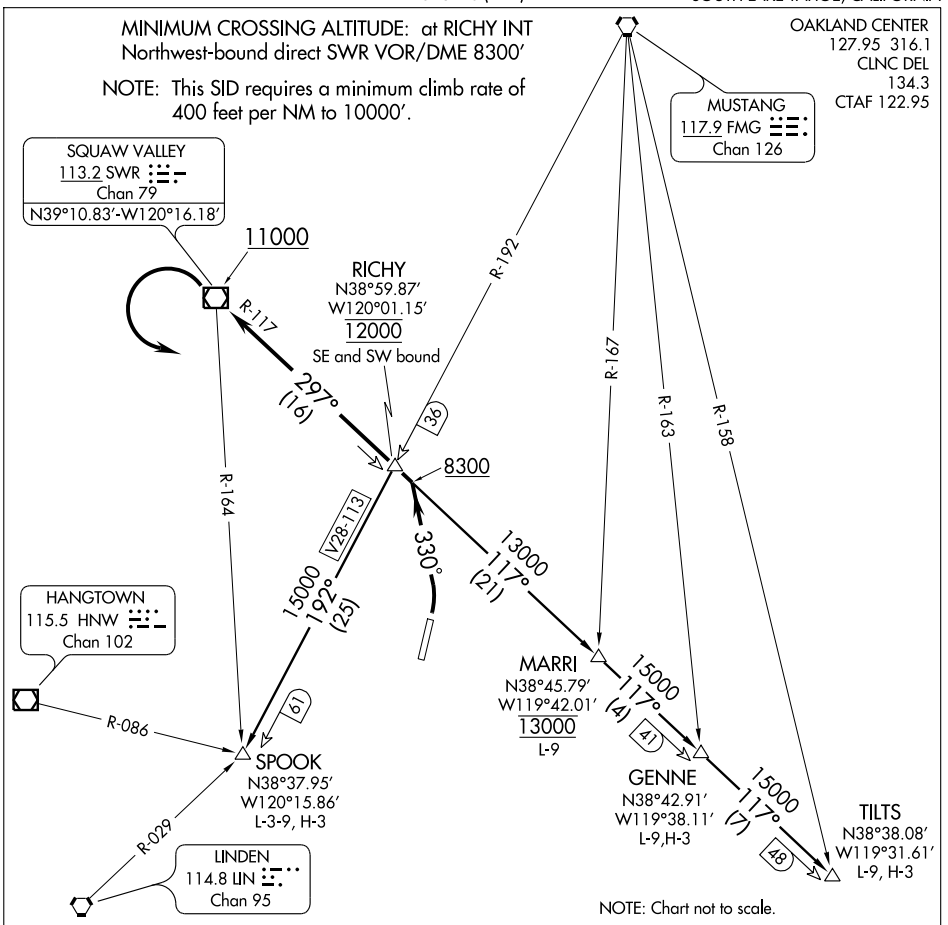


Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	8380-5	2126 (2200-5)		8540-5 2286 (2300-5)
CIRCLING	8380-5	2116 (2200-5)		8540-5 2276 (2300-5)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

RICHY FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Turn left heading 330°. Intercept SWR R-117 at or above 8300′, continue climb northwest bound on SWR R-117 to SWR VOR/DME. Cross SWR VOR/DME at or above 11000′. Aircraft cleared via a transition, reverse course to the left after crossing the SWR VOR/DME, and proceed to RICHY INT via SWR R-117. Cross RICHY INT at 12000′ southeast and southwest bound, thence (via transition).

GENNE TRANSITION (RICHY5.GENNE): From over RICHY INT via SWR R-117 to GENNE INT. Cross MARRI INT at 13000′. Expect further clearance to filed altitude after MARRI INT.

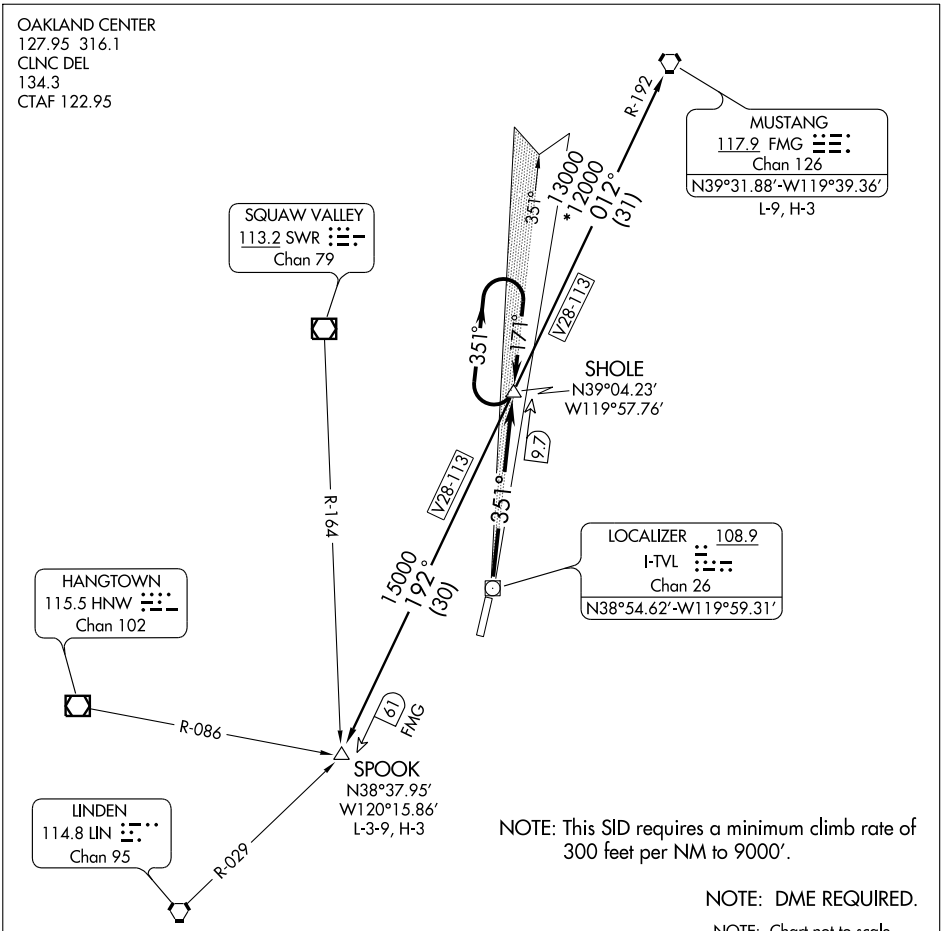
MARRI TRANSITION (RICHY5.MARRI): From over RICHY INT via SWR R-117 to MARRI INT Cross MARRI INT at 13000′. Expect further clearance to filed altitude after MARRI INT.

SPOOK TRANSITION (RICHY5.SPOOK): From over RICHY INT via FMG R-192 to SPOOK INT. Expect further clearance to filed altitude after SPOOK INT.

TILTS TRANSITION (RICHY5.TILTS): From over RICHY INT via SWR R-117 to TILTS INT. Cross MARRI INT at 13000′. Expect further clearance to filed altitude after MARRI INT.

SW-2, 21 OCT 2010 to 18 NOV 2010

SHOLE ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18: Not authorized.

TAKE-OFF RUNWAY 36: Climb northbound via I-TVL localizer north course to SHOLE I-TVL 9.7 DME Fix. Continue climb in SHOLE 9.7 DME holding pattern, north 4 NM leg, right turns, 171° inbound I-TVL localizer until reaching 13000', thence via (transition) or (assigned route).

MUSTANG TRANSITION (SHOLE1.FMG): From over SHOLE DME via FMG R-192 to FMG VORTAC.

SPOOK TRANSITION (SHOLE1.SPOOK): From over SHOLE DME via FMG R-192 to SPOOK INT.

SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SWR	APP CRS	Rwy Idg	N/A
113.2	117°	TDZE	N/A
Chan 79		Apt Elev	6264

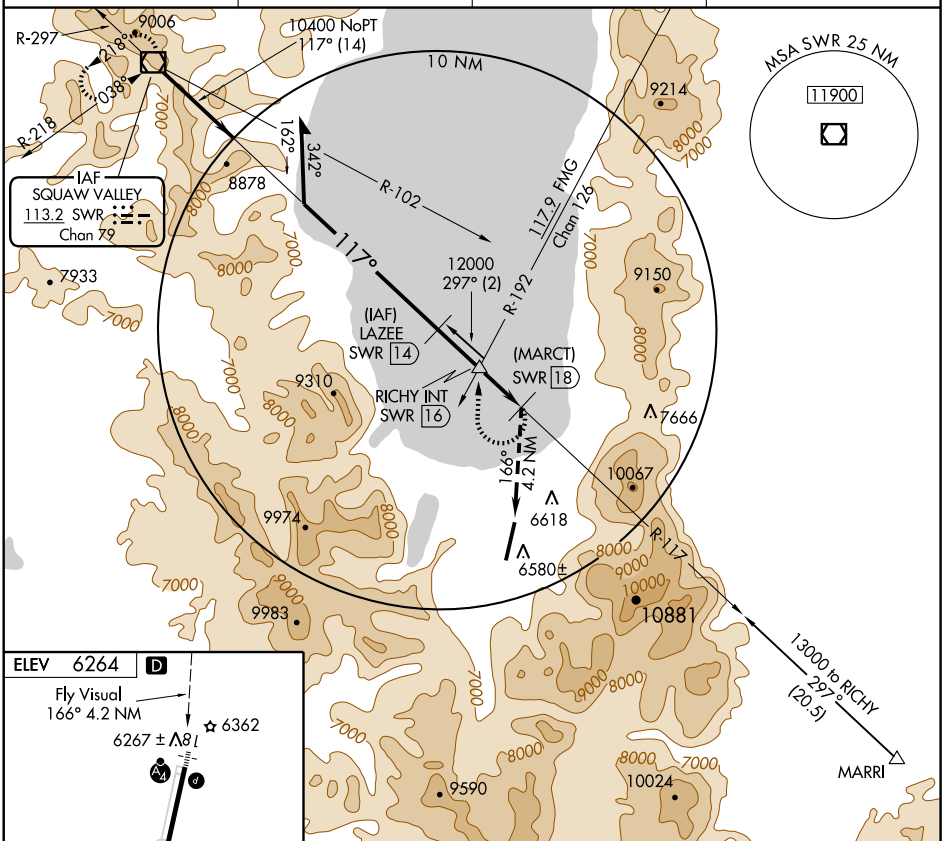
VOR/DME or GPS-A

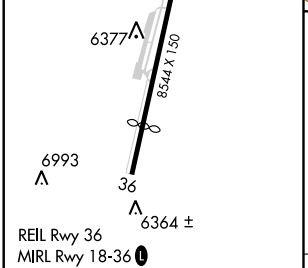
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

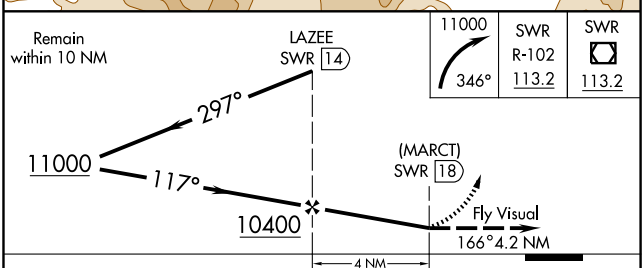
T A * Circling to Rwy 36 not authorized at night.
Air carrier landing visibility reduction for local conditions not authorized.

MISSED APPROACH: Climbing right turn to 11000 via heading 346° and SWR R-102 to SWR VOR/DME and hold.

ASOS	OAKLAND CENTER	CLNC DEL	UNICOM
124.725	127.95 316.1	134.3	122.95 (CTAF) L



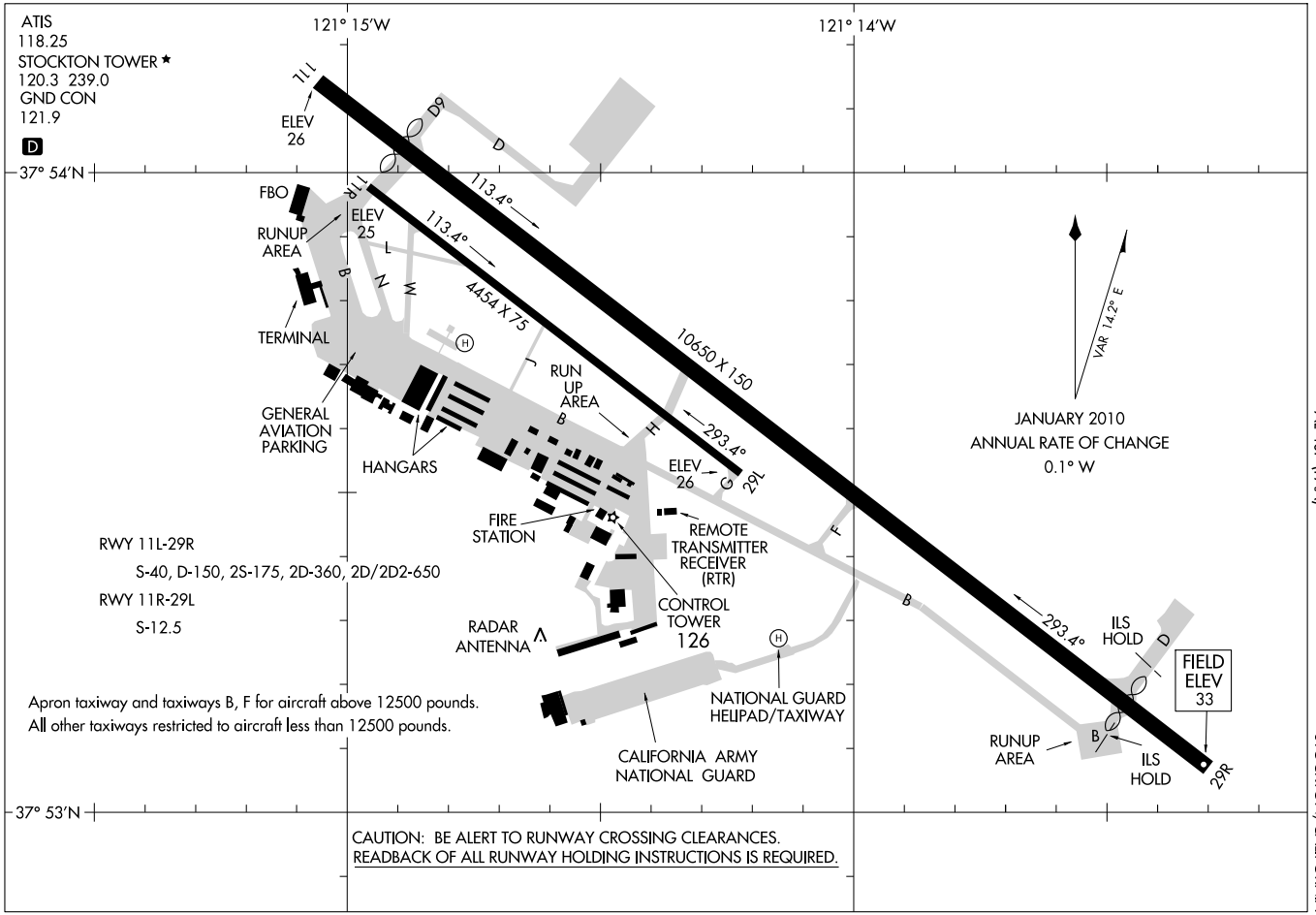




Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING*	8800-5	2536 (2600-5)		

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010



10210 AIRPORT DIAGRAM STOCKTON METROPOLITAN (SCK) STOCKTON, CALIFORNIA

AL-407 (FAA)

LOC I-SCK	APP CRS	Rwy Idg	8701
109.1	294°	TDZE	32
		Apt Elev	33

ILS or LOC RWY 29R

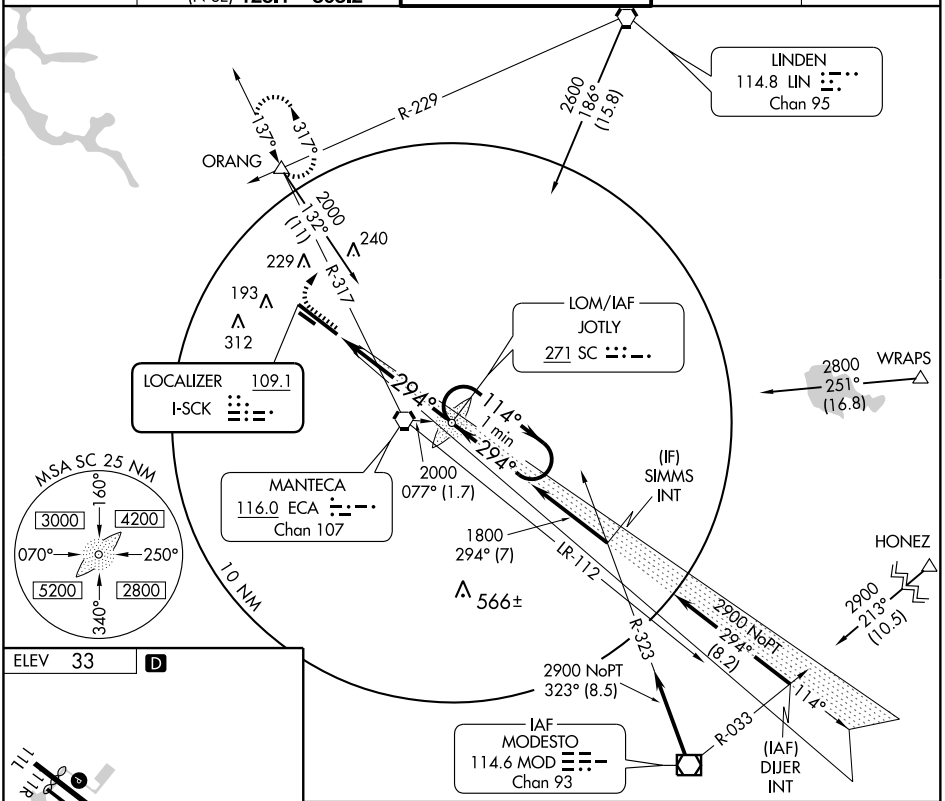
STOCKTON METROPOLITAN (SCK)

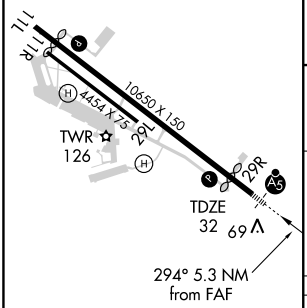
When local altimeter setting not recieved, use Modesto altimeter setting and increase all DA 58 feet and all MDA 60 feet, increase Circling Cat. D visibility ¼ mile. For inoperative MALSR, increase S-LOC 29R Cat. D visibility to RVR5000.

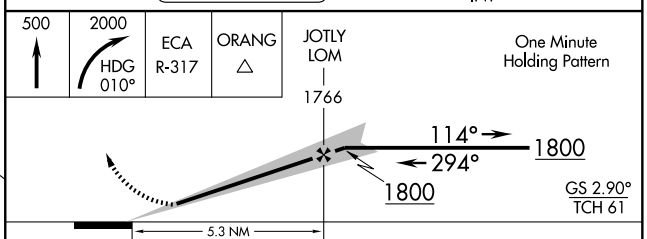
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 010° and via ECA VORTAC R-317 to ORANG INT and hold, continue climb-in-hold to 2000.

ATIS	NORCAL APP CON	STOCKTON TOWER ★	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) L 239.0	121.9	122.95







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 29R	232/24 200 (200-½)			
S-LOC 29R	320/24 288 (300-½)			320/40 288 (300-¾)
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	540-1½ 507 (600-1½)	680-2 647 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

LOM SC	APP CRS	Rwy Idg	8701
271	291°	TDZE	30
		Apt Elev	30

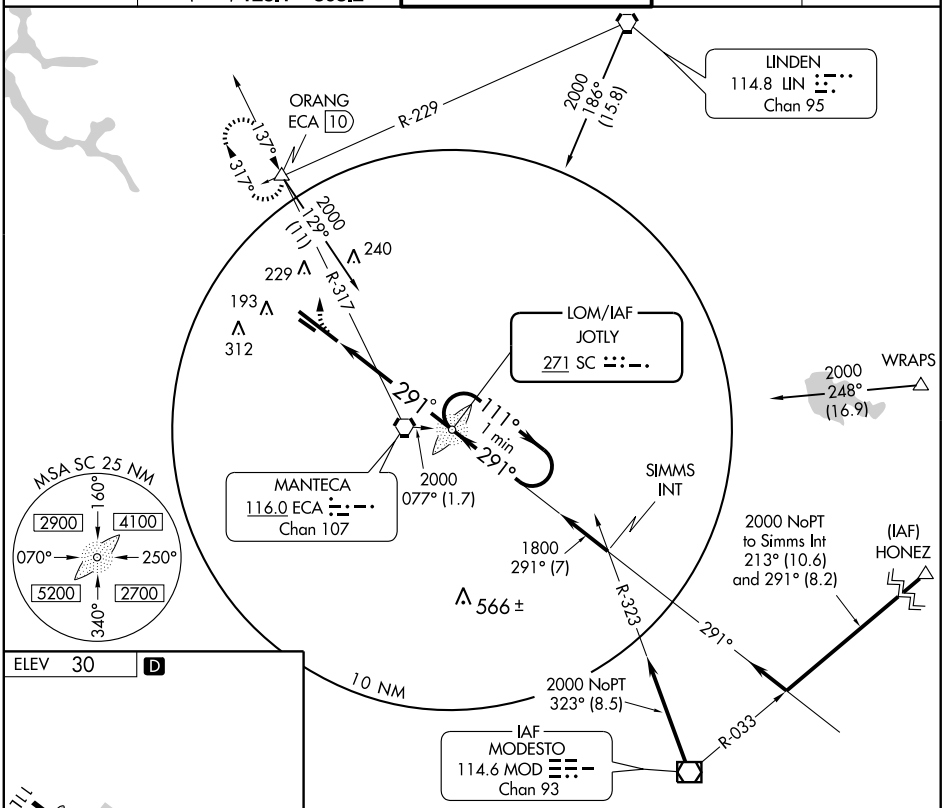
NDB RWY 29R

STOCKTON METROPOLITAN (SCK)

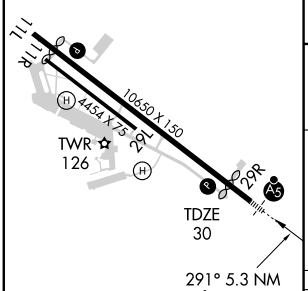
MALSR

MISSED APPROACH: Climbing right turn to 2000 via heading 010° and ECA R-317 to ORANG Int and hold.

ATIS	NORCAL APP CON	STOCKTON TOWER ★	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) L 239.0	121.9	122.95

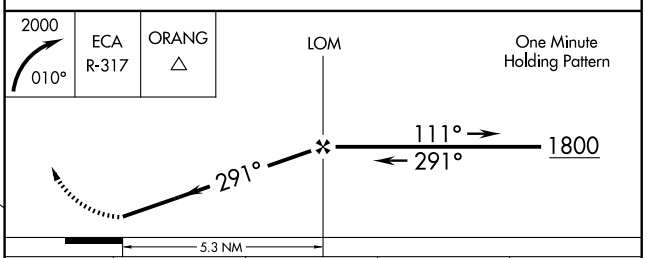


ELEV 30 D



HIRL Rwy 11L-29R L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-29R	520/40 490 (500-¾)			520/60 490 (500-1¼)
CIRCLING	520-1 490 (500-1)	540-1 510 (600-1)	540-1½ 510 (600-1½)	700-2 670 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

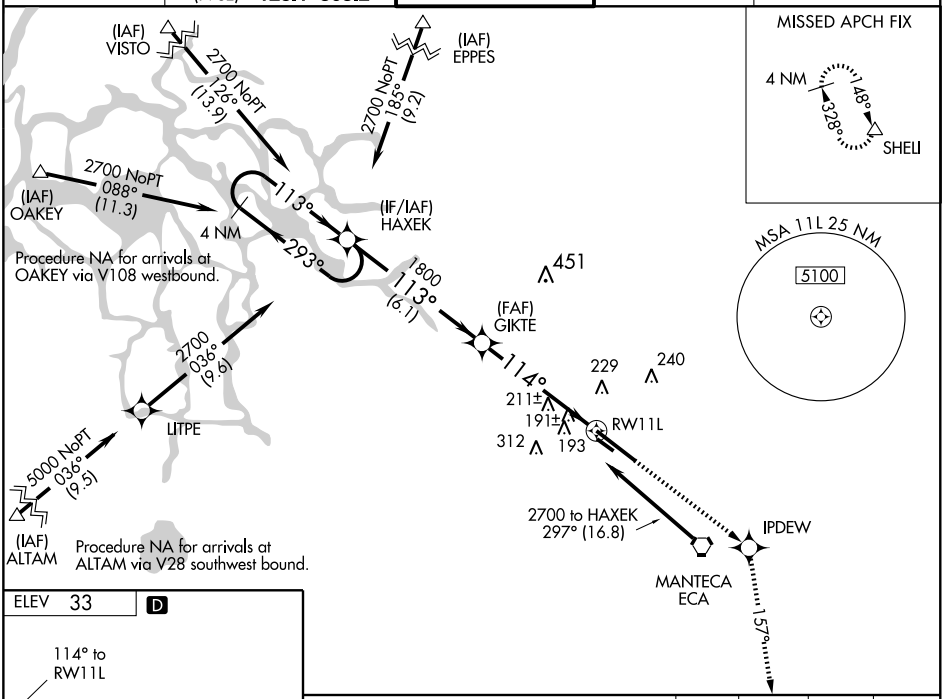
WAAS	APP CRS	Rwy Idg	8690
CH 72910	114°	TDZE	29
W11A		Apt Elev	33

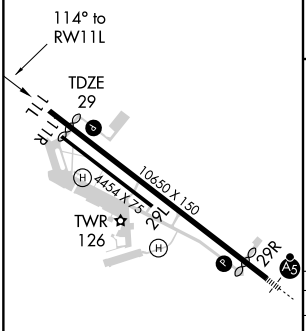
RNAV (GPS) RWY 11L
STOCKTON METROPOLITAN (SCK)

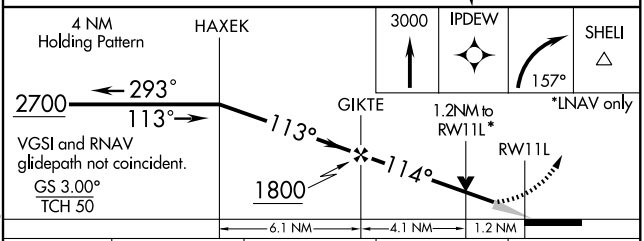
Baro-VNAV NA when using Modesto altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME-RNP-0.3 NA. When local altimeter setting not received, use Modesto altimeter setting: increase all DA 58 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cat C and circling Cat D visibility ¼ mile. VDP NA with Modesto altimeter setting.

MISSED APPROACH: Climb to 3000 direct IPDEW and right turn via 157° track to SHELI and hold.

ATIS	NORCAL APP CON	STOCKTON TOWER*	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) 239.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	279- ¾	250 (300-¾)		
LNAV/VNAV DA	512-1 ¾	483 (500-1¾)		
LNAV MDA	480-1	451 (500-1)	480-1¼ 451 (500-1¼)	480-1½ 451 (500-1½)
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	540-1½ 507 (600-1½)	680-2 647 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 87010	294°	Rwy Idg	8701
W29A		TDZE	32
		Apt Elev	33

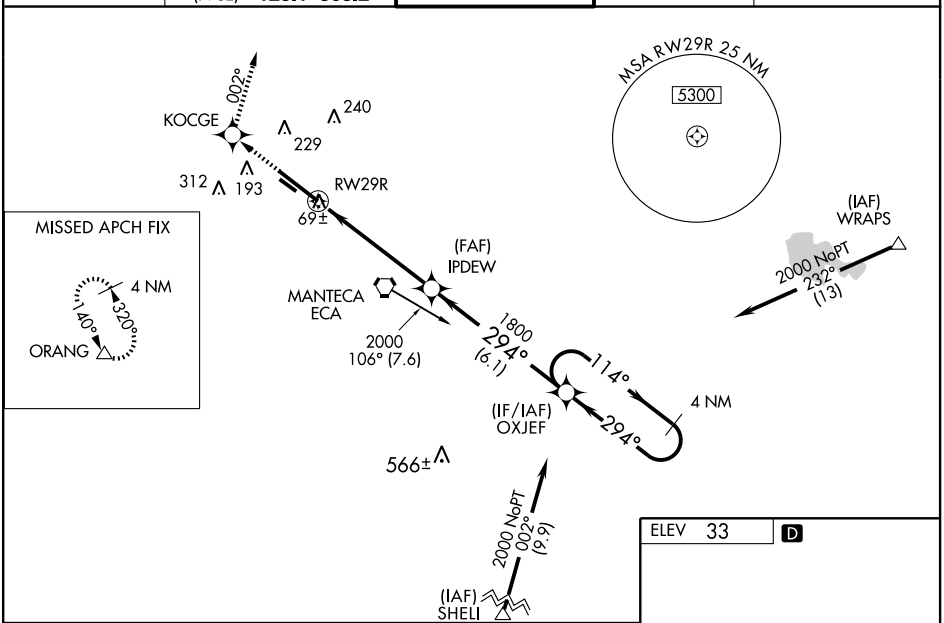
RNAV (GPS) RWY 29R
STOCKTON METROPOLITAN (SCK)

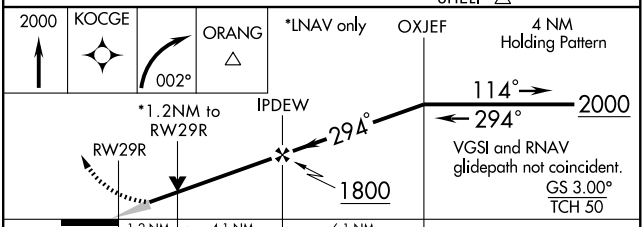
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
Baro-VNAV NA when using Modesto altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Modesto altimeter setting: increase all DA 58 feet and LNAV/VNAV Cats A/B/C visibility ¼ mile; increase all MDA 60 feet and circling Cat D visibility ¼ mile. For inoperative MALSR, when using Modesto altimeter setting, increase LPV all Cats visibility to 1 mile.
VDP NA with Modesto altimeter setting.

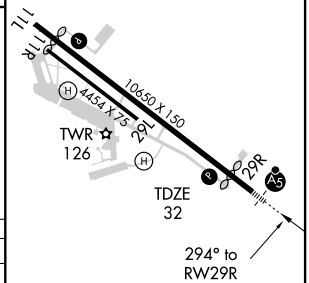
MALSR

MISSED APPROACH: Climb to 2000 direct KOCGE and right turn via 002° track to ORANG and hold, continue climb-in-hold to 2000.

ATIS	NORCAL APP CON	STOCKTON TOWER ★	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	282/24 250 (300-½)			
LNAV/VNAV DA	327/24 295 (300-½)			327/40 295 (300-¾)
LNAV MDA	460/24 428 (500-½)		460/40 428 (500-¾)	460/50 428 (500-1)
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	540-1½ 507 (600-1½)	680-2 647 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ECA 116.0 Chan 107	APP CRS 304°	Rwy Idg 8701 TDZE 30 Apt Elev 30

VOR RWY 29R

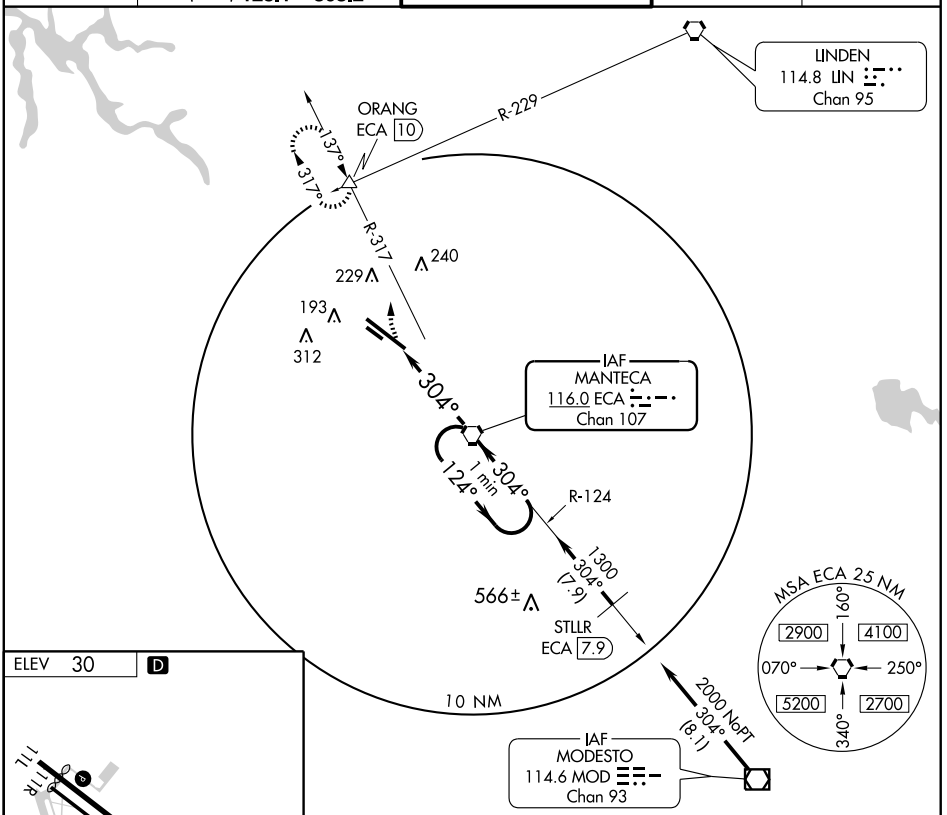
STOCKTON METROPOLITAN (SCK)

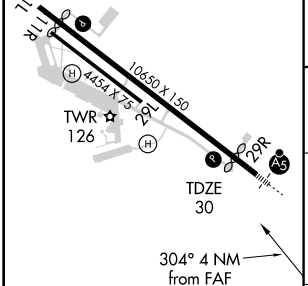
Inoperative table does not apply.

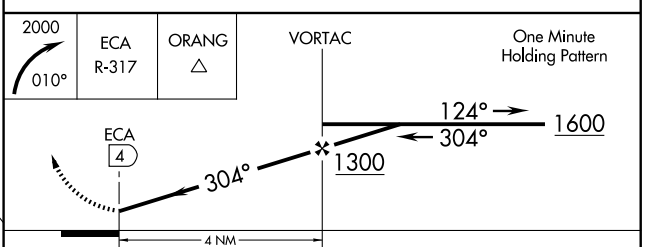
MALSR

MISSED APPROACH: Climbing right turn to 2000 via heading 010° and ECA R-317 to ORANG Int and hold.

ATIS	NORCAL APP CON	STOCKTON TOWER ★	GND CON	UNICOM
118.25	(SE-NW) 123.85 278.3 (N-SE) 125.1 363.2	120.3 (CTAF) L 239.0	121.9	122.95







HIRL Rwy 11L-29R L

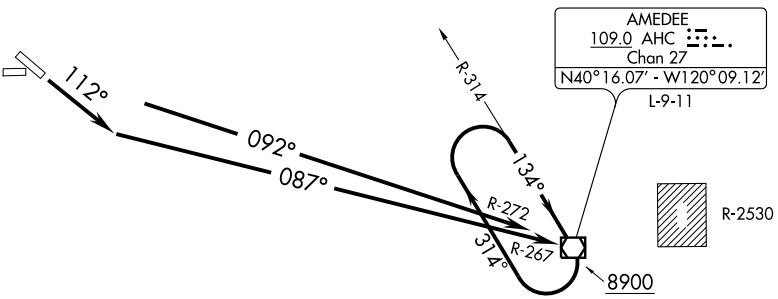
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-29R	460/50	430 (500-1)	460/60 430 (500-1½)	460-1½ 430 (500-1½)
CIRCLING	500-1 470 (500-1)	540-1 510 (600-1)	540-1½ 510 (600-1¼)	700-2 670 (700-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

AMEDEE ONE DEPARTURE (OBSTACLE)

OAKLAND CENTER
128.8 285.5
CTAF 122.8



TAKE-OFF MINIMUMS

Rwy 7, 25, 29: NA- obstacles.

Rwy 11: Standard with minimum climb of 410′ per NM to 6000 or 1900-2½ for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 112° heading and AHC R-267 to AHC VOR/DME, Thence....
Or climb in visual conditions to cross Susanville Muni Airport eastbound at or above 6000, then via AHC R-272 to AHC VOR/DME, Thence....

....cross AHC VOR/DME at or above 8900′. Climb in AHC holding pattern (hold NW, right turns, 134° inbound) to depart AHC VOR/DME at or above 14000 before proceeding on course.

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

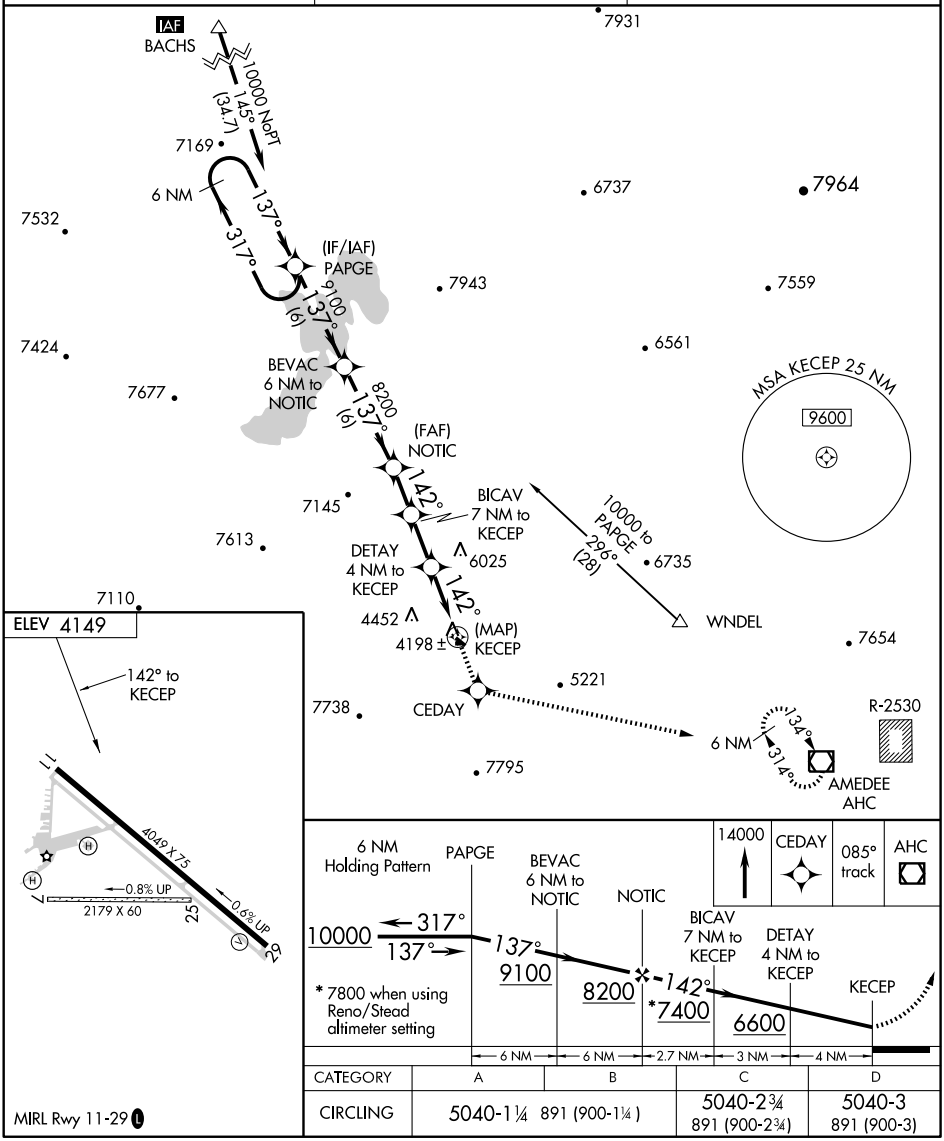
APP CRS		
142°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	4149

RNAV (GPS)-A
SUSANVILLE MUNI (SVE)

NA
If local altimeter setting not received, use Reno/Stead altimeter setting and increase all MDAs 720 feet.
Circling to Rwy 7/25 NA.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 14000 direct CEDAY WP and via 085° track to AHC VOR/DME and hold.

AWOS-3	OAKLAND CENTER	UNICOM
133.8	128.8 285.5	122.8 (CTAF) L



MIRL Rwy 11-29 L

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4049
297°	TDZE	4145
	Apt Elev	4149

RNAV (GPS) RWY 29

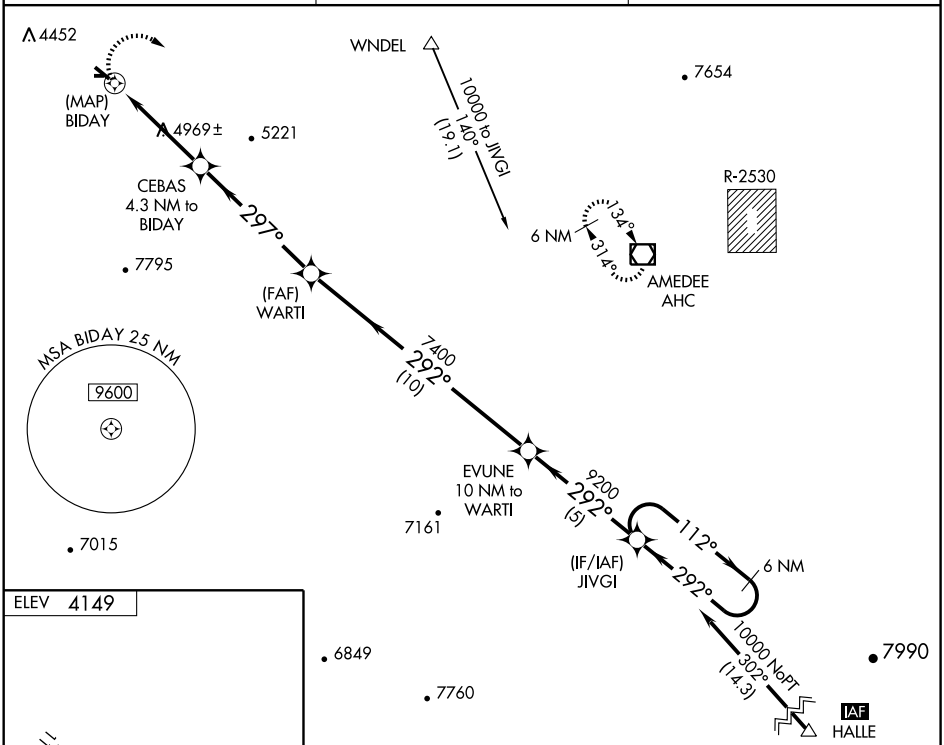
SUSANVILLE MUNI (SVE)

T
NA

If local altimeter setting not received, use Reno/Stead altimeter setting and increase all MDAs 720 feet.
Straight-in minimums NA when using Reno/Stead altimeter setting.
Circling to Rwy 7/25 NA.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 14000 direct AHC VOR/DME and hold.

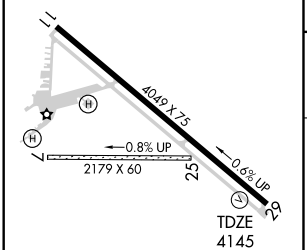
AWOS-3	OAKLAND CENTER	UNICOM
133.8	128.8 285.5	122.8 (CTAF) L



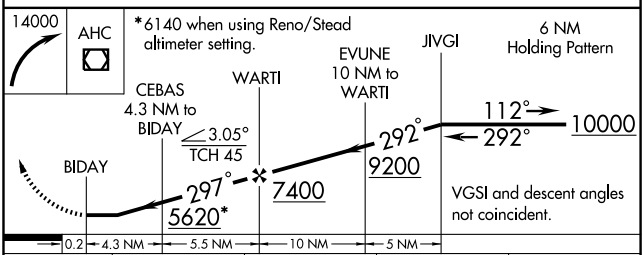
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

ELEV 4149



MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	5220-1¼ 1075 (1100-1¼)	5220-1½ 1075 (1100-1½)	5220-3 1075 (1100-3)	
CIRCLING	5220-1¼ 1071 (1100-1¼)	5220-1½ 1071 (1100-1½)	5220-3 1071 (1100-3)	

AIRPORT DIAGRAM

AL-5179 (FAA)

TORRANCE/ZAMPERINI FIELD (TOA)
TORRANCE, CALIFORNIA

SW-3, 21 OCT 2010 to 18 NOV 2010

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TORRANCE, CALIFORNIA
TORRANCE/ZAMPERINI FIELD (TOA)

10210

LOC/DME I-TOA	APP CRS	Rwy Idg	4461
111.9	294°	TDZE	97
Chan 56		Apt Elev	103

ILS or LOC RWY 29R

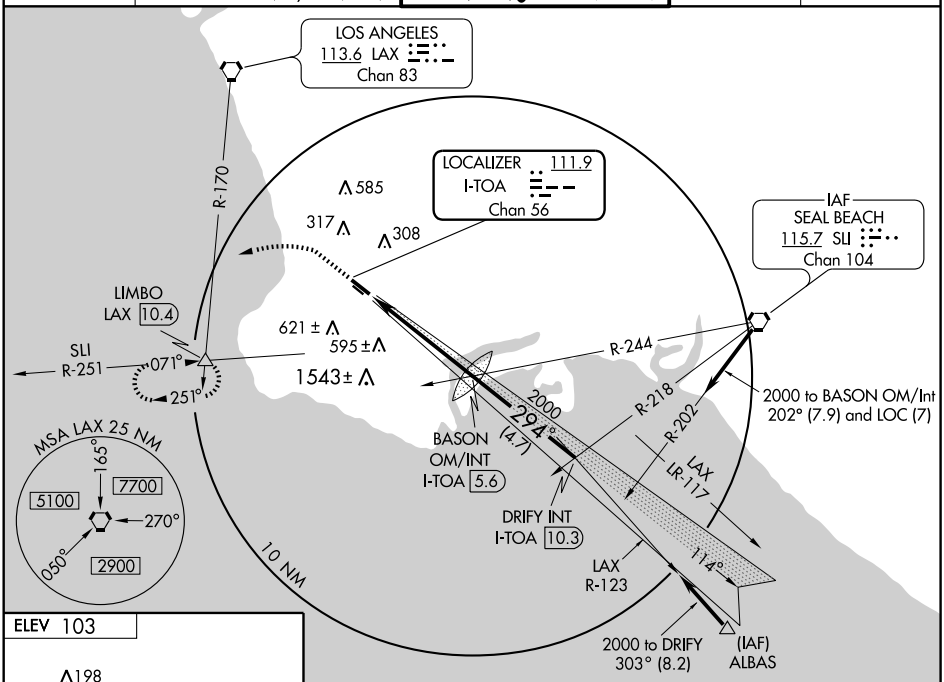
TORRANCE/ ZAMPERINI FIELD (TOA)

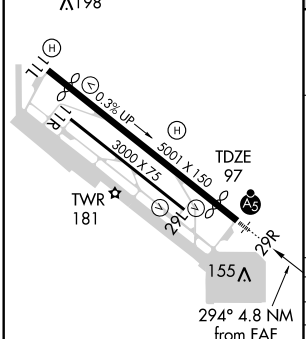
When control tower closed, except for operators with approved weather reporting service, use Los Angeles altimeter setting.
Inoperative table does not apply.
Circling NA southwest of Rwy 11R-29L.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 250° and LAX R-170 to LIMBO Int/LAX 10.4 DME and hold.

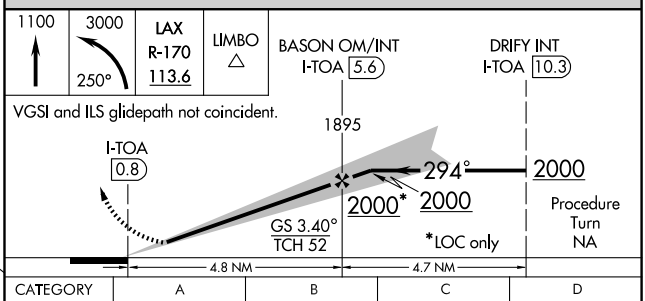
ATIS	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	135.6 257.8 (NORTH) 124.0 (CTAF) L 257.8 (SOUTH)	120.9	122.95





REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 29R	381-¾ 284 (300-¾)		NA	
S-LOC 29R	620-1 523 (600-1)		NA	
CIRCLING	620-1 517 (600-1)		NA	
LOS ANGELES ALTIMETER SETTING MINIMUMS				
S-ILS 29R	405-1 308 (400-1)		NA	
S-LOC 29R	660-1 563 (600-1)		NA	
CIRCLING	660-1 557 (600-1)		NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

KAYOH FOUR ARRIVAL

(KAYOH.KAYOH4) 07298

LONG BEACH, CALIFORNIA

SOCAL APP CON
133.85 346.35
FULLERTON MUNI ATIS
125.05
LONG BEACH ATIS
127.75
ORANGE COUNTY ATIS
126.0
TORRANCE MUNI ATIS
125.6

HECTOR TRANSITION (HEC.KAYOH4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to DAWNA INT, then via HDF R-353 to HDF VOR then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

PALM SPRINGS TRANSITION (PSP.KAYOH4): From over PSP VORTAC via PSP R-260 to BANDS INT, then via HDF R-054 to HDF VOR, then via HDF R-257 and SLI R-075 to KAYOH INT. Thence....

....From over KAYOH INT via SLI R-075 to SLI VORTAC.

Expect radar vectors to final approach course.

HECTOR
112.7 HEC
Chan 74
N34°47.82′
W116°27.78′
L-7, H-4

V8-21-283-587
10,500
211°
(46)

31
44

DAWNA
N34°15.90′-W117°06.78′
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet: Expect clearance to cross at 13,000′.
Non-Turbojet: Expect clearance to cross at 12,000′.

PARADISE
112.2 PDZ
Chan 59

29

R-030

V283-587
10,500
173°
(29)

POMONA
110.4 POM
Chan 41

KAYOH
N33°46.82′
W117°35.41′
VERTICAL NAVIGATION PLANNING INFORMATION
210K

FULLERTON MUNI

LONG BEACH (DAUGHERTY FIELD)

R-164

R-185

R-154

R-353

V283-372

V372
8000
234°
(18)

13,000
260°
(21)

V16-370-372

ST-236 (FAA)

ZAMPERINI FIELD

R-075 4000
(14)

6000
255°
(9)

19
24
(5)

23

8000
257°
(16)

R-054

BANDS
N33°53.38′-W116°50.97′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

LOS ALAMITOS AAF

JOGIT
N33°46.91′
W117°46.85′

JOHN WAYNE ARPT-ORANGE COUNTY

DEJAY
N33°46.77′
W117°29.86′

HOMELAND
113.4 HDF
N33°46.58′-W117°11.12′

R-021

VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or above 8000′.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00′-W118°03.29′

PALM SPRINGS
115.5 PSP
Chan 102
N33°52.20′-W116°25.79′
L-4, H-4

OCEANSIDE
115.3 OCN
Chan 100

N

NOTE: Chart not to scale.

VORTAC LAX 113.6 Chan 83	APP CRS 135°	Rwy Idg 4459 TDZE 96 Apt Elev 103

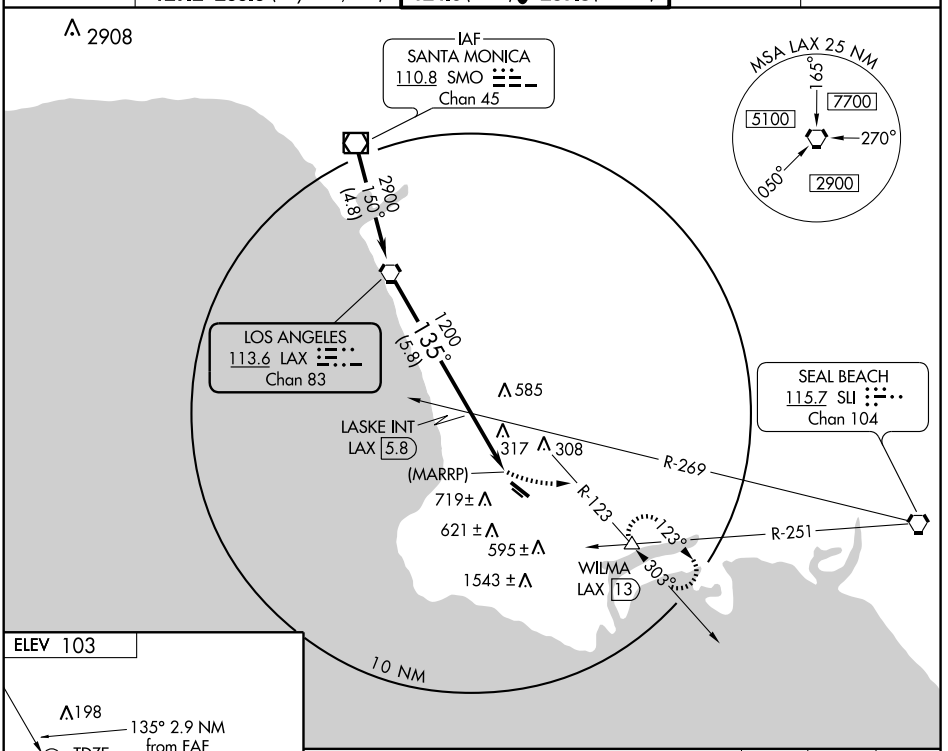
VOR or GPS RWY 11L

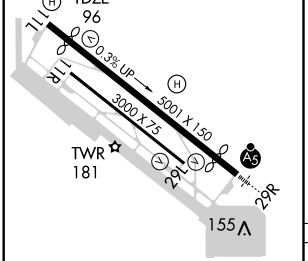
TORRANCE/ ZAMPERINI FIELD (TOA)

When control tower closed, except for operators with approved weather reporting service, use Los Angeles altimeter setting. Circling NA southwest of Rwy 11R-29L.

MISSED APPROACH: Climbing left turn to 3000 via heading 075° and LAX R-123 to WILMA Int and hold.

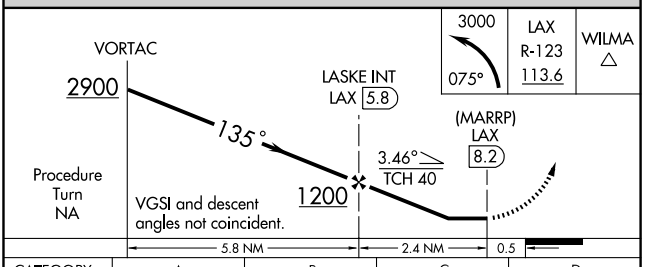
ATIS	SOCAL APP CON	TORRANCE TOWER★	GND CON	UNICOM
125.6	124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	135.6 257.8 (NORTH) 124.0 (CTAF) L 257.8 (SOUTH)	120.9	122.95





REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48



CATEGORY	A	B	C	D
S-11L	980-1¼ 884 (900-1¼)		NA	
CIRCLING	980-1¼ 877 (900-1¼)		NA	
LOS ANGELES ALTIMETER SETTING MINIMUMS				
S-11L	1020-1¼ 924 (1000-1¼)		NA	
CIRCLING	1020-1¼ 917 (1000-1¼)		NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

NDB TCY	APP CRS	Rwy Idg	4001
203	114°	TDZE	193
		Apt Elev	193

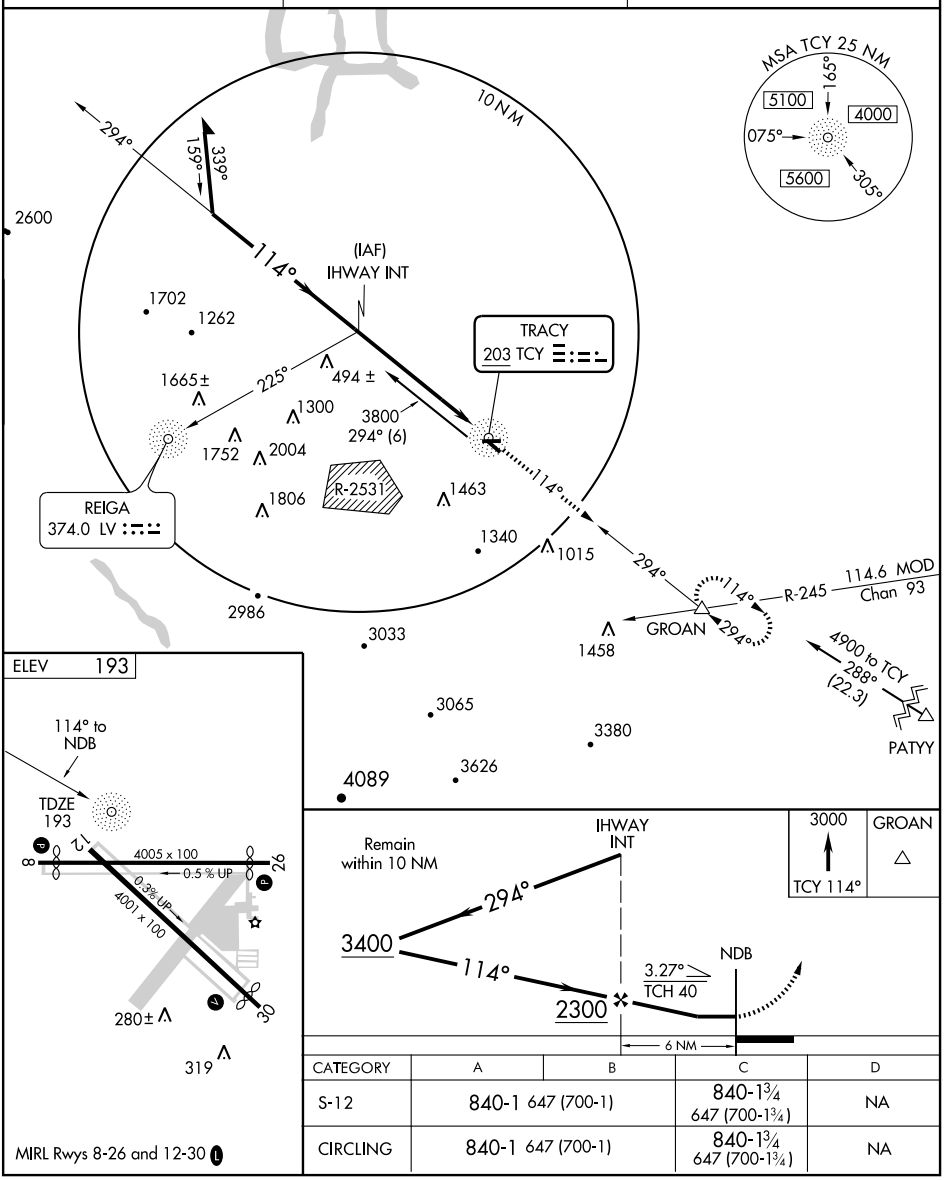
NDB RWY 12
TRACY MUNI (TCY)

T
ANA

Circling NA southwest of Rwy 12-30.
When local altimeter setting not received use Stockton Metro altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via 114° bearing from TCY NDB to GROAN INT and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.375	123.85 278.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-12	840-1 647 (700-1)		840-1¾ 647 (700-1¾)	NA
CIRCLING	840-1 647 (700-1)		840-1¾ 647 (700-1¾)	NA

MIRL Rwys 8-26 and 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 49200	116°	TDZE	193
W12A		Apt Elev	193

RNAV (GPS) RWY 12

TRACY MUNI (TCY)

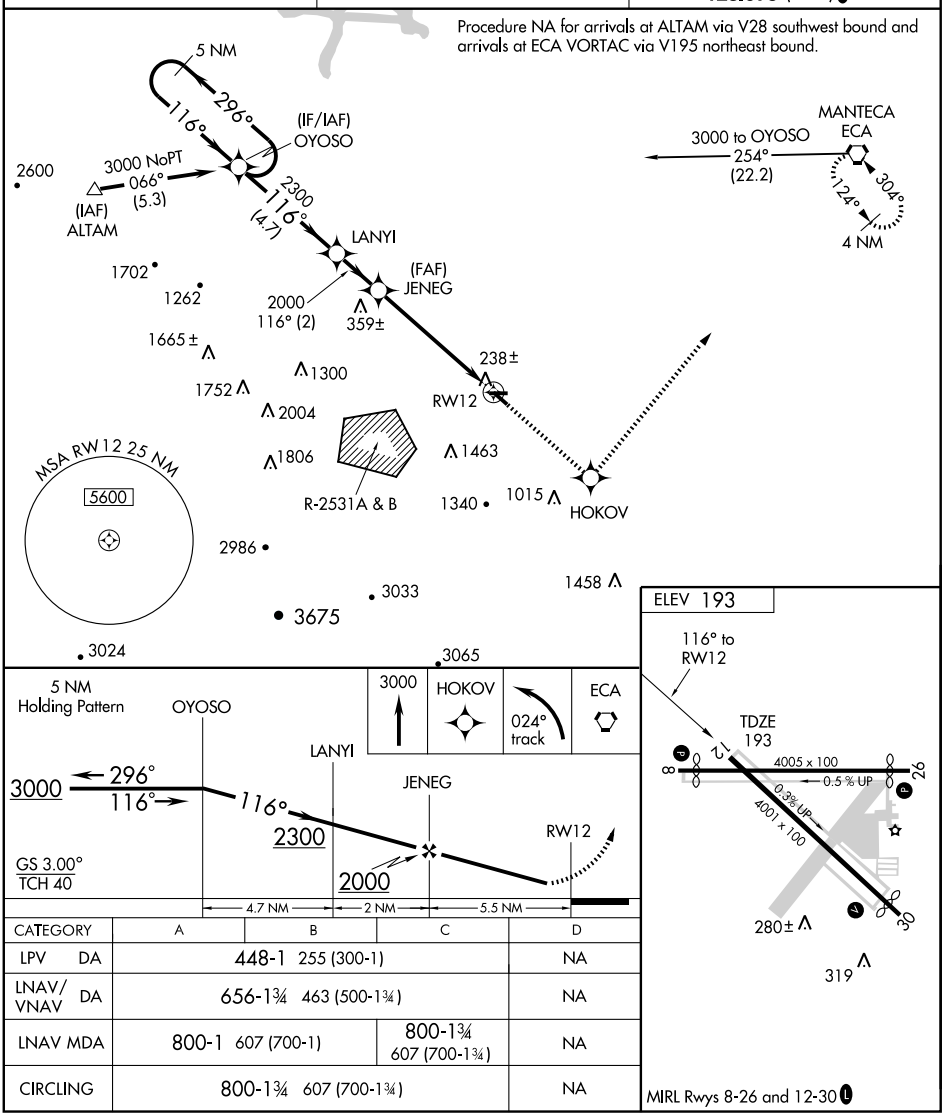
T NA W

If local altimeter setting not received, use Stockton Metropolitan altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 97°C (207°F).
Baro-VNAV NA when using Stockton Metropolitan altimeter setting.
DME/DME RNP -0.3 NA. Circling NA southwest of Rwy 12-30.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HOKOV and left turn via 024° track to ECA VORTAC and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.375	123.85 278.3	123.075 (CTAF) L

Procedure NA for arrivals at ALTAM via V28 southwest bound and arrivals at ECA VORTAC via V195 northeast bound.



CATEGORY	A	B	C	D
LPV DA	448-1 255 (300-1)			NA
LNAV/VNAV DA	656-1¾ 463 (500-1¾)			NA
LNAV MDA	800-1 607 (700-1)		800-1¾ 607 (700-1¾)	NA
CIRCLING	800-1¾ 607 (700-1¾)			NA

MIRL Rwys 8-26 and 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3710
255°	TDZE	185
	Apt Elev	193

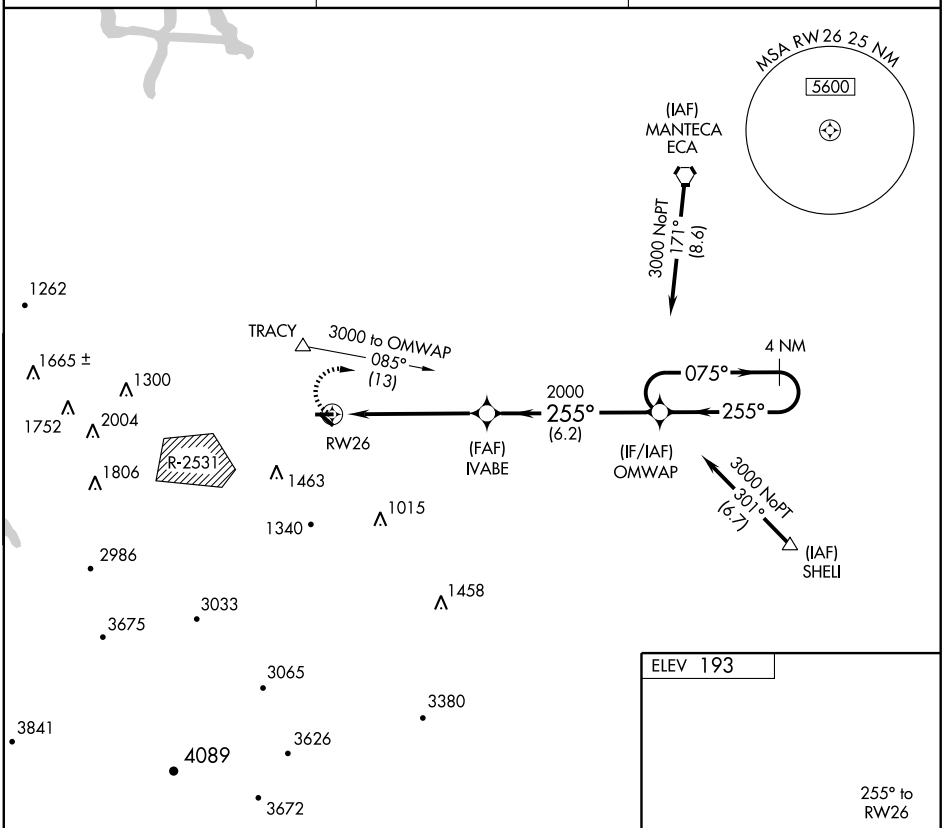
RNAV (GPS) RWY 26

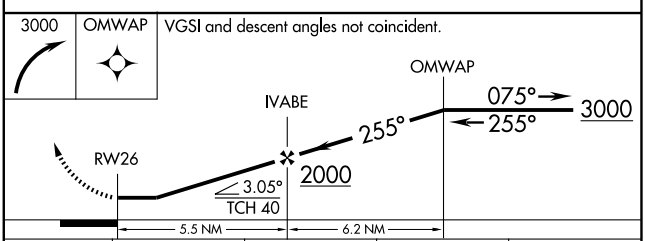
TRACY MUNI (TCY)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stockton Metropolitan altimeter setting and increase all MDA 60 feet. Circling NA Southwest of Rwy 12-30.

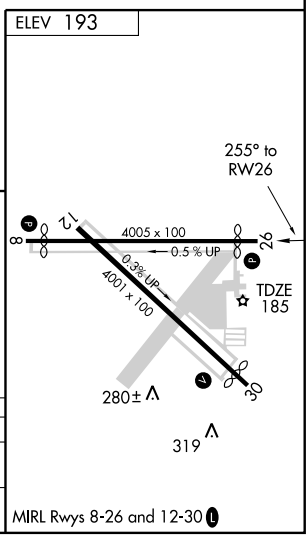
MISSED APPROACH: Climbing right turn to 3000 direct to OMWAP and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.375	123.85 278.3	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 415 (500-1)		600-1¼ 415 (500-1¼)	NA
CIRCLING	600-1 407 (500-1)	660-1 467 (500-1)	660-1½ 467 (500-1½)	NA



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3740
CH 69201	297°	TDZE	193
W30A		Apt Elev	193

RNAV (GPS) RWY 30

TRACY MUNI (TCY)

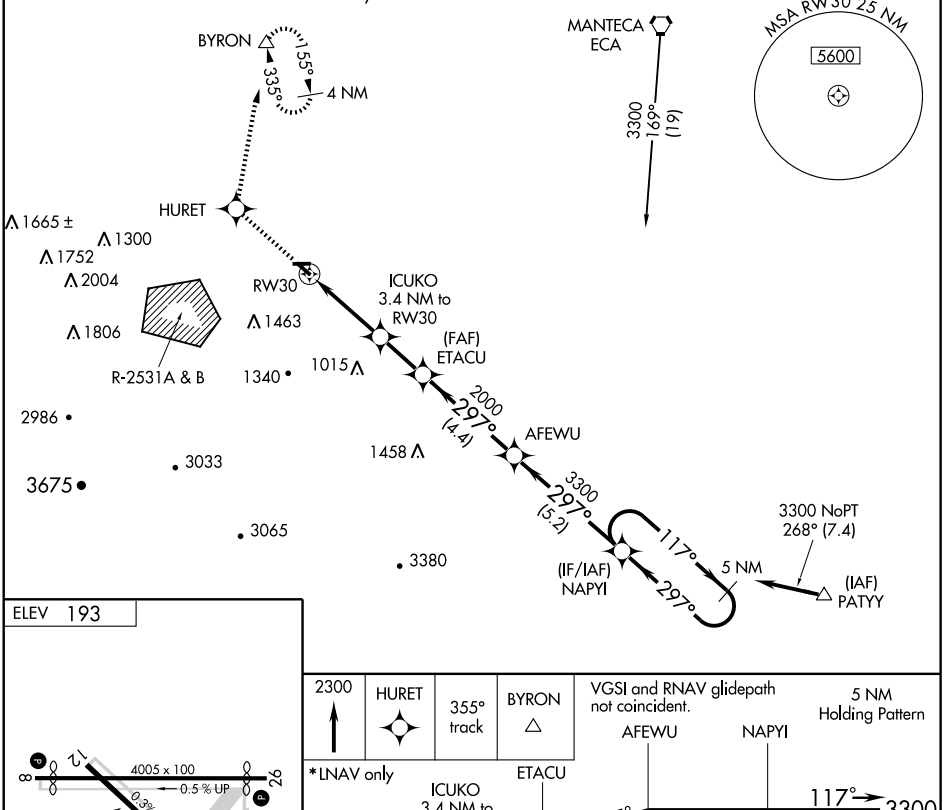
T
A NA
W

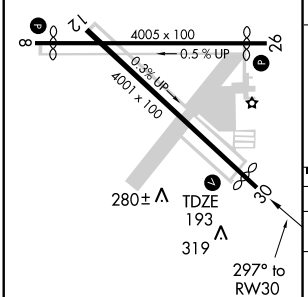
If local altimeter setting not received, use Stockton Metropolitan altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA southwest of Rwy 12-30.
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

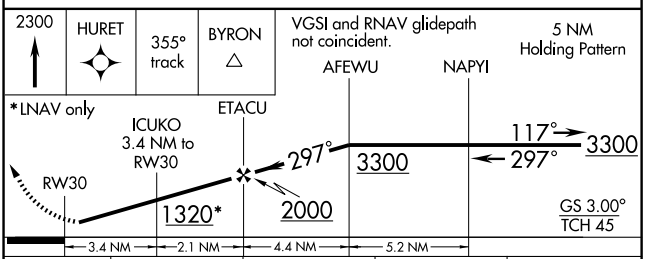
MISSED APPROACH: Climb to 2300 direct HURET and via 355° track to BYRON and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.375	123.85 278.3	123.075 (CTAF) L

Procedure NA for arrivals on ECA VORTAC airway radials 147 CW 229.







CATEGORY	A	B	C	D
LPV DA	477-1 284 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 487 (500-1)		680-1¼ 487 (500-1¼)	NA
CIRCLING	680-1 487 (500-1)		680-1½ 487 (500-1½)	NA

MIRL Rwys 8-26 and 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOD	APP CRS	Rwy Idg	3710
114.6	263°	TDZE	185
Chan 93		Apt Elev	193

VOR/DME RWY 26

TRACY MUNI (TCY)

Visibility reduction by helicopters NA. When local altimeter setting not received use Stockton Metro altimeter setting and increase all MDA 60 feet, increase S-26 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. Circling NA Southwest of Rwy 12-30.

MISSED APPROACH: Climbing right turn to 3000 direct to ECA VORTAC and hold.

AWOS-3	NORCAL APP CON	UNICOM
118.375	123.85 278.3	123.075 (CTAF) L

MANTECA
116.0 ECA
Chan 107

ALTERNATE MISSED APCH FIX
MODESTO
MOD
114.6
Chan 93
285°-R-105
105°

10 NM
304°-R-124
124°

ZADBA
MOD 22.1
SIGBY
MOD 17.1
(IF)
WIBAG
MOD 11.1
1800
263°
(6)
R-263
3000
263°
(11.1)
IAF
MODESTO
114.6 MOD
Chan 93

R-2531
1300
1463
414 ±
1015
1340
1458
3033
3675
3065
3380
4089
3626
3672
3720

MSA MOD 25 NM
180°
2800
3500
090°
270°
5100
3000
360°

ELEV 193

TDZE
185

4005 x 100
0.5 % UP
0.3% UP
4001 x 100
12
30
280± ^
319 ^

3000
ECA
ZADBA
MOD 22.1
SIGBY
MOD 17.1
WIBAG
MOD 11.1
3000
263°
1800
RW26
Procedure Turn
NA
1 NM
5 NM
6 NM

CATEGORY	A	B	C	D
S-26	760-1¼	575 (600-1¼)	760-1½ 575 (600-1½)	NA
CIRCLING	760-1¼	567 (600-1¼)	760-1½ 567 (600-1½)	NA

MIRL Rwys 8-26 and 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

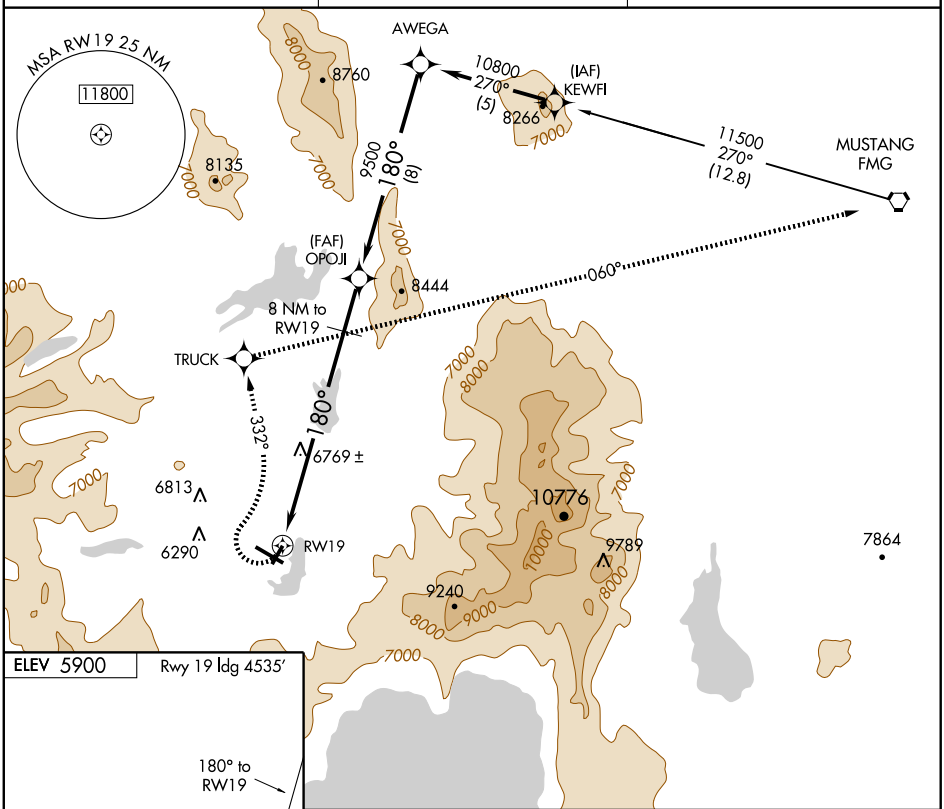
APP CRS	Rwy Idg	4535
180°	TDZE	5894
	Apt Elev	5900

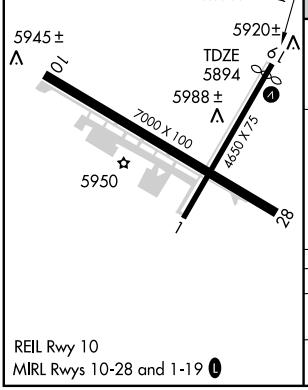
GPS RWY 19
TRUCKEE-TAHOE (TRK)

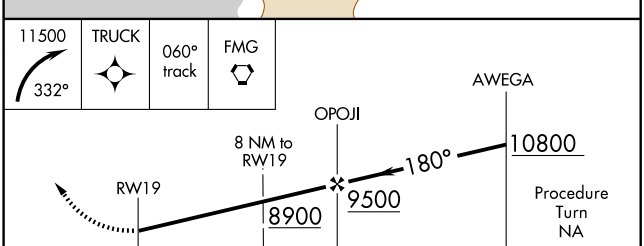
T
NA

MISSED APPROACH: Climbing right turn to 11500 via 332° course to TRUCK WP then via 060° course to FMG VORTAC.

AWOS-3	OAKLAND CENTER	UNICOM
118.0	127.95 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	7340-1¼ 1446 (1500-1¼)	7340-1½ 1446 (1500-1½)	7340 -3 1446 (1500-3)	
CIRCLING	7340-1¼ 1440 (1500-1¼)	7340-1½ 1440 (1500-1½)	7340-3 1440 (1500-3)	7360-3 1460 (1500-3)

REIL Rwy 10
MIRL Rwys 10-28 and 1-19 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SWR	APP CRS	Rwy Idg	N/A
113.2	104°	TDZE	N/A
Chan 79		Apt Elev	5900

VOR/DME RNAV or GPS-A

TRUCKEE-TAHOE (TRK)

If local altimeter setting not received, procedure not authorized.

NA

MISSED APPROACH: Climbing left turn to 11500 via track 312° to TRUCK WP and hold.

AWOS-3	OAKLAND CENTER	UNICOM
118.0	127.95 316.1	122.8 (CTAF) L

IAF
LOLLA
N39°25.23'-W120°22.02'
113.2 SWR 326.6°-15.1
8860

TRUCK
N39°26.26'-W120°09.71'
113.2 SWR 002.0°-16.2
8860

11000 NoPT
055°
(13.4)
(IAF)
SIGNA

4 NM
104°
284°
(4)

7 NM
241°
061°

11000
248°
(9.6)

9400
104° (2.5)

(SOZVU)
7.5 NM from MAP WP
N39°23.24'-W120°17.55'

(FAF)
(IPODY)
5 NM from MAP WP
N39°21.99'
W120°14.75'

MAP
(MARDR)
N39°19.49'-W120°09.16'
113.2 SWR 016.1°-10.2
8860

11000
327°
(15.1)

SQUAW VALLEY
113.2 SWR
Chan 79

ELEV 5900
Rwy 19 ldg 4535'

104° to
MAP WP

5945±
5920±
5988±
5950
7000 X 100
4650 X 75
01
19
10
28

4 NM
Holding Pattern

LOLLA
WP

(SOZVU)
7.5 NM from
MAP WP

(IPODY)
5 NM from
MAP WP

(MARDR)
MAP WP

11000
284°
104°
9900
9400

11500
312°
TRUCK

4 NM
2.5 NM
5 NM

CATEGORY	A	B	C	D
CIRCLING	8200-1¼ 2300 (2300-1¼)	8200-1½ 2300 (2300-1½)	8200-3	2300 (2300-3)

REIL Rwy 10
MIRL Rwys 10-28 and 1-19 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3901
132°	TDZE	265
	Apt Elev	265

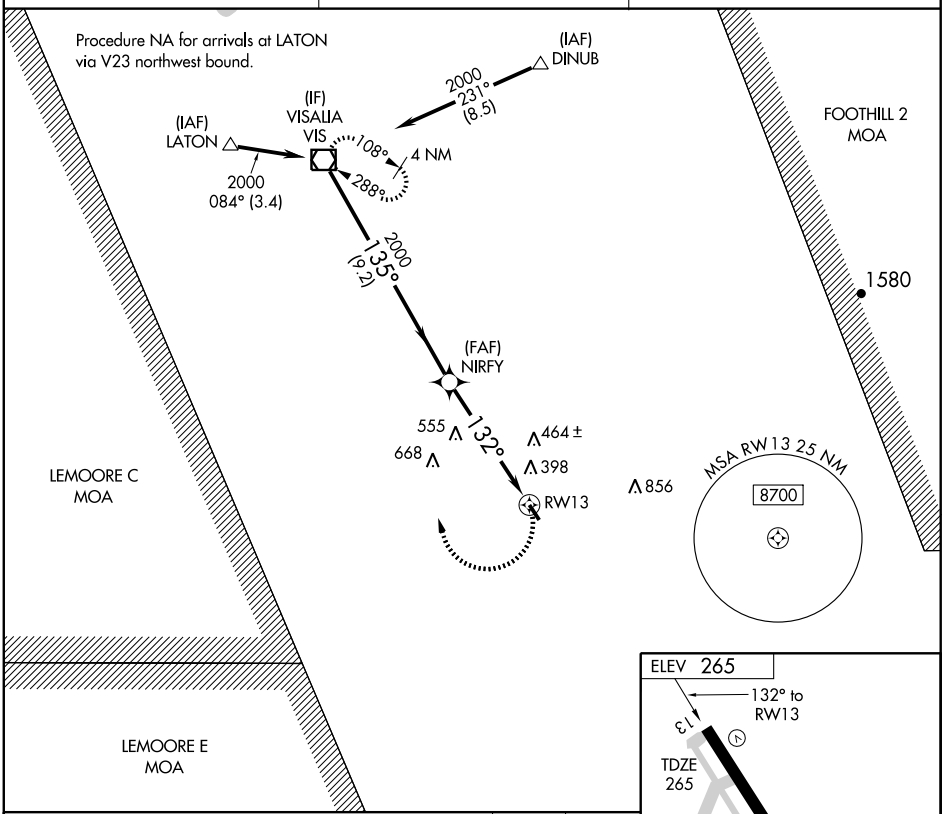
RNAV (GPS) RWY 13

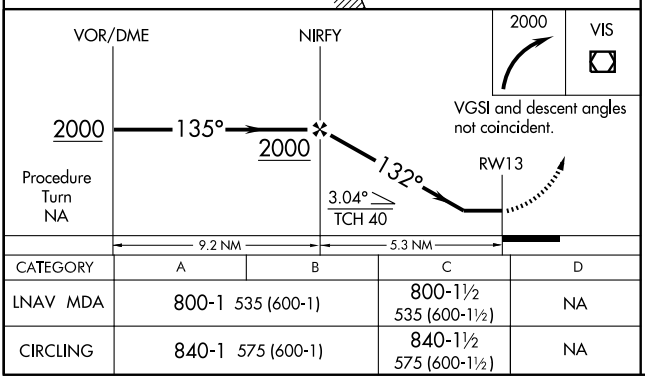
TULARE/MEFFORD FIELD (TLR)

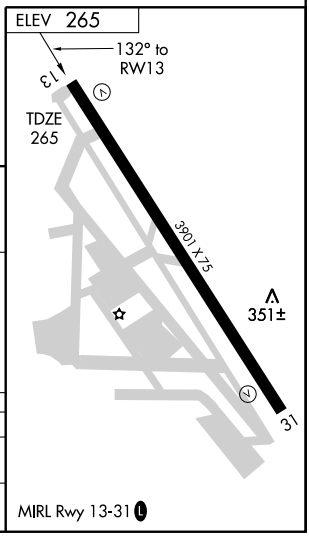
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Visalia altimeter setting and increase all MDA 40 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct VIS VOR/DME and hold.

AWOS-3	FRESNO APP CON	UNICOM
120.0	118.5 268.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 535 (600-1)		800-1½ 535 (600-1½)	NA
CIRCLING	840-1 575 (600-1)		840-1½ 575 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VIS	APP CRS	Rwy Idg	3901
109.4	133°	TDZE	265
Chan 31		Apt Elev	265

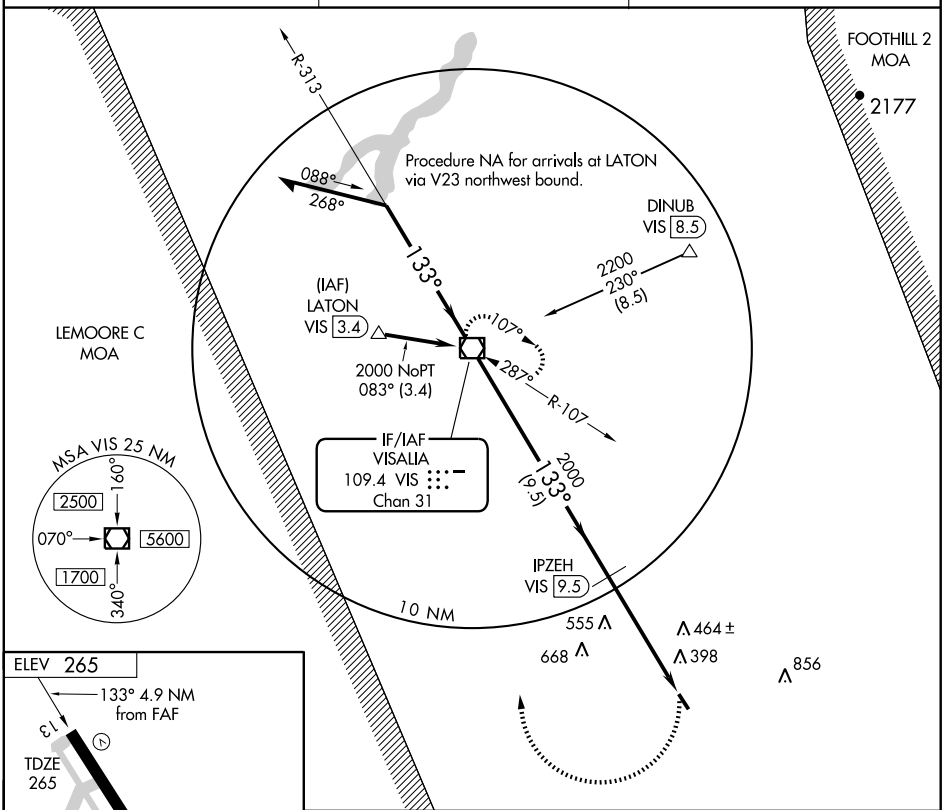
VOR/DME RWY 13

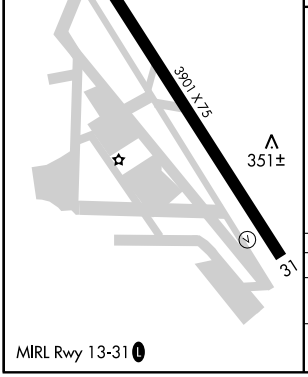
TULARE/MEFFORD FIELD (TLR)

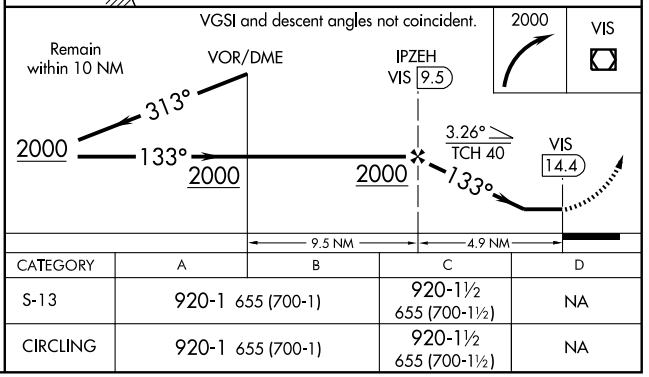
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Visalia altimeter setting and increase all MDA 40 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct VIS VOR/DME and hold.

AWOS-3	FRESNO APP CON	UNICOM
120.0	118.5 268.7	122.7 (CTAF)







CATEGORY	A	B	C	D
S-13	920-1 655 (700-1)		920-1½ 655 (700-1½)	NA
CIRCLING	920-1 655 (700-1)		920-1½ 655 (700-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

ATIS 386.35
TWENTYNINE PALMS TOWER
135.525 340.2
GND CON
363.35 41.7

34°19'N

VAR 12.5°E

JANUARY 2009
ANNUAL RATE OF CHANGE
0.2°W

RECOVERY/EAF BLDG

FUEL

F/W PITS

FIXED WING HANGAR

GSE AREA

WASHRACK

HDG 320° ARM/DE-ARM WEST

FIXED WING RAMP

HELO HANGAR

R/W PITS

HELO RAMP

D

E

E1

E2

E3

E4

E5

099.8°
0.4% DOWN

FIRE STATION

BASE OPS

CONTROL TOWER

C

B

M31 GEAR 2

FIELD ELEV 2051

8015 x 150

M31 GEAR 1

TRANSIENT/ CARGO RAMP

1 2 3

34°18'N

HDG 140° ARM/DE-ARM EAST

A

28

099.8°

279.8°

HANGAR

LZ WHITE RHINO (UAS/COPTER)

2000 x 72

279.8°

UAS HANGER

ELEV 2018

RWY 10-28

S80, T180, ST175
TT 320, TDT 850, TRT 520

116°10'W

HDG 140° ARM/DE-ARM

LZ RED

LZ GUNFIGHTER

116°09'W

34°17'N

SW-3, 21 OCT 2010 to 18 NOV 2010

CACTI-FIVE DEPARTURE (CACTI5 • TNP)

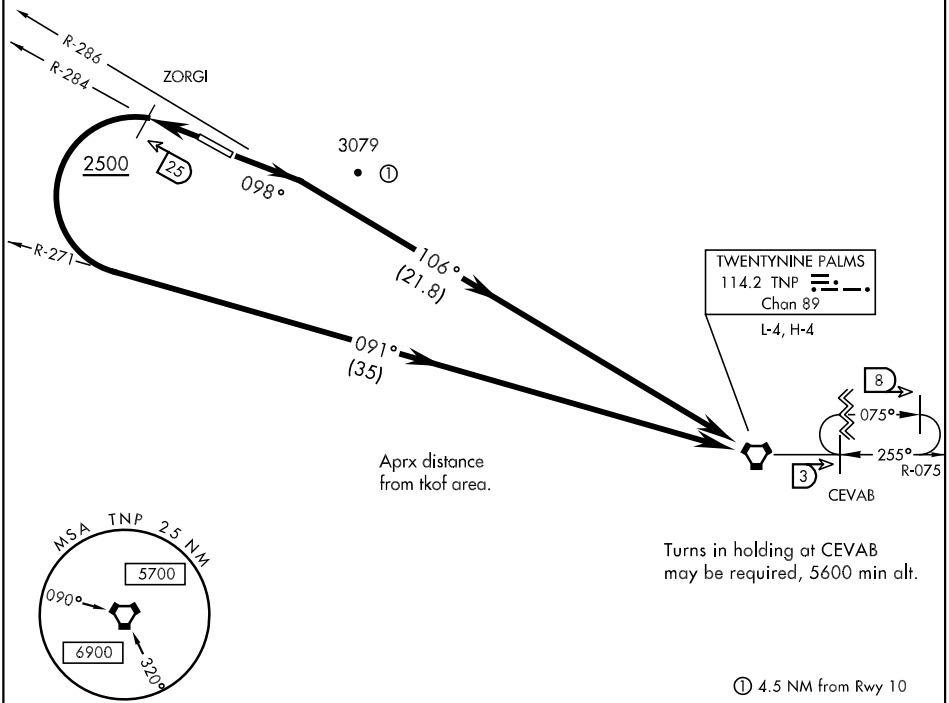
ATIS 386.35
GND CON
363.35 41.7
TWENTYNINE PALMS TOWER
135.525 340.2
LOS ANGELES CENTER
128.15 285.6

SHL-3160 [USN]

Rwy	Knots	60	120	180	240	300	360
*10 ⓐ	V/V(fpm)	285	570	855	1140	1425	1710
**10 ⓑ	V/V(fpm)	315	630	945	1260	1575	1890
†28 ⓒ	V/V(fpm)	235	470	705	940	1175	1410

* Minimum ** Civil minimum † ATC Climb Rate

ⓐ to 3300
ⓑ to 3400
ⓒ to 2500



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 10: Climb via heading 098° to intercept and proceed via TNP VORTAC R-286 to TNP.

TAKE-OFF RWY 28: Climb via TNP VORTAC R-284 to cross ZORGI at or above 2500. Then turn left to join and proceed via TNP R-271 to TNP.

SW-3, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN RWY 28

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NXP Chan 63	296°	8015	2022	2051

AL-3160 USN]

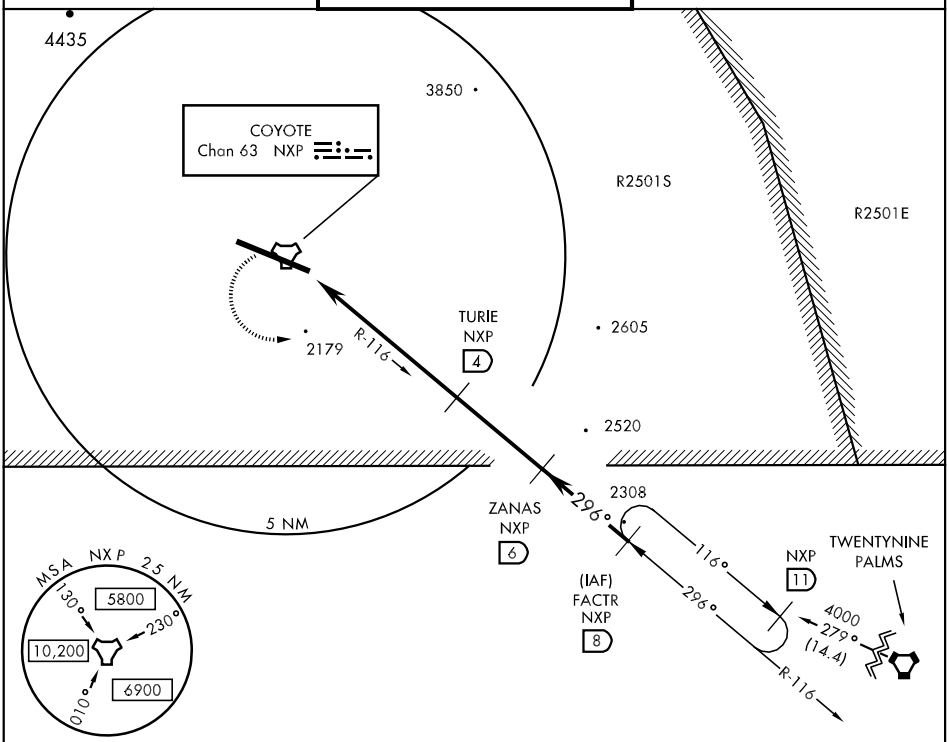
TWENTYNINE PALMS SELF (KNXP)

SALSF

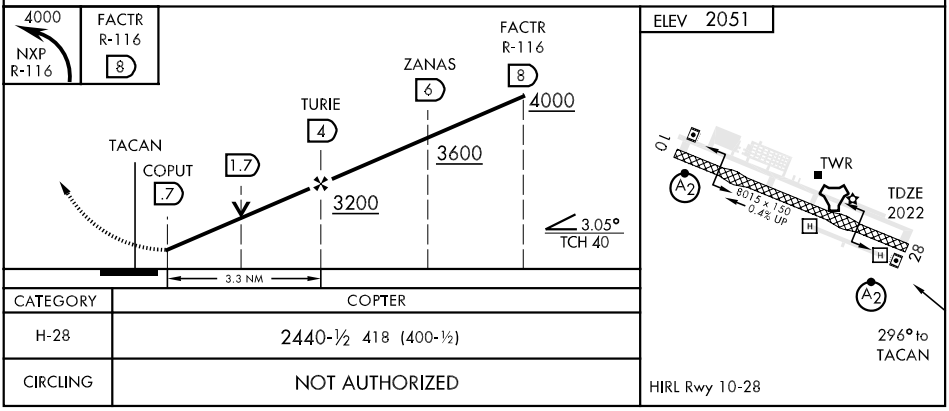
MISSED APPROACH: Climbing left turn to 4000 via NXP TACAN R-116 to FACTR and hold.

ATIS	TWENTYNINE PALMS TOWER	GND CON
386.35	135.525 340.2	363.35 41.7

SW-3, 21 OCT 2010 to 18 NOV 2010



EMERG SAFE ALT 100 NM 13,600



CATEGORY	COPTER
H-28	2440-½ 418 (400-½)
CIRCLING	NOT AUTHORIZED

HIRL Rwy 10-28

COPTER TACAN RWY 28

HI-TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NXP Chan 63	286°	8015	2022	2051

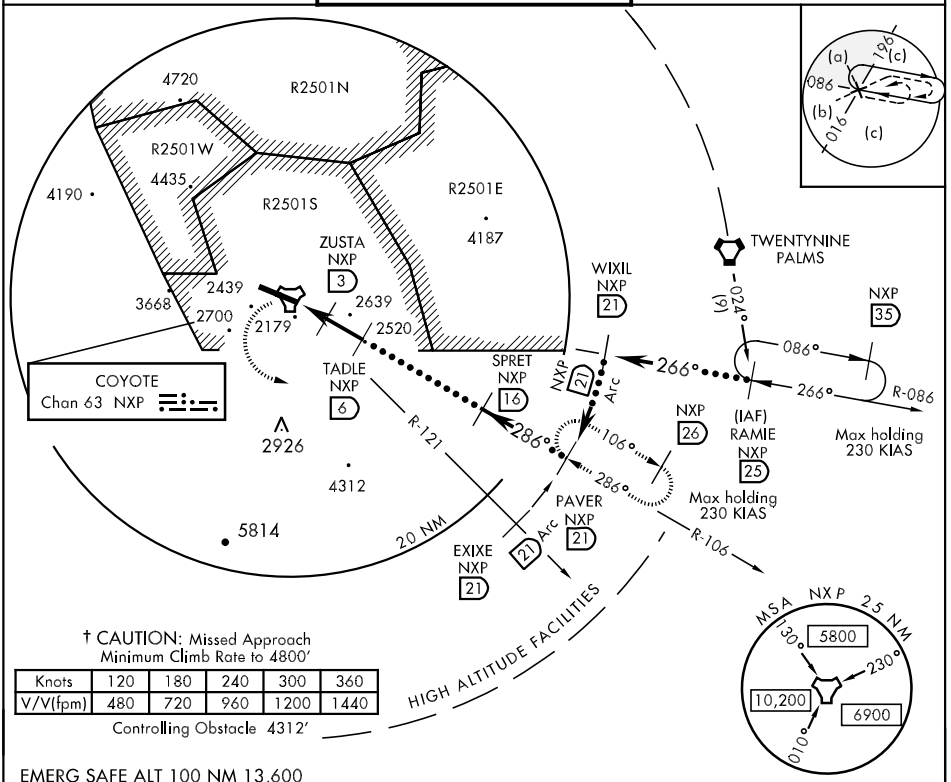
JAL-3160 [USN] — TWENTYNINE PALMS SELF (KNXP)

T * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized N of Rwy 10-28.

SALSF (A2)

† MISSED APPROACH: Climbing left turn to 6000 via NXP TACAN R-121 to EXIXE. Then Arc SE of NXP TACAN via NXP 21 DME Arc to PAVER and hold.

ATIS	PALMS TOWER	GND CON
386.35	135.525 340.2	363.35 41.7

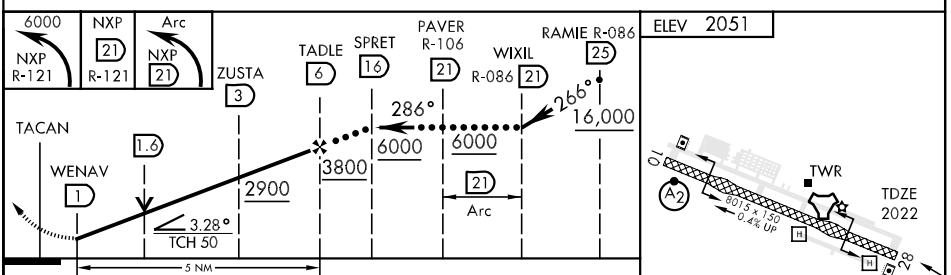


† CAUTION: Missed Approach Minimum Climb Rate to 4800'

Knots	120	180	240	300	360
V/V(fpm)	480	720	960	1200	1440

Controlling Obstacle 4312'

EMERG SAFE ALT 100 NM 13,600



CATEGORY	C	D	E
S-28 *	2440-1 418 (400-1)		2440-1¼ 418 (400-1¼)
CIRCLING **	2620-1½ 569 (600-1½)	2740-2¼ 689 (700-2¼)	3000-3 949 (1000-3)

HIRL Rwy 10-28

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME RWY 28

VOR/DME TNP	APCH CRS	Rwy ldg	8015
114.2	285°	TDZE	2022
Chan 89		Arpt Elev	2051

JAL-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

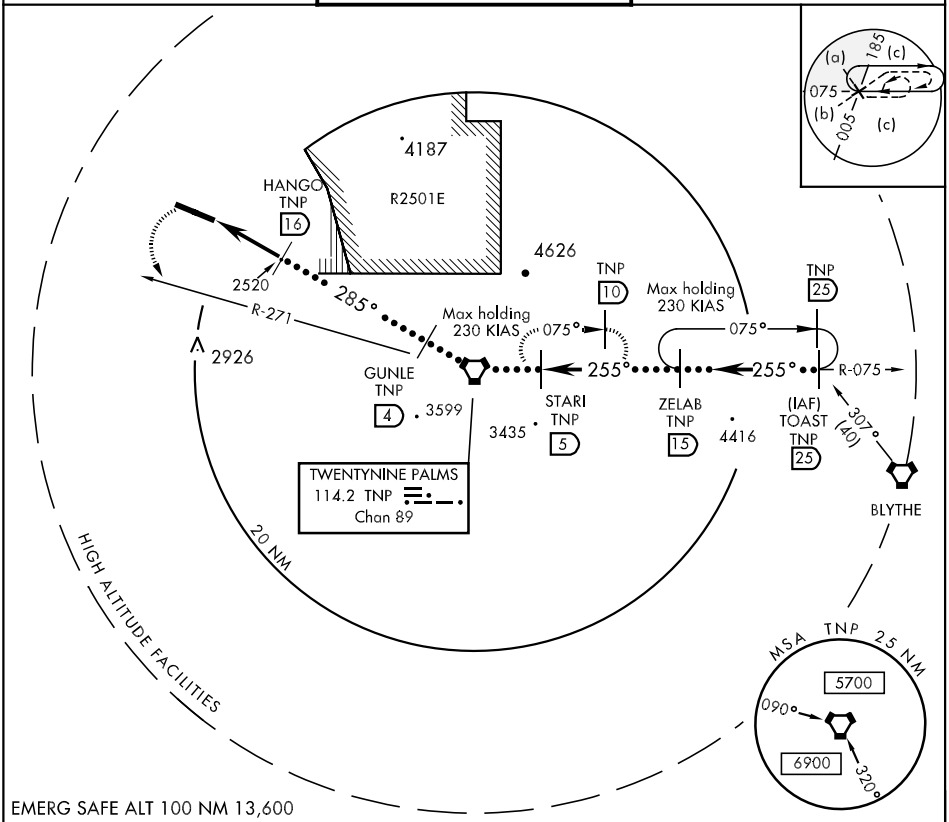
* When ALS inop, increase vis CAT CDE to 3 miles.

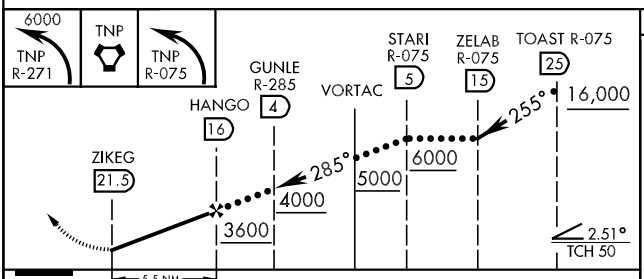
** Circling not authorized N of Rwy 10-28.

SALSF

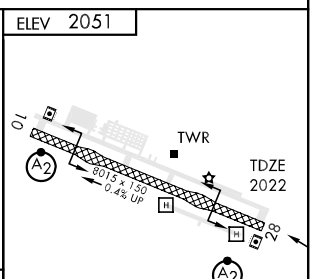
MISSED APPROACH: Climbing left turn to 6000 via TNP VORTAC R-271 direct TNP. Then via TNP R-075 to STARI and hold.

ATIS	PALMS TOWER	GND CON
386.35	135.525 340.2	363.35 41.7





CATEGORY	C	D	E
S-28 *	3480-2¾ 1458	(1500-2¾)	
CIRCLING **	3480-3 1429	(1500-3)	



SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NXP Chan 63	286°	8015	2022	2051

AL-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
** Circling not authorized N of Rwy 10-28.

SALSF

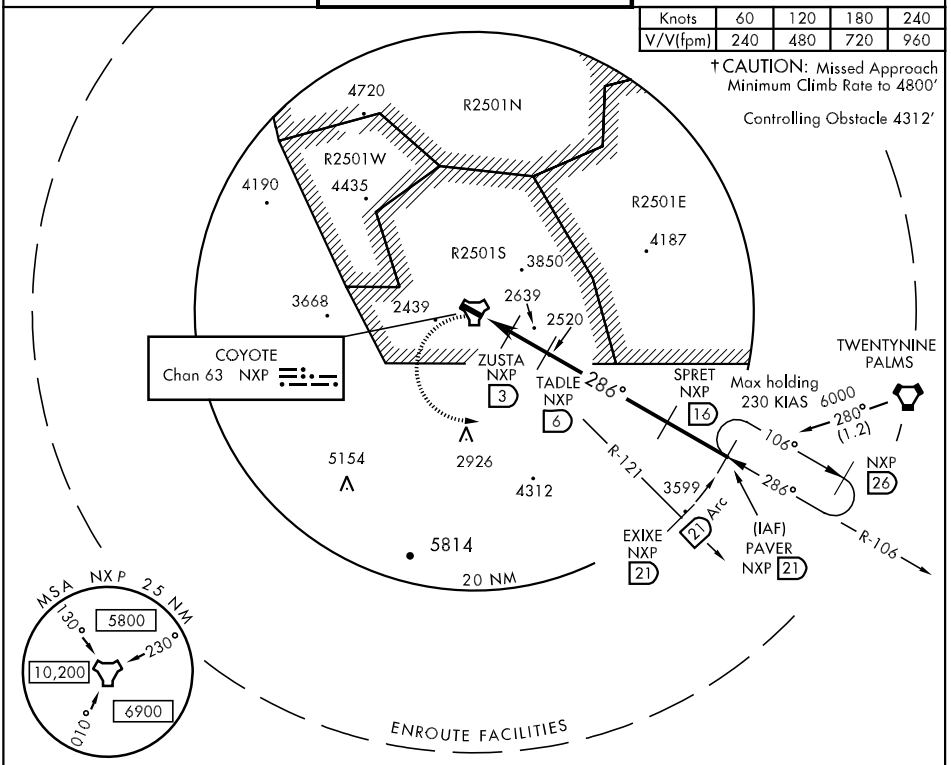
† MISSED APPROACH: Climbing left turn to 6000 via NXP TACAN R-121 to EXIXE. Then Arc SE of NXP via NXP 21 DME Arc to PAVER and hold.

ATIS	TWENTYNINE PALMS TOWER	GND CON
386.35	135.525 340.2	363.35 41.7

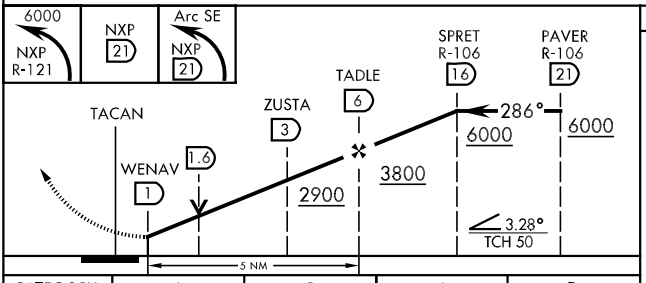
Knots	60	120	180	240
V/V(fpm)	240	480	720	960

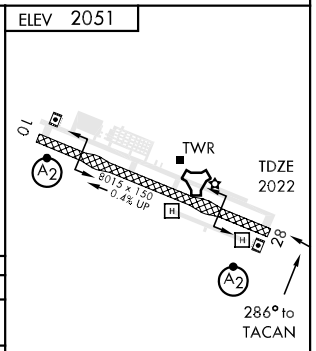
†CAUTION: Missed Approach Minimum Climb Rate to 4800'

Controlling Obstacle 4312'



EMERG SAFE ALT 100 NM 13,600





CATEGORY	A	B	C	D
S-28 *	2440-¾ 418 (400-¾)		2440-1 418 (400-1)	
CIRCLING **	2580-1 529 (600-1)		2620-1½ 569 (600-1½)	2740-2¼ 689 (700-2¼)

HIRL Rwy 10-28

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 28

VORTAC TNP	APCH CRS	Rwy Idg 8015
114.2	285°	TDZE 2022
Chan 89		Arpt Elev 2051

AL-3160 [USN]

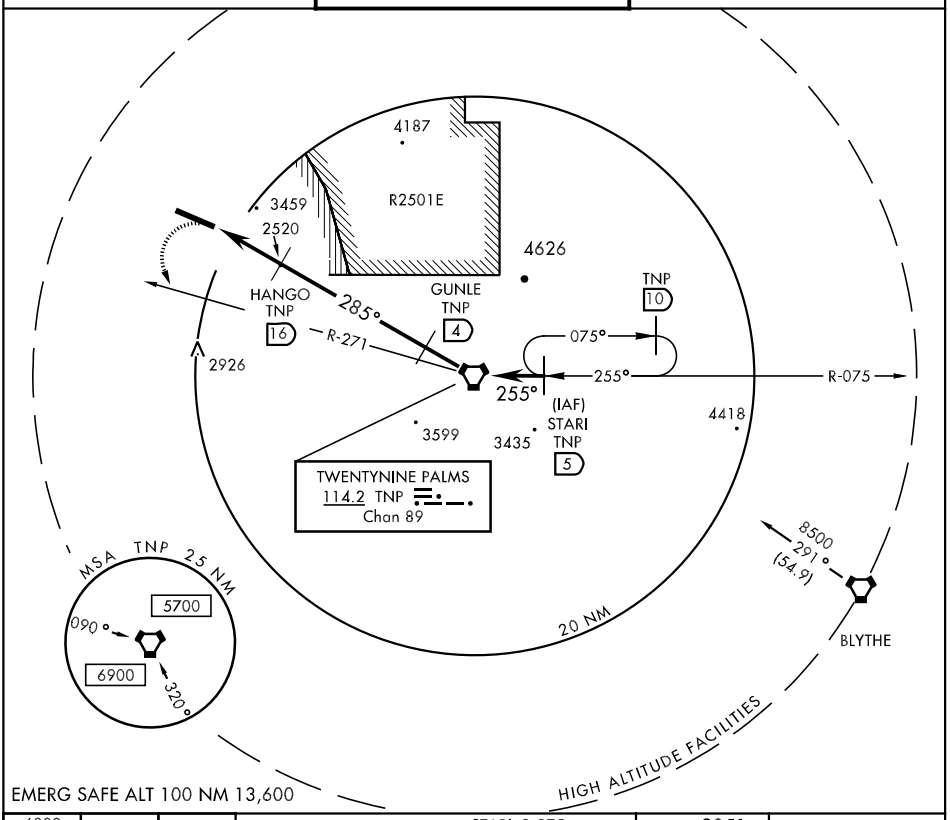
TWENTYNINE PALMS SELF (KNXP)

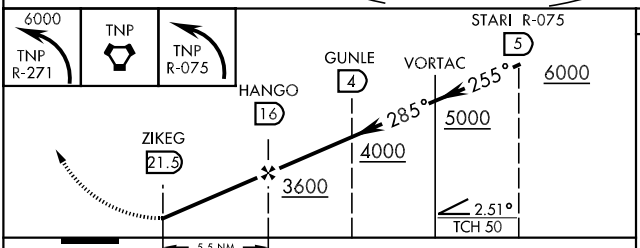
* When ALS inop, increase CAT A to 1¼ miles, CAT B to 1½ miles, CAT CD to 3 miles.
** Circling not authorized N of Rwy 10-28.

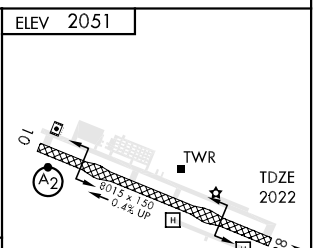
SALSF

MISSED APPROACH: Climbing left turn to 6000 via TNP VORTAC R-271 direct TNP. Then via TNP R-075 to STARI and hold.

ATIS	TWENTYNINE PALMS TOWER	GND CON
386.35	135.525 340.2	363.35 41.7







CATEGORY	A	B	C	D
S-28 *	3480-1 1458 (1500-1)	3480-1¼ 1458 (1500-1¼)	3480-2¾ 1458 (1500-2¾)	
CIRCLING **	3480-1¼ 1429 (1500-1¼)	3480-1½ 1429 (1500-1½)	3480-3 1429 (1500-3)	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5531
262°	TDZE	1835
	Apt Elev	1888

RNAV (GPS) RWY 26

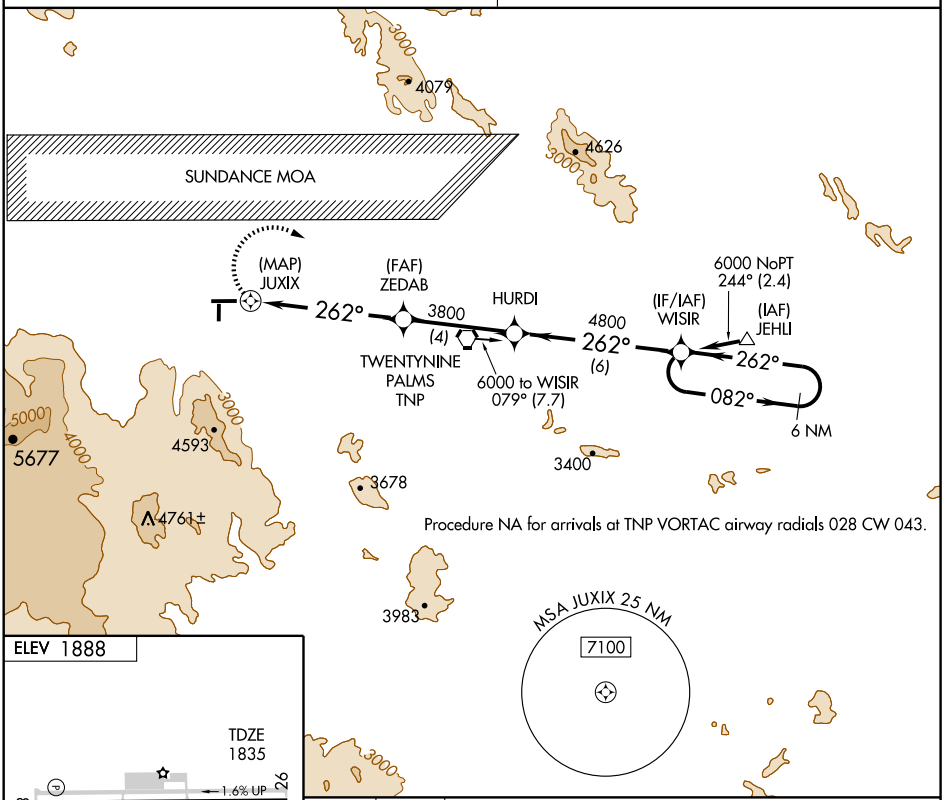
TWENTYNINE PALMS (TNP)

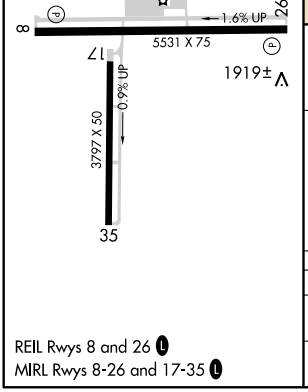
When Palm Springs Intl altimeter setting not received, procedure NA.
Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA.
Use Palm Springs Intl altimeter setting.

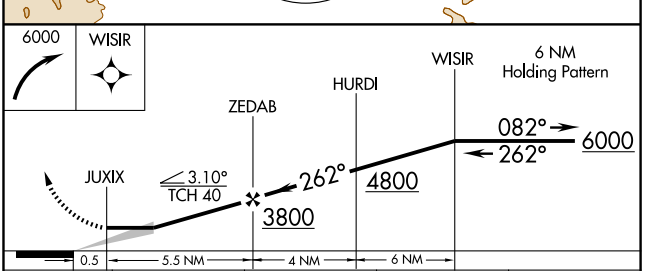
NA

MISSED APPROACH: Climbing right turn to 6000 direct WISIR and hold.

LOS ANGELES CENTER	UNICOM
128.15 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3040-1¼ 1205 (1200-1¼)	3040-1½ 1205 (1200-1½)	NA	
CIRCLING	3240-1¼ 1352 (1400-1¼)	3240-1½ 1352 (1400-1½)	NA	

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 17-35 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC TNP 114.2 Chan 89	APP CRS 264°	Rwy Idg 5531 TDZE 1835 Apt Elev 1888

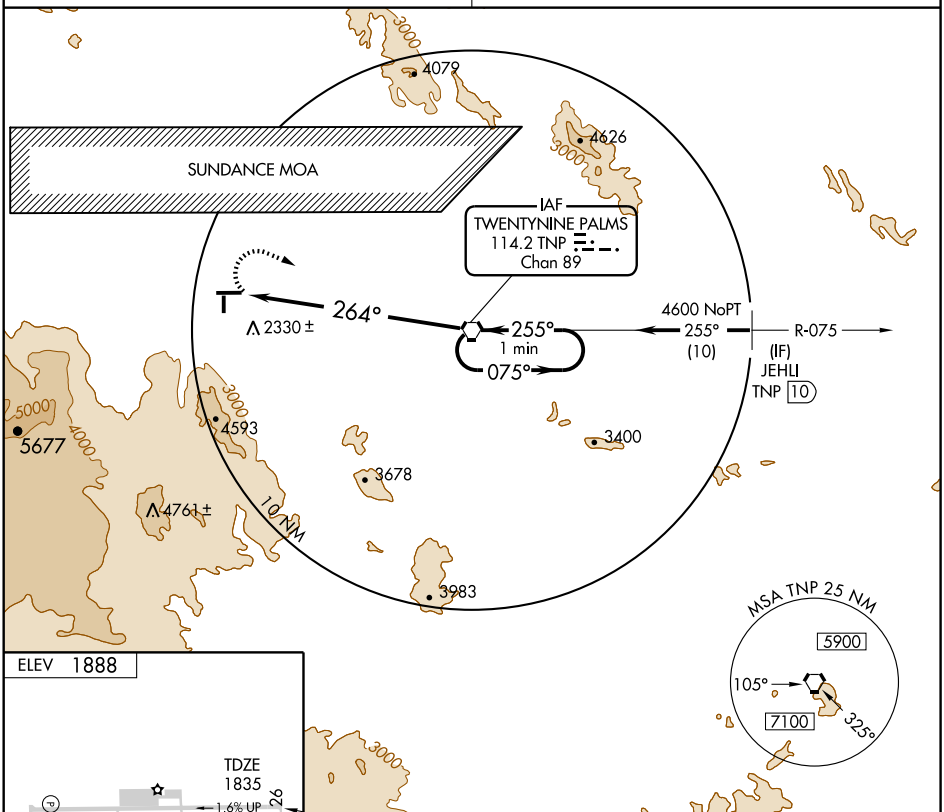
VOR RWY 26
TWENTYNINE PALMS (TNP)

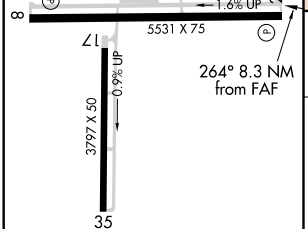
T NA — When Palm Springs Intl altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Use Palm Springs Intl altimeter setting.

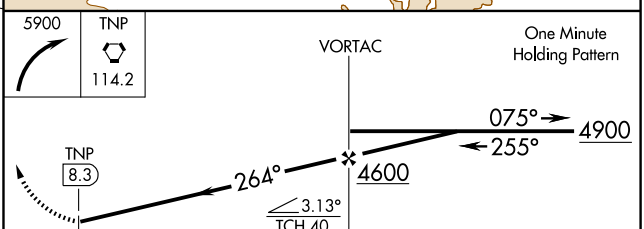
MISSED APPROACH: Climbing right turn to 5900 direct TNP VORTAC and hold, continue climb-in-hold to 5900.

LOS ANGELES CENTER **128.15 285.6**

UNICOM **122.8** (CTAF) L







REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 17-35 L

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
S-26	3580-1¼ 1745 (1700-1¼)	3580-1½ 1745 (1700-1½)	NA	
CIRCLING	3580-1¼ 1692 (1700-1¼)	3580-1½ 1692 (1700-1½)	NA	

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

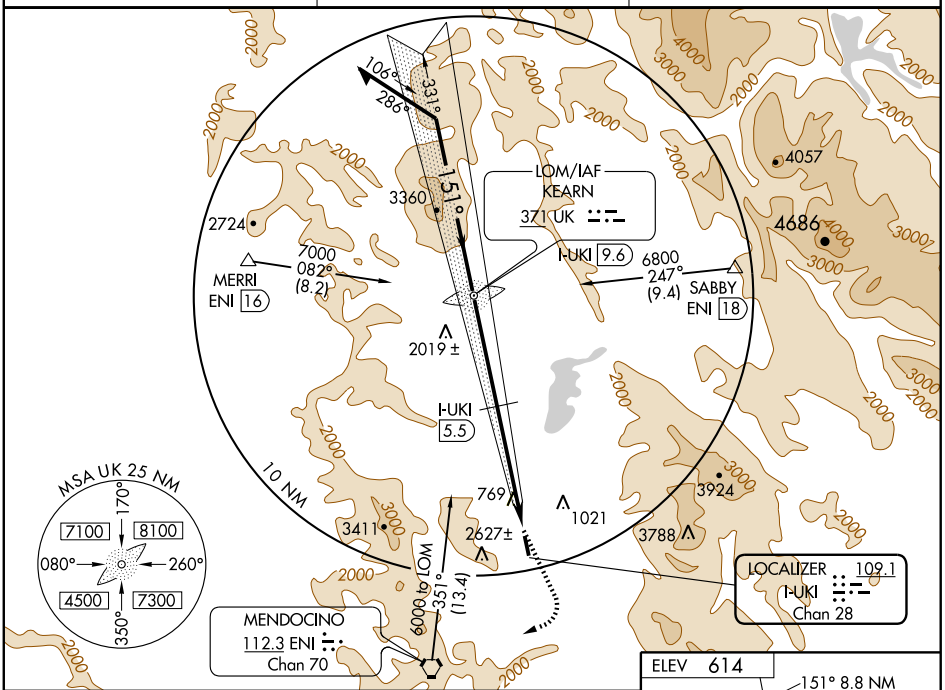
LOC/DME I-UKI	APP CRS	Rwy Idg	4415
109.1	151°	TDZE	614
Chan 28		Apt Elev	614

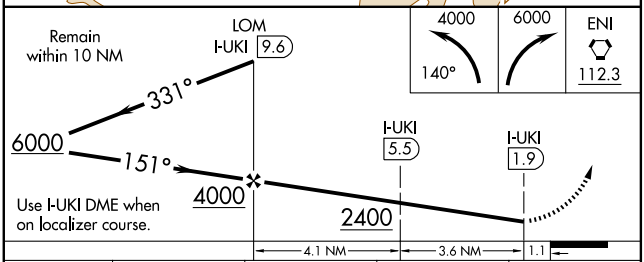
LOC RWY 15
UKIAH MUNI (UKI)

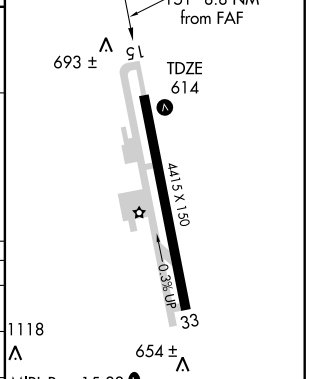
Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 4000 via heading 140°, then climbing right turn to 6000 direct ENI VORTAC.

ASOS	OAKLAND CENTER	UNICOM
119.275	127.8 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	2400-1¼ 1786 (1800-1¼)	2400-1½ 1786 (1800-1½)	2400-3 1786 (1800-3)	
CIRCLING	2400-1¼ 1786 (1800-1¼)	2400-1½ 1786 (1800-1½)	2400-3 1786 (1800-3)	
DME MINIMUMS				
S-15	1720-1¼ 1106 (1200-1¼)	1720-1½ 1106 (1200-1½)	1720-3 1106 (1200-3)	
CIRCLING	1720-1¼ 1106 (1200-1¼)	1720-1½ 1106 (1200-1½)	1720-3 1106 (1200-3)	

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	614

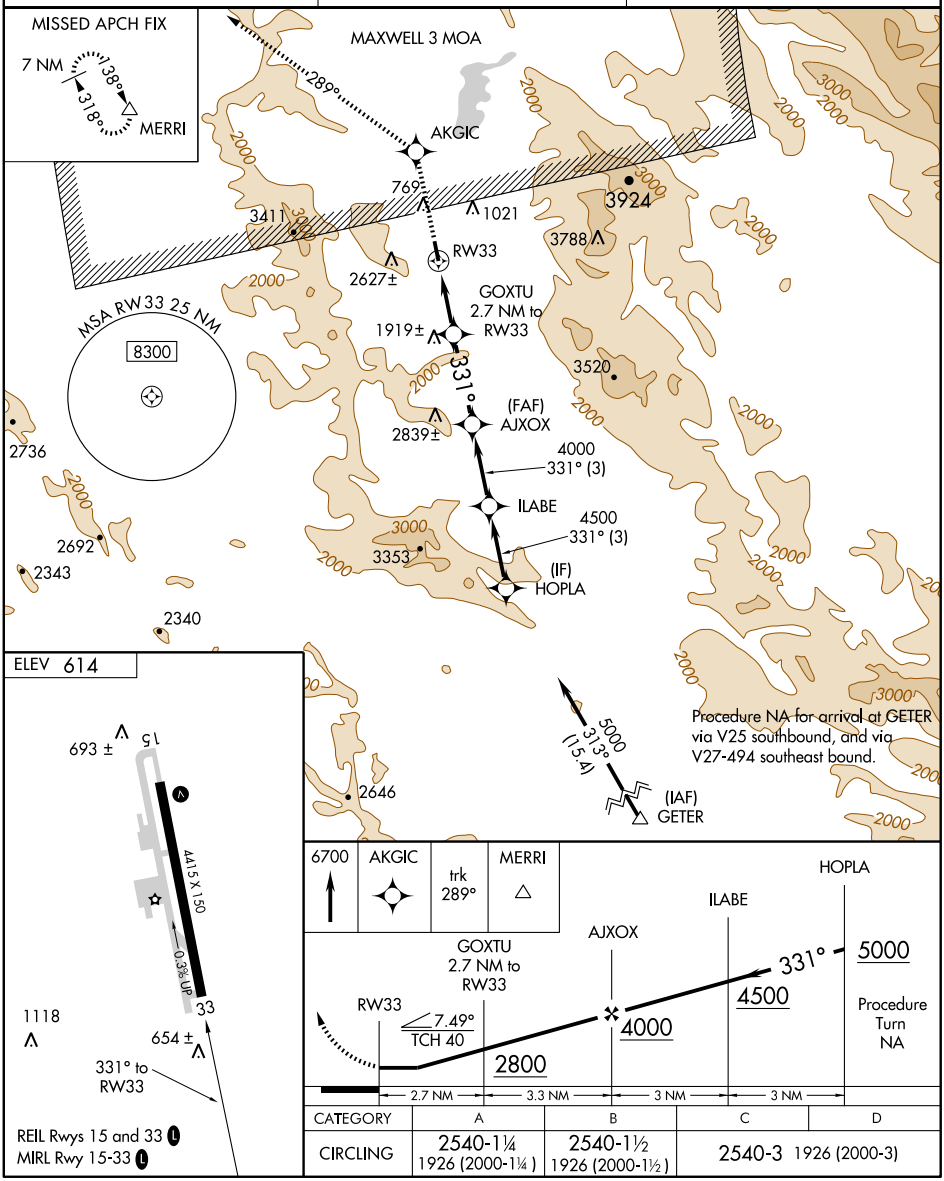
RNAV (GPS) -B

UKIAH MUNI (UKI)

Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6700 direct AKGIC and via track 289° to MERRI and hold, continue climb-in-hold to 6700.

ASOS	OAKLAND CENTER	UNICOM
119.275	127.8 353.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2540-1¼ 1926 (2000-1¼)	2540-1½ 1926 (2000-1½)	2540-3 1926 (2000-3)	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ENI	APP CRS	Rwy Idg	N/A
112.3	022°	TDZE	N/A
Chan 70		Apt Elev	614

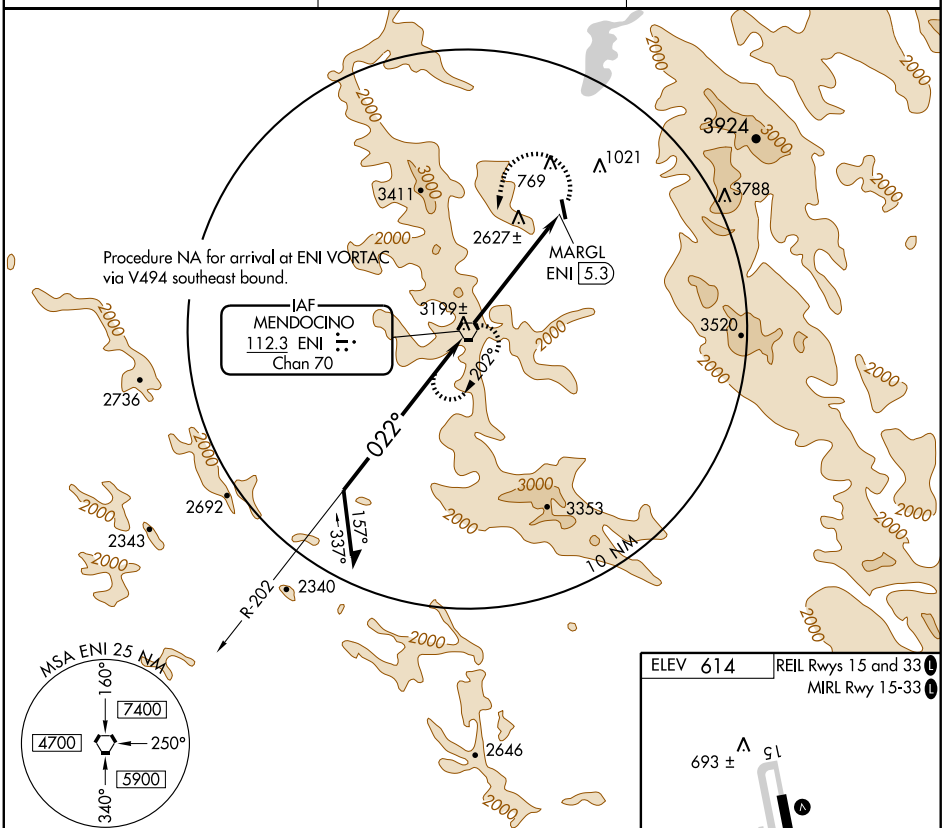
VOR-A

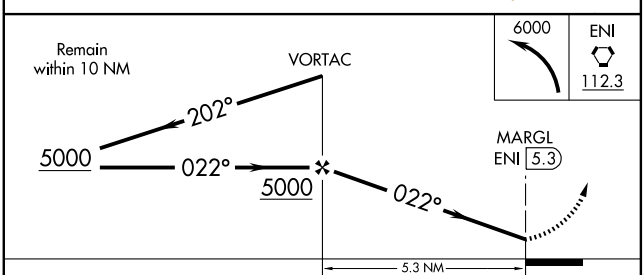
UKIAH MUNI (UKI)

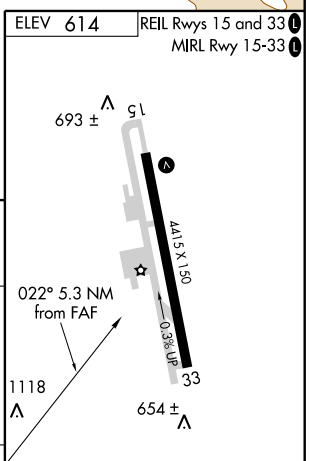
Circling NA west of Rwy 15-33.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 6000 direct ENI VORTAC and hold, continue climb-in-hold to 6000.

ASOS	OAKLAND CENTER	UNICOM
119.275	127.8 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3400-1¼ 2786 (2800-1¼)	3400-1½ 2786 (2800-1½)	3400-3 2786 (2800-3)	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3758
054°	TDZE	1430
	Apt Elev	1444

RNAV (GPS) RWY 6

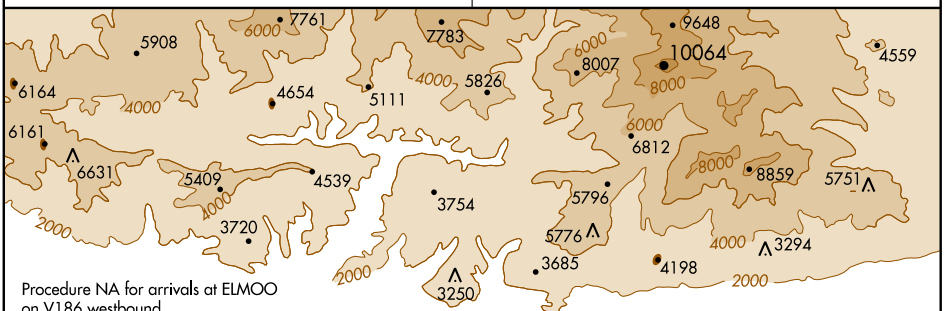
UPLAND/CABLE (CCB)

T
A NA

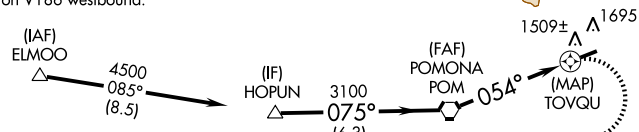
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA north of Rwy 6-24. Use Ontario altimeter setting. When Ontario altimeter setting not received use Riverside altimeter setting and increase all MDA 60 feet and increase LNAV and Circling Cat C visibility ¼ mile.

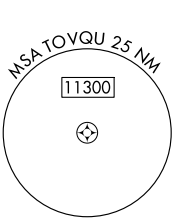
MISSED APPROACH: Climbing right turn to 5000 direct ADAMM and hold, continue climb-in-hold to 5000.

SOCAL APP CON	UNICOM
125.5 349.0	123.0 (CTAF) L

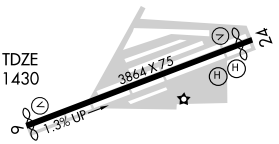


Procedure NA for arrivals at ELMOO on V186 westbound.

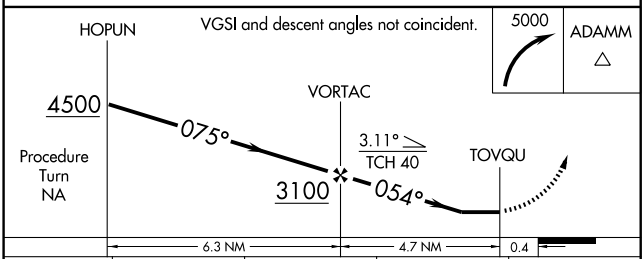




ELEV 1444



MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	1980-1	550 (600-1)	1980-1½ 550 (600-1½)	NA
CIRCLING	1980-1	536 (600-1)	1980-1½ 536 (600-1½)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VORTAC POM	APP CRS	Rwy Idg	N/A
110.4	053°	TDZE	N/A
Chan 41		Apt Elev	1444

VOR-A

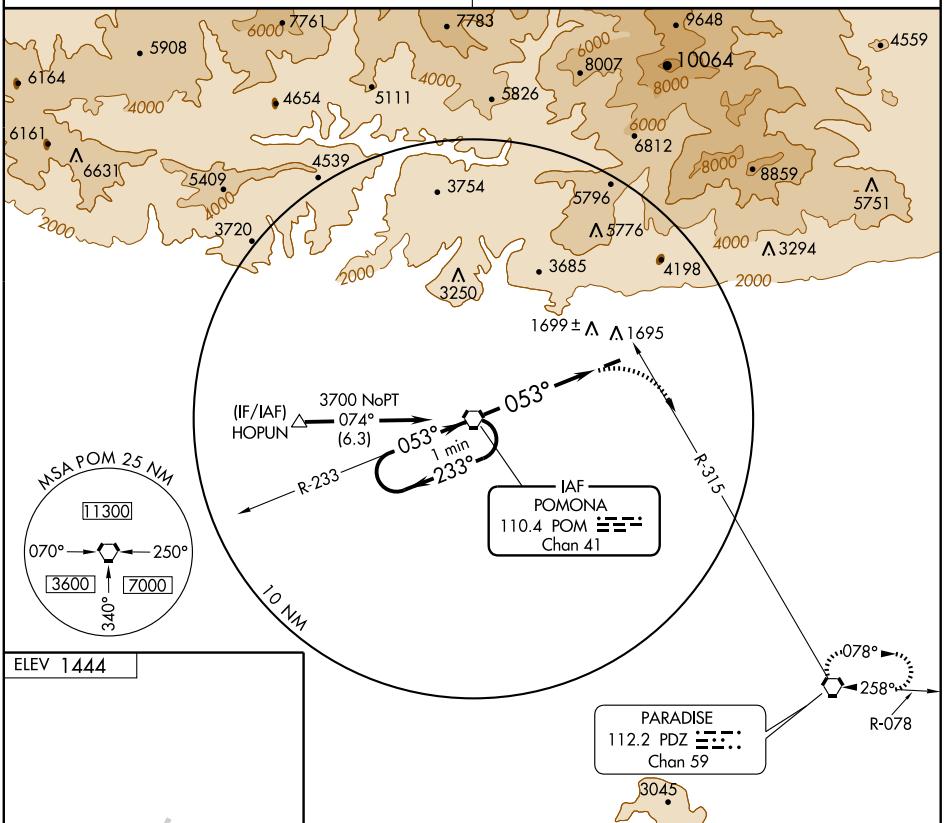
UPLAND/CABLE (CCB)

T
NA

Circling NA north of Rwy 6-24.
Use Ontario altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 via heading 105° and PDZ R-315 to PDZ VORTAC and hold.

SOCAL APP CON	UNICOM
125.5 349.0	123.0 (CTAF) L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	2240-1 796 (800-1)	2240-1¼ 796 (800-1¼)	2240-2¼ 796 (800-1¼)	NA

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4700
CH 53502	199°	TDZE	117
W20A		Apt Elev	117

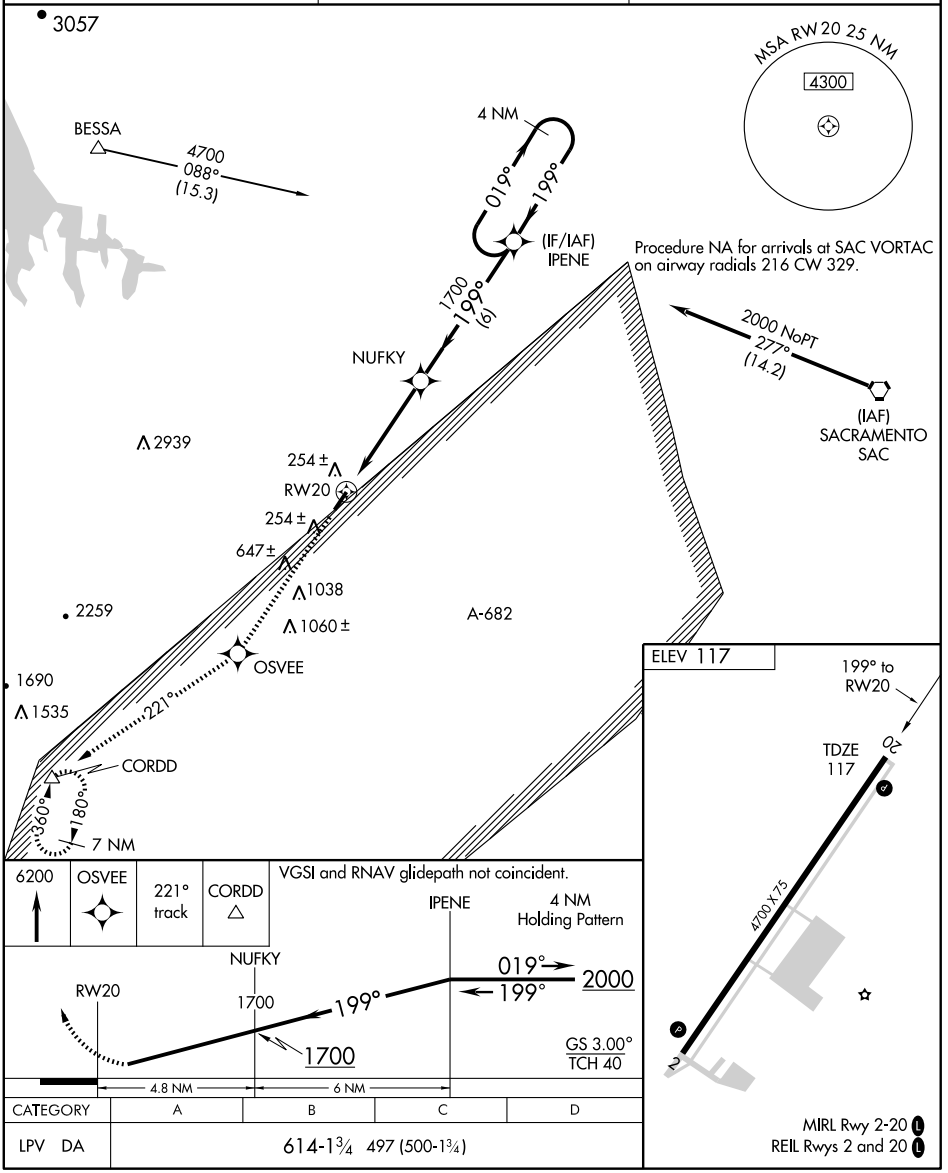
RNAV (GPS) Y RWY 20

VACAVILLE/ NUT TREE (VCB)

T A W DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Davis University altimeter setting and increase DA to 650 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6200 direct OSVEE and via 221° track to CORDD and hold, continue climb-in-hold to 6200.

ASOS	TRAVIS APP CON	UNICOM
134.75	128.4 291.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	614-1¾ 497 (500-1¾)			

SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4700
199°	TDZE	117
	Apt Elev	117

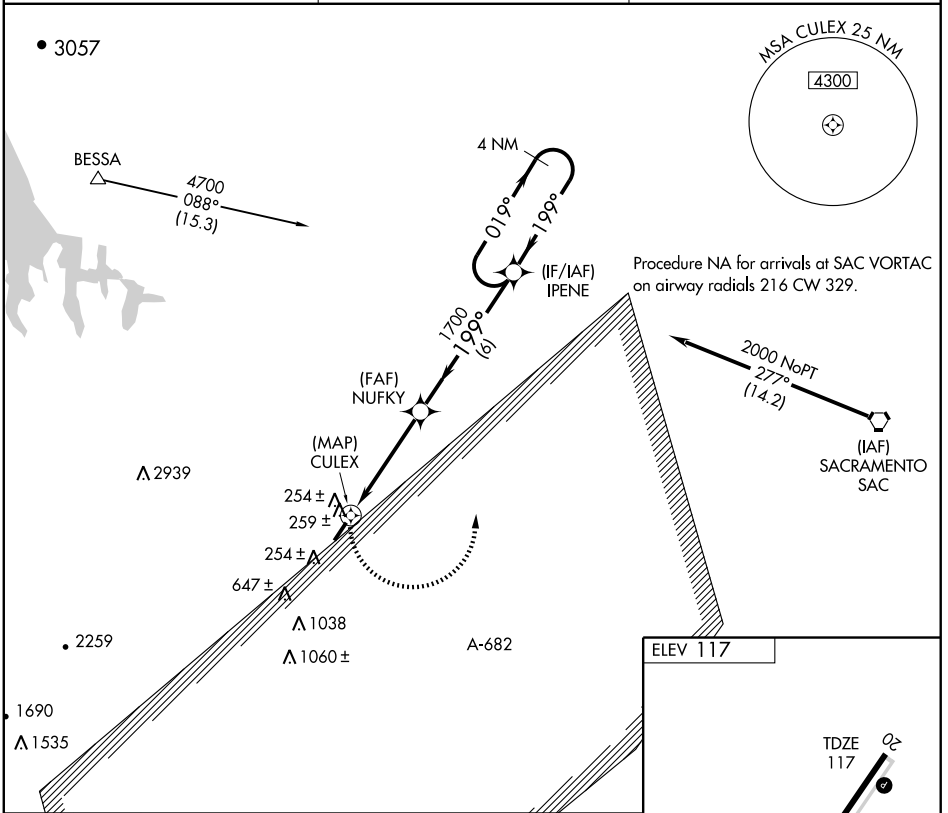
RNAV (GPS) Z RWY 20

VACAVILLE/ NUT TREE (VCB)

Circling NA west of Rwy 2-20. DME/DME RNP- 0.3 NA. If local altimeter setting not received, use Davis University altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct IPENE and hold.

ASOS	TRAVIS APP CON	UNICOM
134.75	128.4 291.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1 403 (500-1)		520-1¼ 403 (500-1¼)	NA
CIRCLING	560-1 443 (500-1)	580-1 463 (500-1)	580-1½ 463 (500-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

SW-2, 21 OCT 2010 to 18 NOV 2010

TRAVIS DEP CON
128.4 291.0

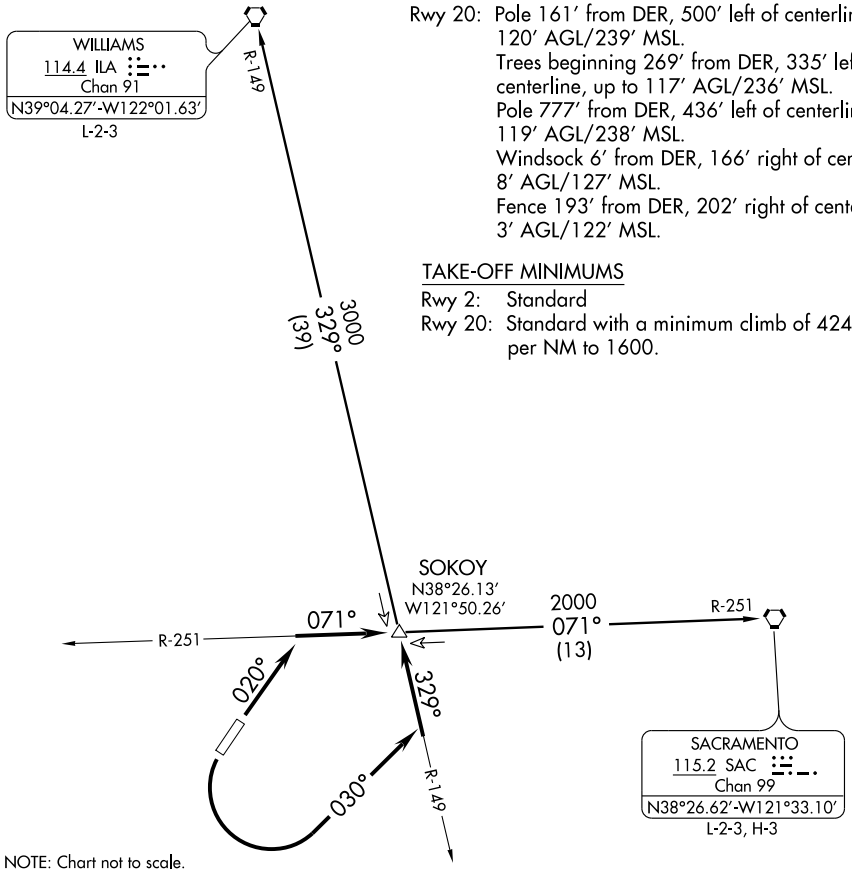
TAKE-OFF OBSTACLE NOTES

Rwy 2: Trees beginning 222′ from DER, 514′ left of centerline, up to 106′ AGL/225′ MSL.
Light pole 337′ from DER, 534′ left of centerline, 28′ AGL/147′ MSL.

Rwy 20: Pole 161′ from DER, 500′ left of centerline, 120′ AGL/239′ MSL.
Trees beginning 269′ from DER, 335′ left of centerline, up to 117′ AGL/236′ MSL.
Pole 777′ from DER, 436′ left of centerline, 119′ AGL/238′ MSL.
Windsock 6′ from DER, 166′ right of centerline, 8′ AGL/127′ MSL.
Fence 193′ from DER, 202′ right of centerline, 3′ AGL/122′ MSL.

TAKE-OFF MINIMUMS

Rwy 2: Standard
Rwy 20: Standard with a minimum climb of 424′ per NM to 1600.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 020°, intercept SAC R-251 to SOKOY INT/ SAC 13 DME.

TAKE-OFF RUNWAY 20: Turn left heading 030°, intercept ILA R-149 to SOKOY INT/ ILA 39 DME.

SACRAMENTO TRANSITION (SOKOY2.SAC): From over SOKOY INT via SAC R-251 to SAC VORTAC.

WILLIAMS TRANSITION (SOKOY2.ILA): From over SOKOY INT via ILA R-149 to ILA VORTAC.

VORTAC SAC	APP CRS	Rwy Idg	N/A
115.2	241°	TDZE	N/A
Chan 99		Apt Elev	117

VOR/DME-A

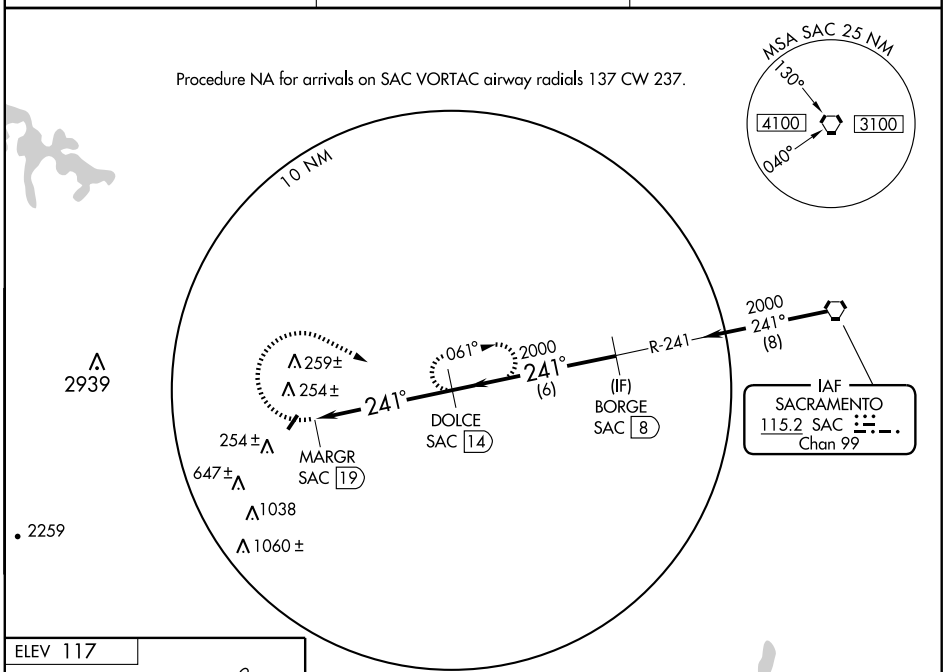
VACAVILLE/NUT TREE (VCB)

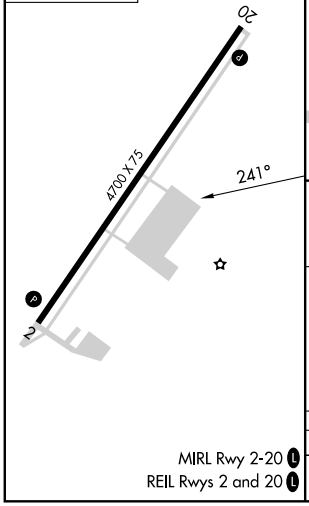
Circling NA west of Rwy 2-20.
When local altimeter setting not received, use Travis AFB altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

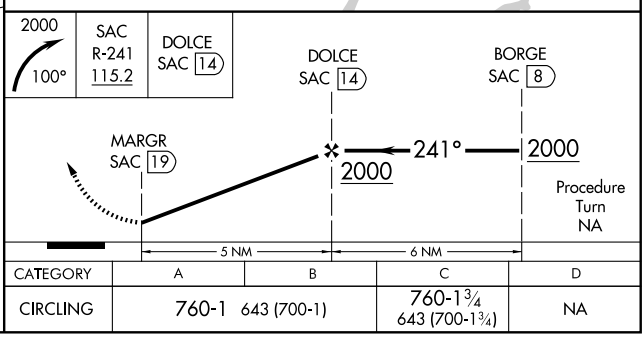
MISSED APPROACH: Climbing right turn to 2000 via heading 100° and SAC R-241 to DOLCE/14 DME and hold.

ASOS	TRAVIS APP CON	UNICOM
134.75	128.4 291.0	122.7 (CTAF) L

Procedure NA for arrivals on SAC VORTAC airway radials 137 CW 237.



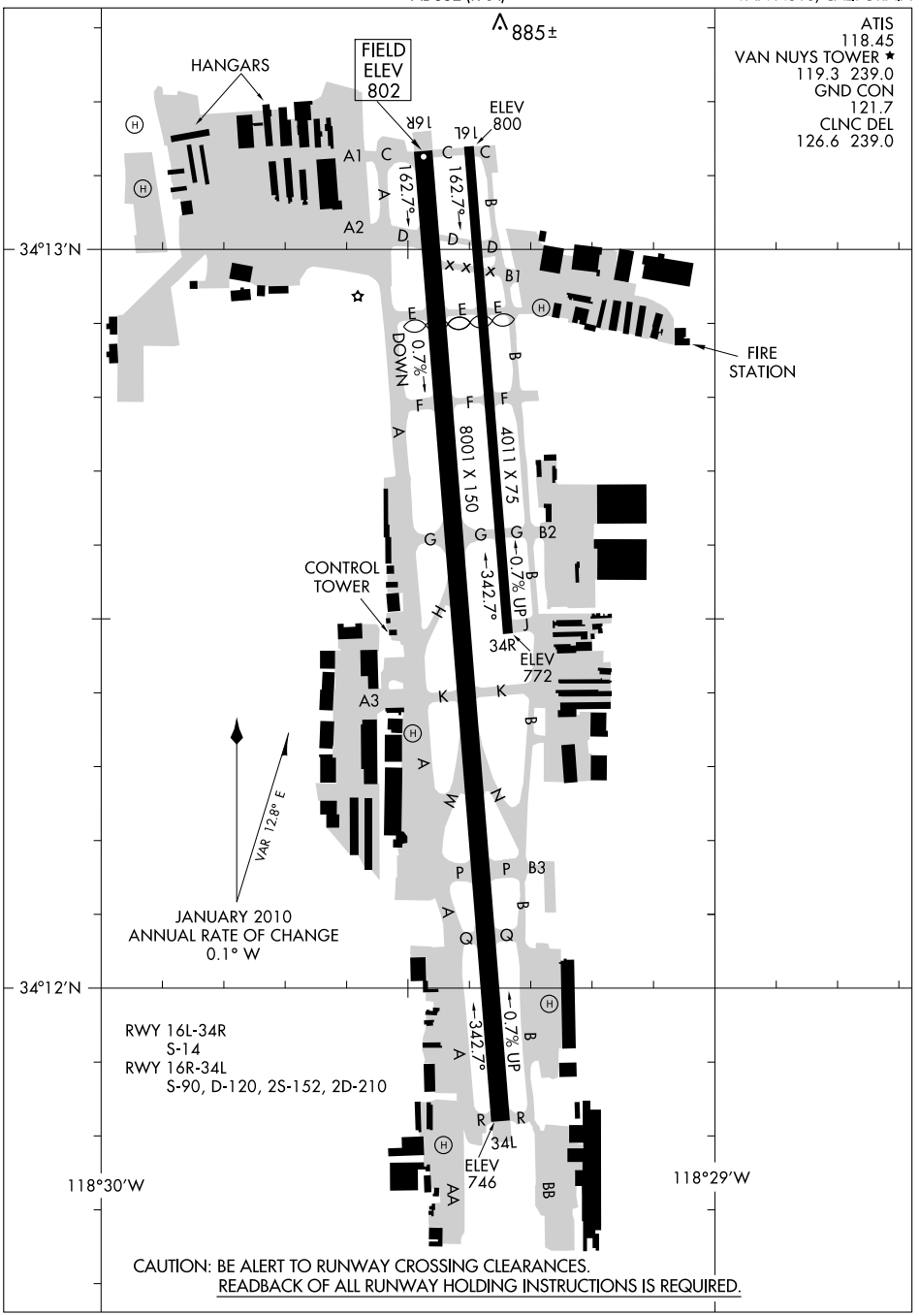




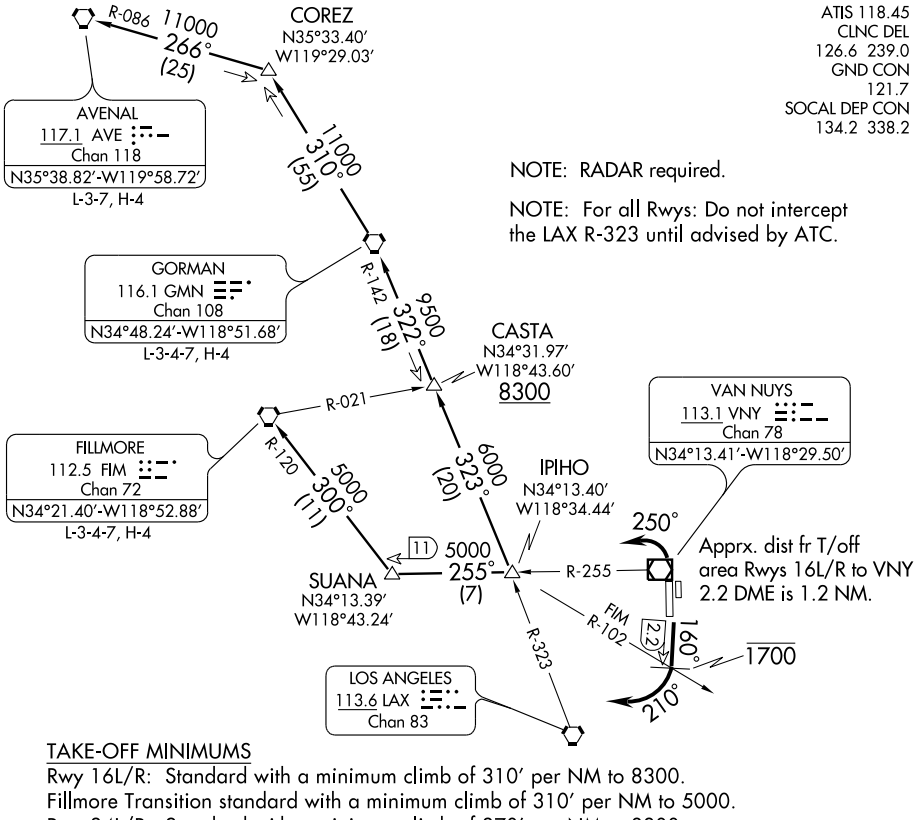
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

CATEGORY	A	B	C	D
CIRCLING	760-1 643 (700-1)		760-1¾ 643 (700-1¾)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010



SW-3, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS

Rwy 16L/R: Standard with a minimum climb of 310' per NM to 8300.
Fillmore Transition standard with a minimum climb of 310' per NM to 5000.
Rwy 34L/R: Standard with a minimum climb of 370' per NM to 8300.
Fillmore Transition standard with a minimum climb of 370' per NM to 5000.

TAKE-OFF OBSTACLES

RWY 16L: Light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL.
RWY 16R: Hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL.
Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL.
Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.
Multiple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL.
RWY 34L: Blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL.
Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL.
Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/921' MSL.
Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL.
Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.
Antenna on building 450' from DER 462' left of centerline, 15' AGL/817' MSL.
Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL.
Multiple trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL.
RWY 34R: Railroad 305' from DER, 5' right of centerline, 33' AGL/832' MSL.
Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL.
Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL.
Multiple trees beginning 781' from DER, 110' left of centerline 62' AGL/891' MSL.

(NARRATIVE ON FOLLOWING PAGE)

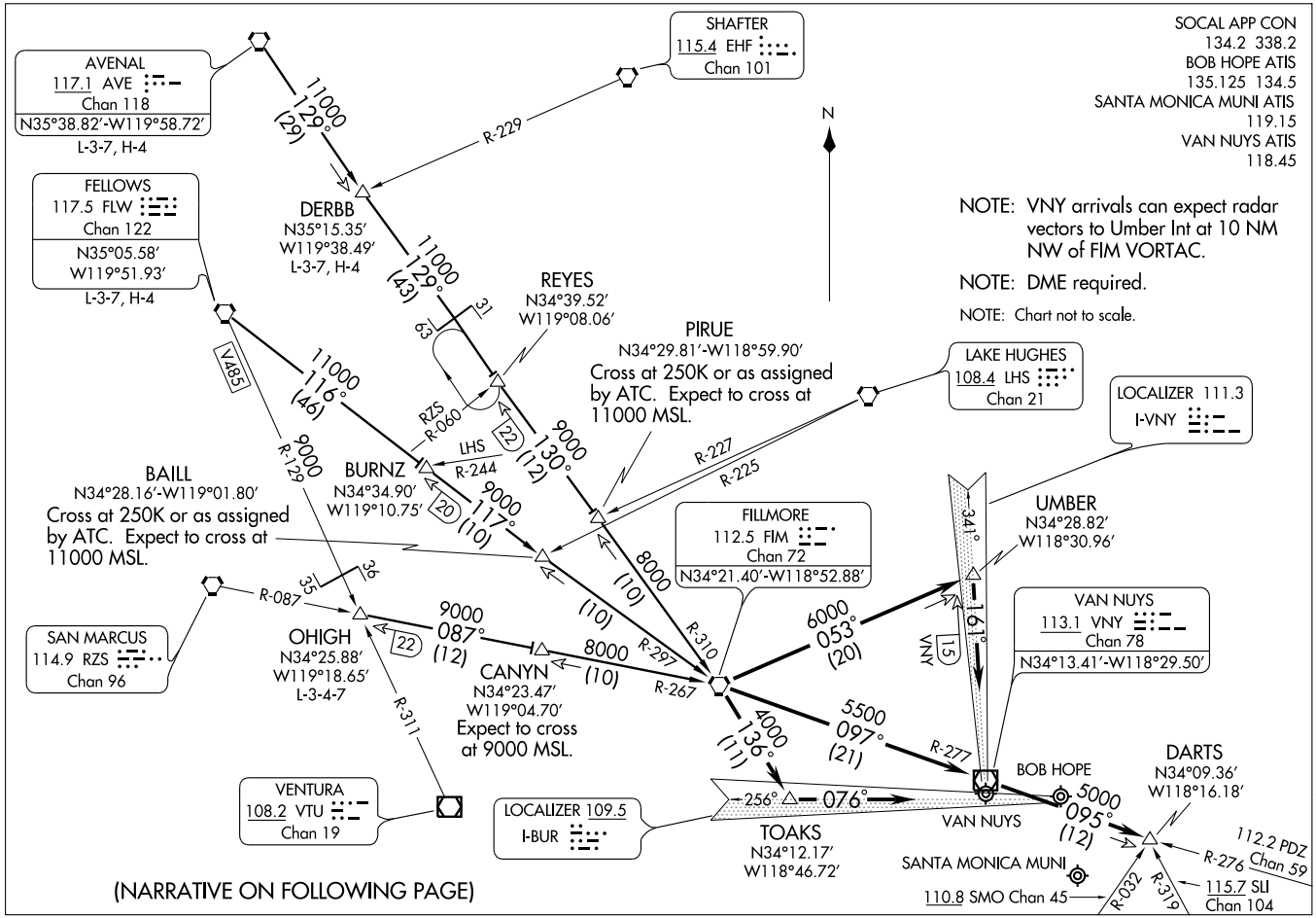
NOTE: Chart not to scale.

SW-3, 21 OCT 2010 to 18 NOV 2010

FERNANDO FIVE ARRIVAL

(FIM.FERN5) 08269

BURBANK, CALIFORNIA



ST-67 (FAA)

ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

....From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach.

LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.

SW-3, 21 OCT 2010 to 18 NOV 2010

ATIS 118.45
CLNC DEL
126.6 239.0
GND CON
121.7
SOCAL DEP CON
124.6 298.85

TAKE-OFF MINIMUMS

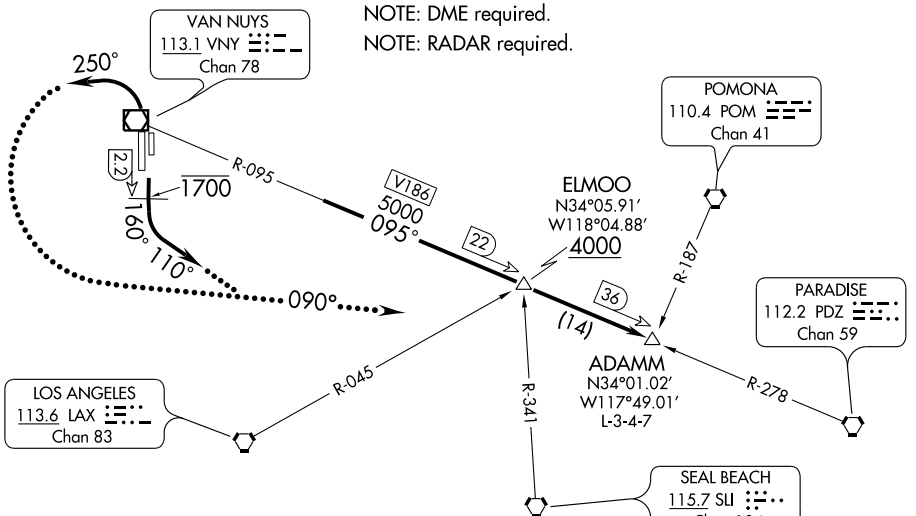
Rwy 16L, Standard with the following minimum climb requirements: ATC climb of 300' per NM to 3800, obstacle climb of 240' per NM to 2000.

Rwy 16R, Standard with the following minimum climb requirements: ATC climb of 300' per NM to 3800, obstacle climb of 280' per NM to 2300.

Rwy 34L, 34R, standard with minimum climb of 480' per NM to 4200.

NOTE: DME required.

NOTE: RADAR required.



TAKE-OFF OBSTACLE NOTES

RWY 16L, Light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL.

RWY 16R, Hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL.
Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL.
Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.
Multiple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL.

RWY 34L, Blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL.
Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL.
Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/921' MSL.
Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL.
Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.
Antenna on building 450' from DER, 462' left of centerline, 15' AGL/817' MSL.
Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL.

RWY 34R, Railroad 305' from DER, 5' right of centerline, 33' AGL/832' MSL.
Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL.
Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Climb via heading 160° to cross VNY 2.2 DME at or below 1700'. Then climbing left turn heading 110° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route).

TAKE-OFF RUNWAYS 34L/R: Climbing left turn via heading 250° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM, turn left heading 090° to intercept VNY R-095 to ADAMM INT, maintain 5000 or as assigned.

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 16R
VAN NUYS (VNY)

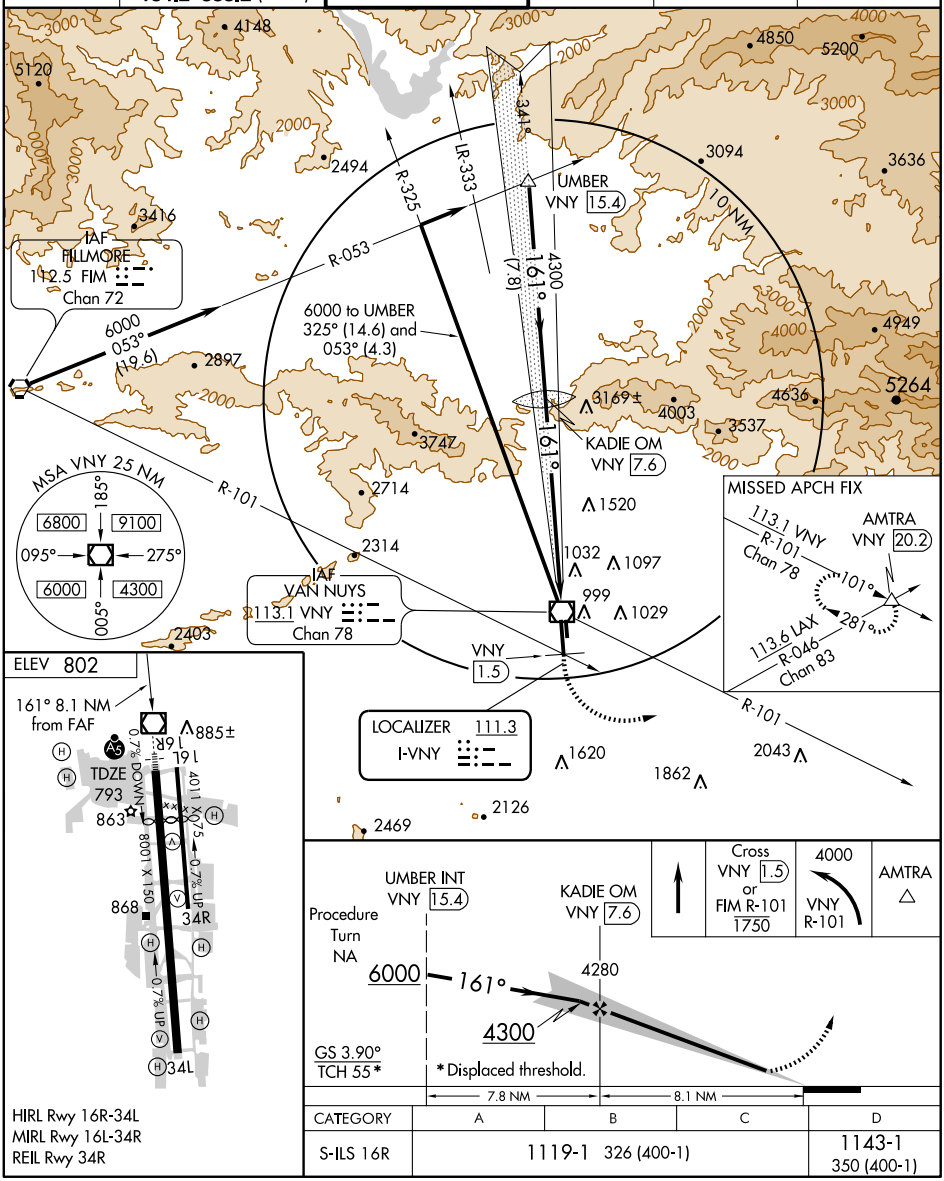
LOC I-VNY	APP CRS	Rwy Idg	6570
111.3	161°	TDZE	793
		Apt Elev	802

Inoperative table does not apply.
Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to cross VNY 1.5 DME or FIM R-101 at or below 1750, then climbing left turn to 4000 via VNY VOR/DME R-101 to AMTRA INT/VNY 20.2 DME and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER★	GND CON	CLNC DEL	UNICOM
118.45	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	126.6 239.0	122.95



CATEGORY	A	B	C	D
S-ILS 16R	1119-1 326 (400-1)			1143-1 350 (400-1)

SW-3, 21 OCT 2010 to 18 NOV 2010

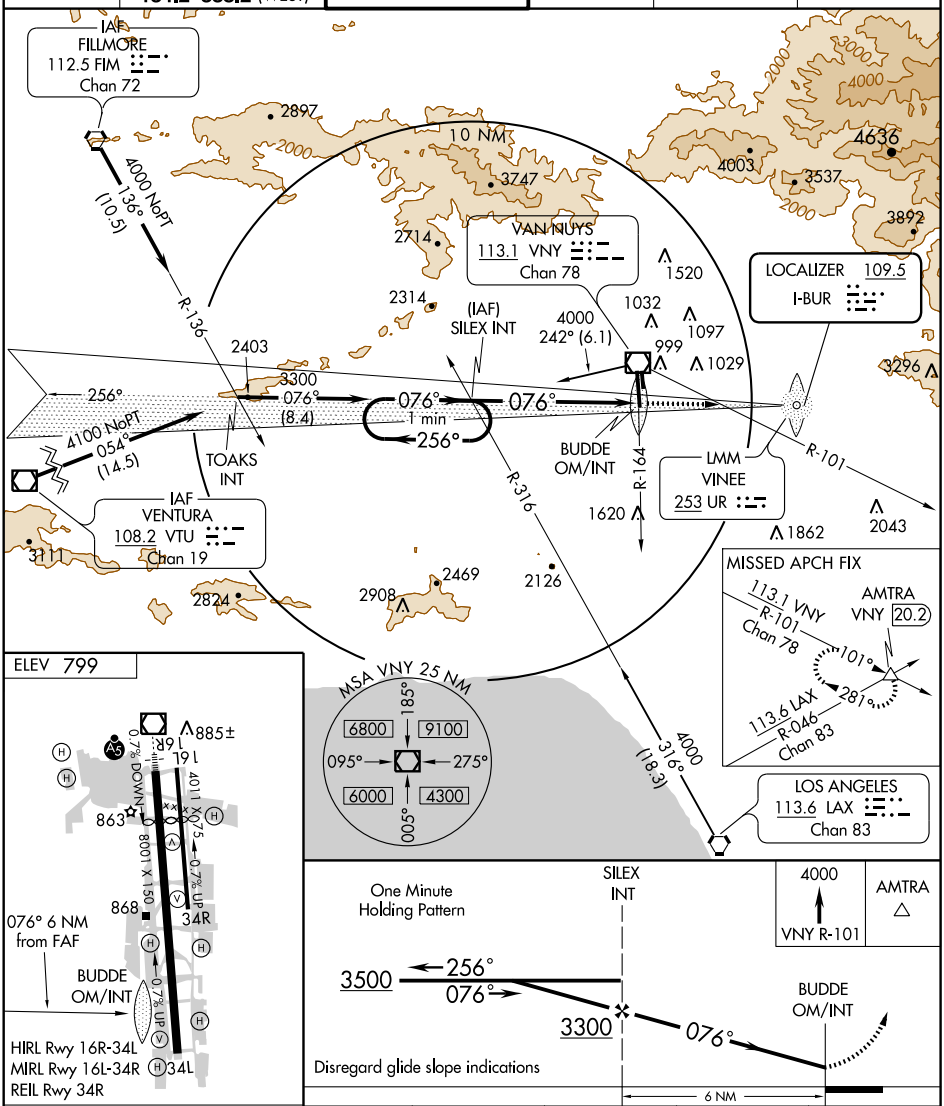
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BUR	APP CRS	Rwy Idg	N/A
109.5	076°	TDZE	N/A
		Apt Elev	799

LDA-C
VAN NUYS (VNY)

MISSED APPROACH: Climb to 4000 via VNY R-101 to AMTRA INT and hold.

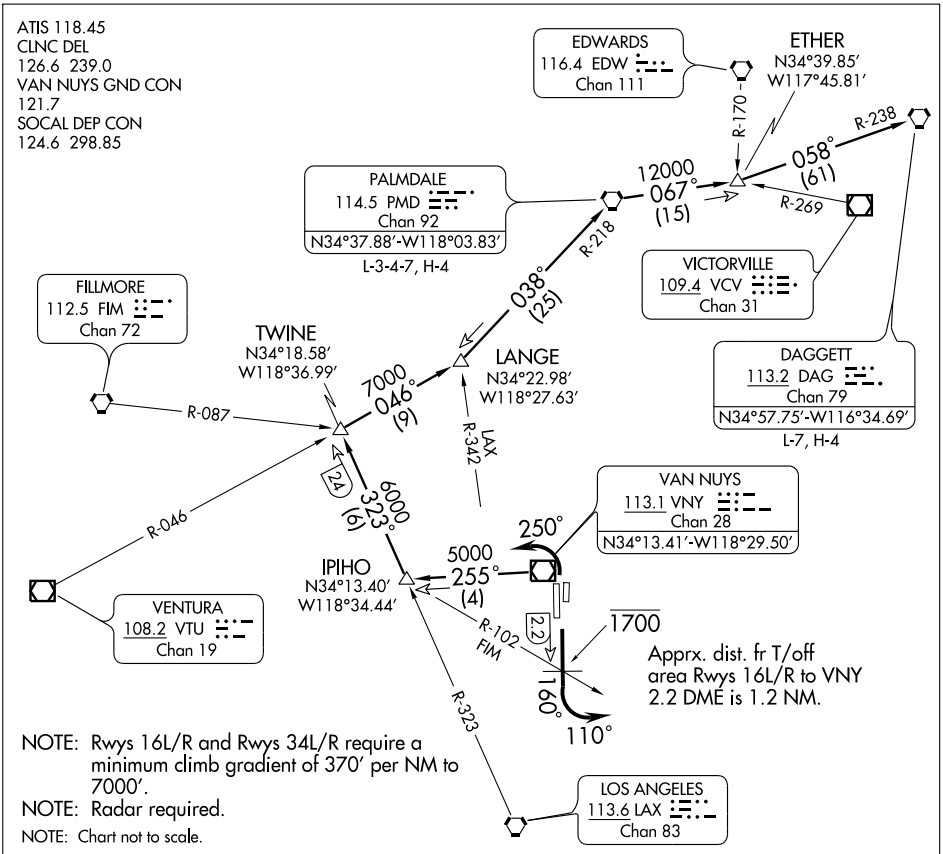
ATIS	SOCAL APP CON	VAN NUYS TOWER★	GND CON	CLNC DEL	UNICOM
118.45	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	126.6 239.0	122.95



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	2600-1¼ 1801 (1900-1¼)	2600-1½ 1801 (1900-1½)	2600-3	1801 (1900-3)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Fly heading 160° to cross FIM R-102 or VNY 2.2 DME at or below 1700'. Then turn left heading 110° for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route).

TAKE-OFF RUNWAYS 34L/R: Turn left heading 250° after departure end of runway for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route).

LOST COMMUNICATIONS: If not in contact with Departure Control within 3 NM: Rwys 16L/R: Intercept the LAX R-323, then as assigned; Rwys 34L/R: Intercept the VNY R-255, then as assigned.

DAGGETT TRANSITION (NUAL6.DAG): Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then the PMD R-218 to the PMD VORTAC. Then via the PMD R-067 and the DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL6.PMD): Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then via the PMD R-218 to the PMD VORTAC.

VOR/DME VNY	APP CRS	Rwy Idg	N/A
113.1	075°	TDZE	N/A
Chan 78		Apt Elev	802

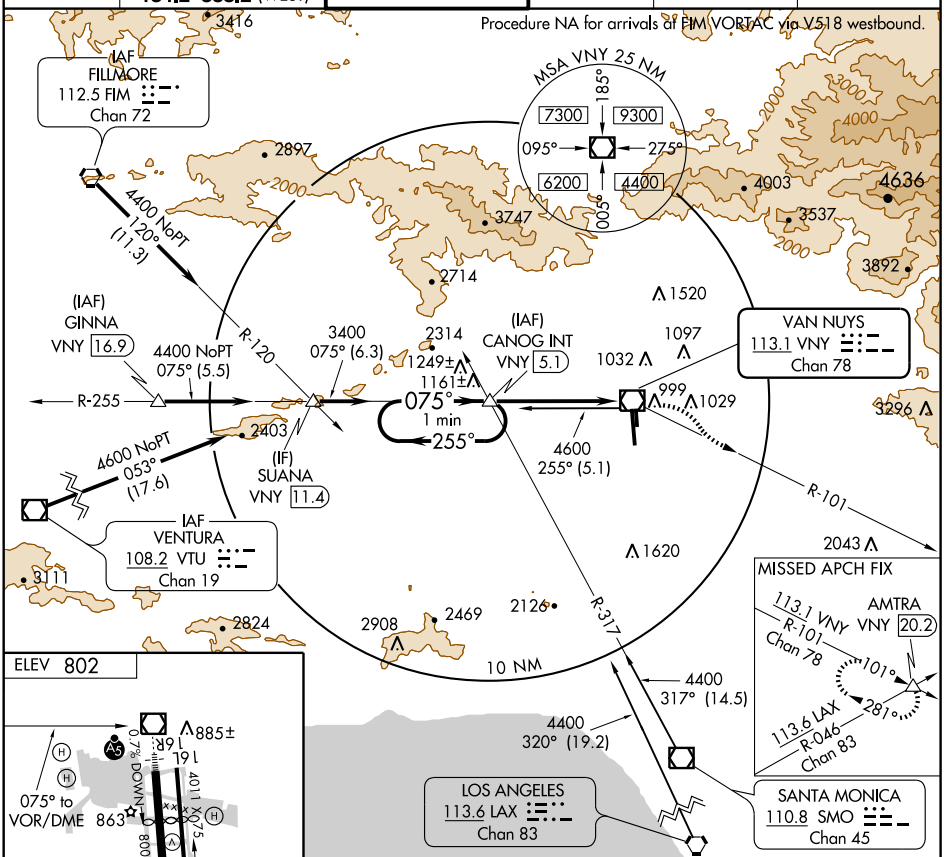
VOR-A
VAN NUYS (VNY)

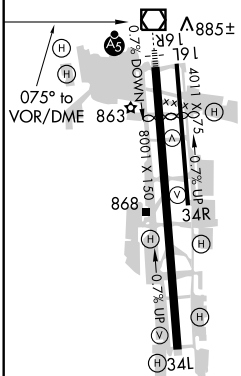
When local altimeter setting not received, use Burbank altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn 4000 via VNY R-101 to AMTRA INT/ 20.2 DME and hold.

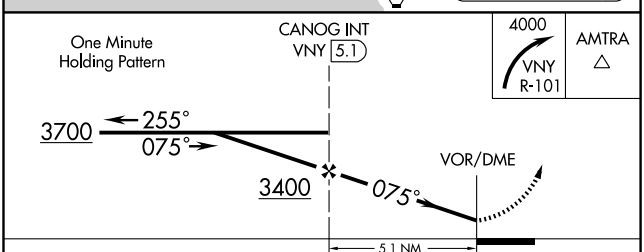
ATIS	SOCAL APP CON	VAN NUYS TOWER★	GND CON	CLNC DEL	UNICOM
118.45	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) 239.0	121.7	126.6 239.0	122.95

Procedure NA for arrivals at FIM VORTAC via V518 westbound.





HIRL Rwy 16R-34L
MIRL Rwy 16L-34R
REIL Rwy 34R



CATEGORY	A	B	C	D
CIRCLING	1500-1 698 (700-1)		1500-2 698 (700-2)	1500-2 ¼ 698 (700-2 ¼)

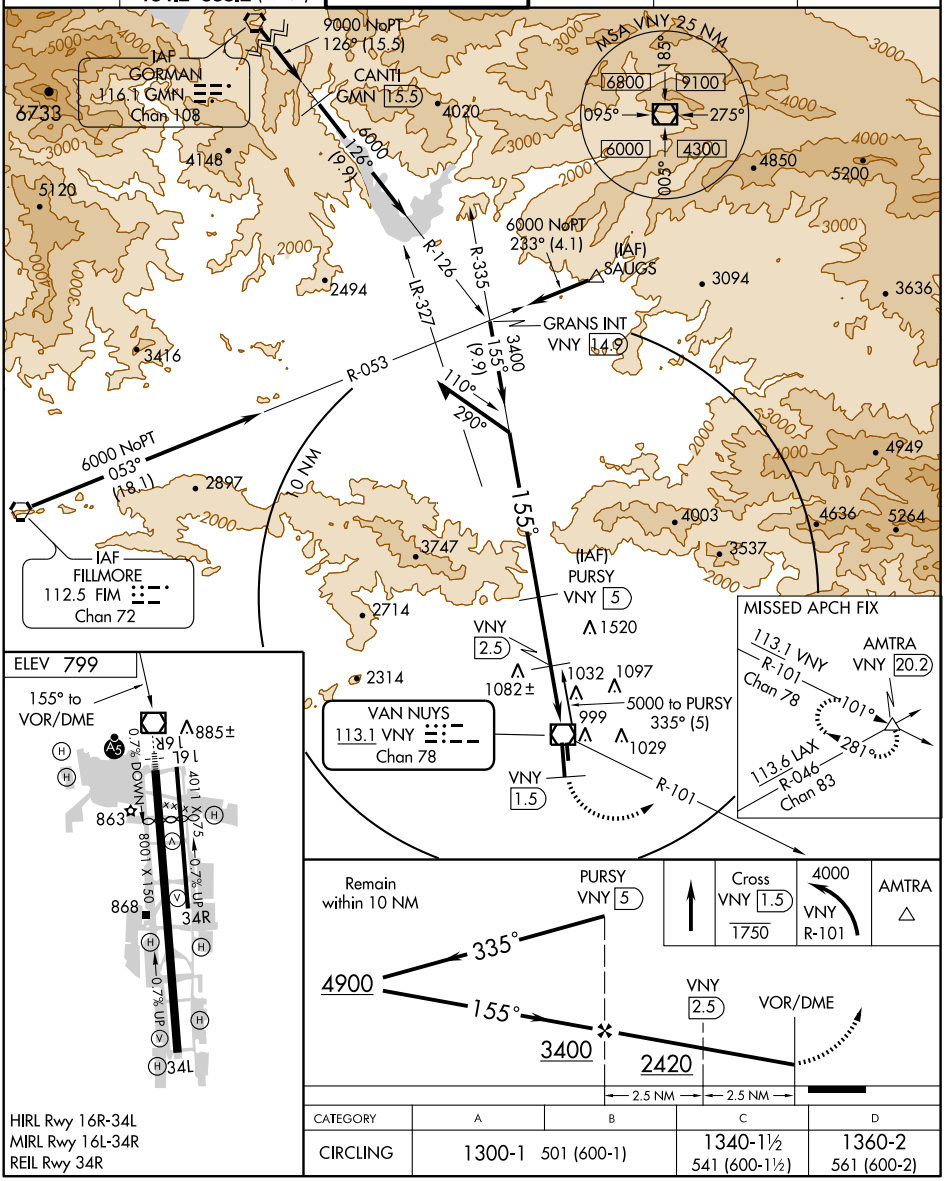
SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VNY	APP CRS	Rwy Idg	N/A
113.1	155°	TDZE	N/A
Chan 78		Apt Elev	799

VOR/DME or GPS-B
VAN NUYS (VNY)

MISSED APPROACH: Climb to cross VNY 1.5 DME at or below 1750, then climbing left turn to 4000 via VNY R-101 to AMTRA INT and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER★	GND CON	CLNC DEL	UNICOM
118.45	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	126.6 239.0	122.95



HIRL Rwy 16R-34L
MIRL Rwy 16L-34R
REIL Rwy 34R

CATEGORY	A	B	C	D
CIRCLING	1300-1	501 (600-1)	1340-1½ 541 (600-1½)	1360-2 561 (600-2)

SW-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV)
AL-794 (FAA)
VICTORVILLE, CALIFORNIA

AWOS-3
109.4
VICTORVILLE TOWER ★
118.35
GND CON
124.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

17
ELEV 2815
E1
166.8°
E2
E3
0.5% UP
E
RWY 03-21
PCN 32 R/C/X/T
S-60, D-200, 2D-400, 2D/2D2-850
RWY 17-35
PCN 21 R/B/X/T
S-60, D-200, 2D-400, 2D/2D2-850
VAR 12.7° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
34°37'N
ELEV 2844
21
0.4% UP
211.8°
9138 X 150
15050 X 150
D
F
B
A
C
0.3% DOWN
0.5% DOWN
346.8°
031.8°
HS 1
ELEV 2878
FIRE STATION
TWR
ADMINISTRATION
34°36'N
34°35'N
C2
C1
3
35
FIELD ELEV 2885
117°23'W
117°22'W

SW-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
	HS 2	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
	HS 3	Rwy 07R-25L, Twy B.
	HS 4	Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.
	HS 5	Rwy 16R-34L, southwest ramp, Twy F and Twy B.
	HS 6	Rwy 34R and Rwy 07R-25L.
	HS 7	Rwy 12-30 cross every other rwy.
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.
SANTA ANA, CA		
JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1	Rwy 19L and Rwy 19R, Twy L and Twy K.
	HS 2	Rwy 19L and Rwy 19R, Twy H.
	HS 3	Twy A,Twy H, and Twy C.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-VCV	APP CRS	Rwy Idg	15050
108.75	166°	TDZE	2825
		Apt Elev	2885

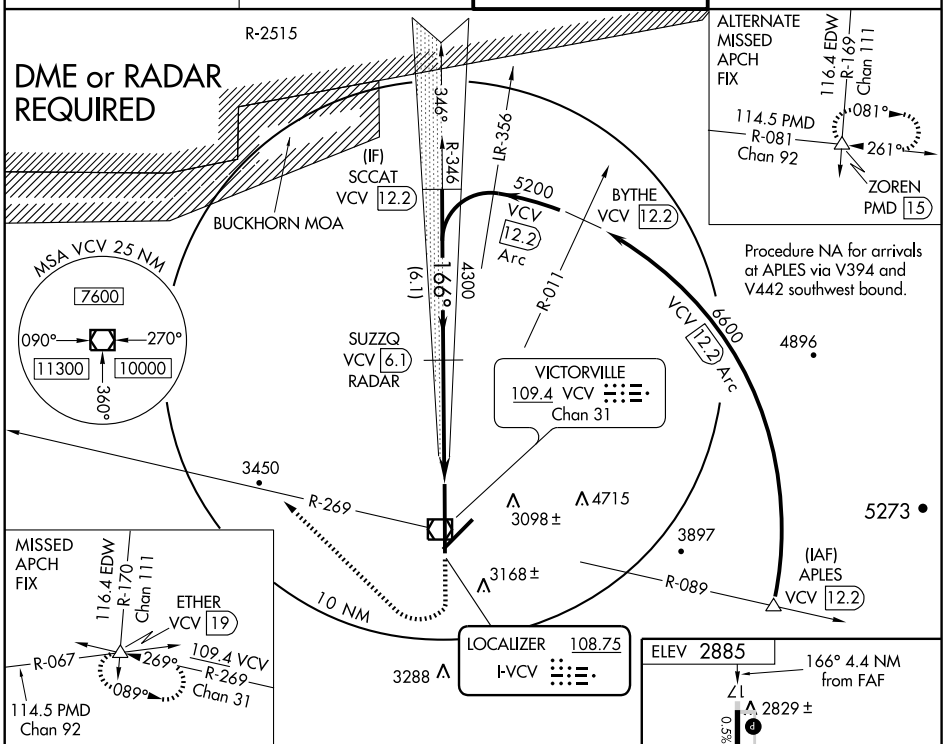
ILS or LOC RWY 17

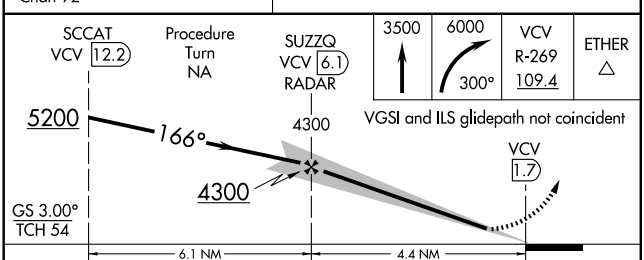
VICTORVILLE/ SOUTHERN CALIFORNIA LOGISTICS (VCV)

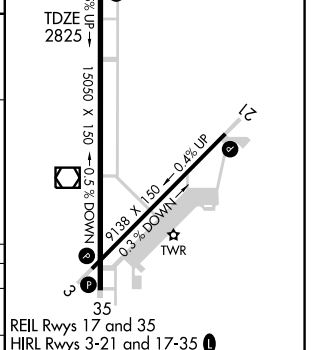
When local altimeter setting not received, use Edwards AFB altimeter setting and increase all DA and MDA 160 feet. Increase all visibilities ½ mile. DME from VCV VOR/DME. Simultaneous reception of I-VCV and VCV DME required.

MISSED APPROACH: Climb to 3500, then climbing right turn to 6000 via heading 300° and VCV VOR/DME R-269 to ETHER INT and hold.

AWOS-3	JOSHUA APP CON	VICTORVILLE TOWER ★	GND CON
109.4	124.55 363.0	118.35 (L)	124.45







CATEGORY	A	B	C	D
S-ILS 17	3025/40 200 (200-¾)			
S-LOC 17	3080/50 255 (200-1)			
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3420-1½ 535 (600-1½)	3580-2¼ 695 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	15050
CH 77523	166°	TDZE	2825
W17A		Apt Elev	2885

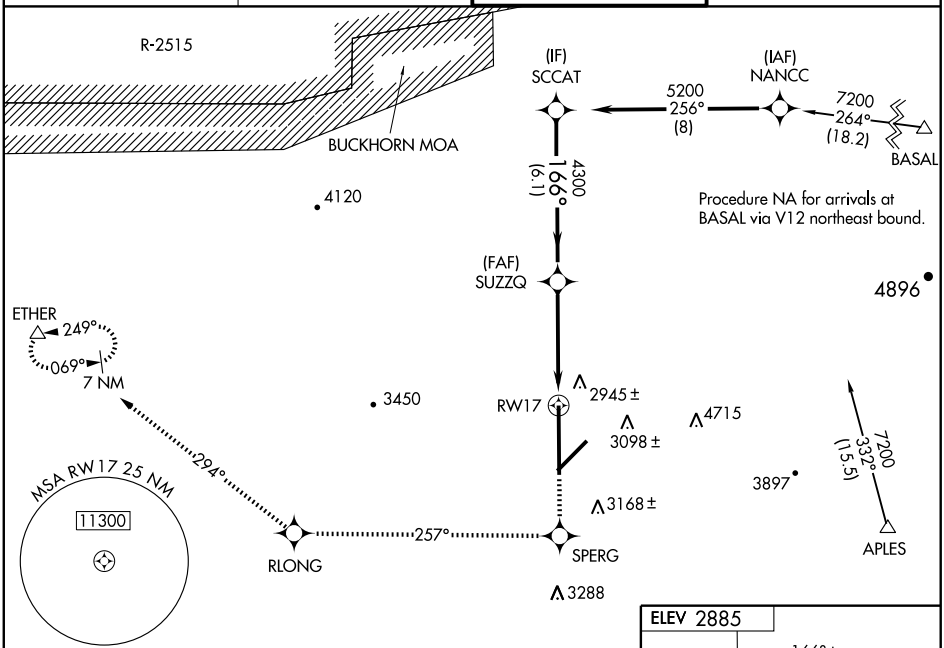
RNAV (GPS) RWY 17

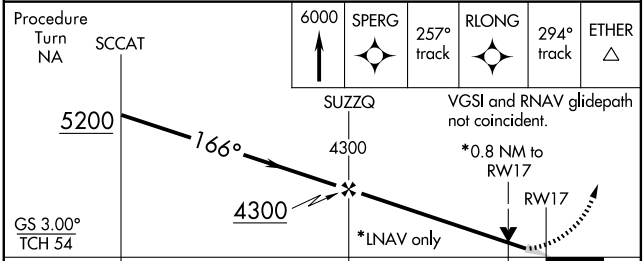
VICTORVILLE/ SOUTHERN CALIFORNIA LOGISTICS (VCV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Edwards AFB altimeter setting and increase all DA and MDA 160 feet. Increase all visibilities ¾ mile.
VDP and Baro-VNAV NA when using Edwards AFB altimeter setting.

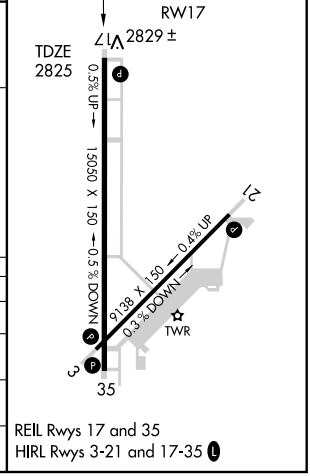
MISSED APPROACH: Climb to 6000 direct SPERG and via 257° track to RLONG and via 294° track to ETHER and hold.

AWOS-3	JOSHUA APP CON	VICTORVILLE TOWER *	GND CON
109.4	124.55 363.0	118.35 L	124.45





CATEGORY	A	B	C	D
LPV DA	3075/40 250 (200-¾)			
LNAV/VNAV DA	3240-1½ 415 (400-1½)			
LNAV MDA	3140/50 315 (300-1)			
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3420-1½ 535 (600-1½)	3580-2¼ 695 (700-2¼)



REIL Rwys 17 and 35
HIRL Rwys 3-21 and 17-35 L

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VCV 109.4 Chan 31	APP CRS 170°	Rwy Idg 15050 TDZE 2825 Apt Elev 2885

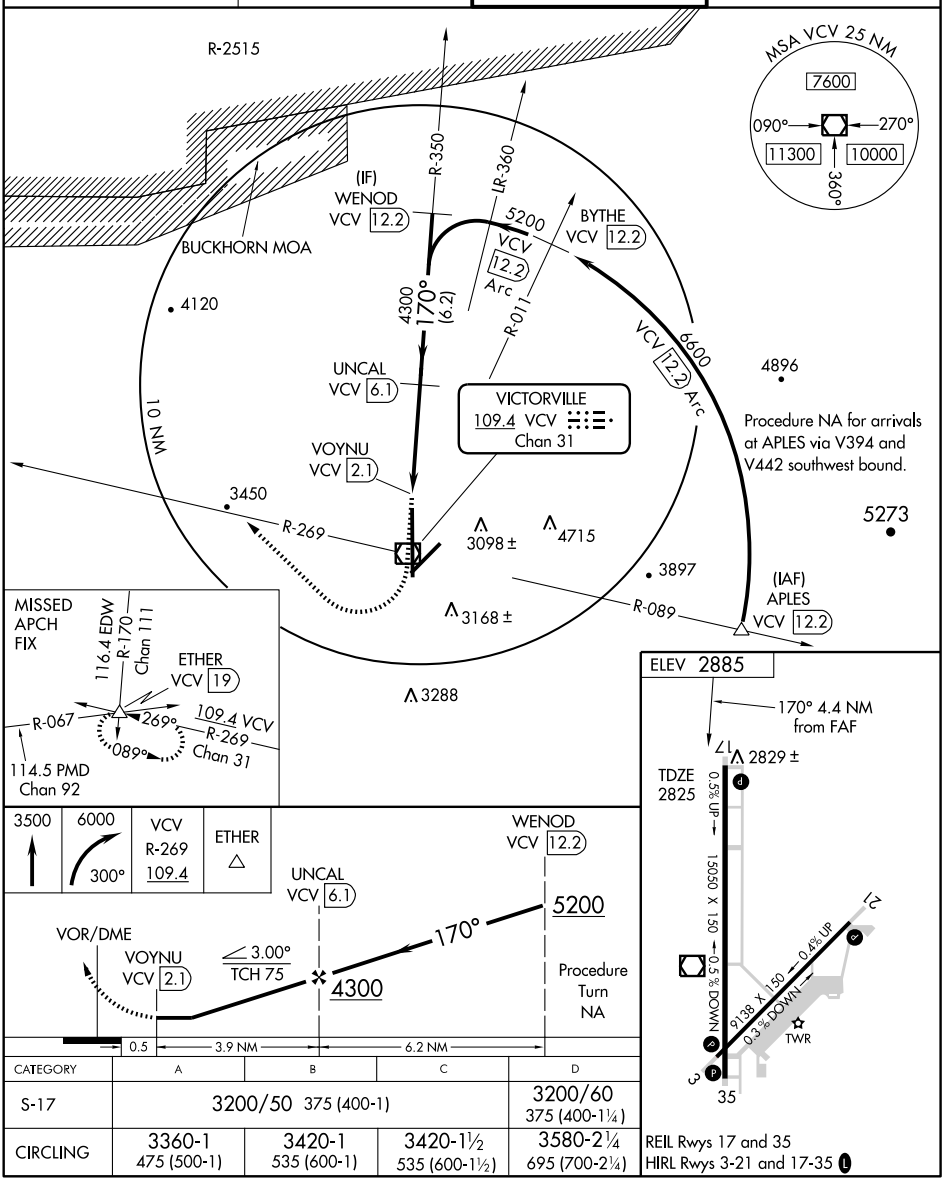
VOR/DME RWY 17

VICTORVILLE/ SOUTHERN CALIFORNIA LOGISTICS (VCV)

When local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDA 160 feet. Increase all visibilities ½ mile.

MISSED APPROACH: Climb to 3500, then climbing right turn to 6000 via heading 300° and VCV R-269 to ETHER INT and hold.

AWOS-3	JOSHUA APP CON	VICTORVILLE TOWER ★	GND CON
109.4	124.55 363.0	118.35 (L)	124.45



CATEGORY	A	B	C	D
S-17	3200/50 375 (400-1)			3200/60 375 (400-1¼)
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3420-1½ 535 (600-1½)	3580-2¼ 695 (700-2¼)

REIL Rwys 17 and 35
HIRL Rwys 3-21 and 17-35 (L)

SW-3, 21 OCT 2010 to 18 NOV 2010
SW-3, 21 OCT 2010 to 18 NOV 2010

LOC I-VIS	APP CRS	Rwy Idg	5635
108.5	301°	TDZE	295
		Apt Elev	295

ILS or LOC/DME RWY 30

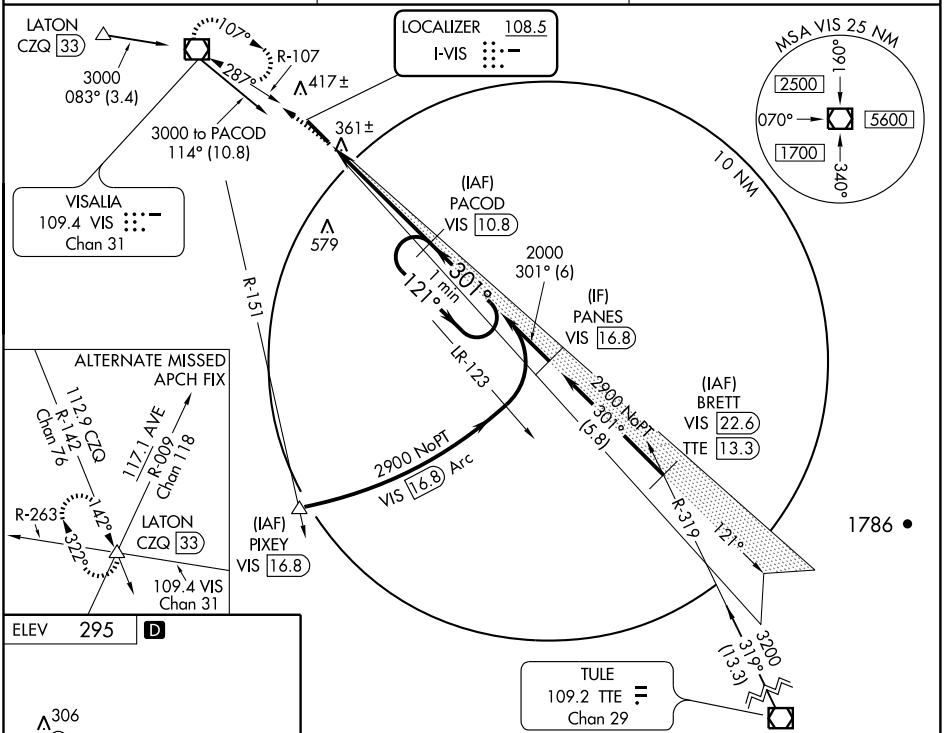
VISALIA MUNI (VIS)

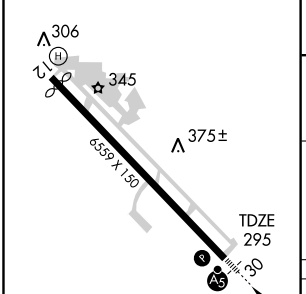
When local altimeter setting not received, use Hanford altimeter setting and increase all DA/MDA 40 feet.
For inoperative MALSR, increase local altimeter setting S-LOC Cat D visibility to 1 mile.
DME from VIS VOR/DME. Simultaneous reception of I-VIS and VIS DME required.

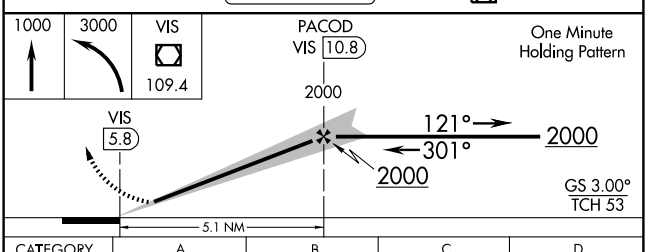
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VIS VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	FRESNO APP CON	UNICOM
119.925	118.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 30	495-½ 200 (200-½)			
S-LOC 30	620-½ 325 (400-½)			620-¾ 325 (400-¾)
CIRCLING	720-1 425 (500-1)	760-1 465 (500-1)	760-1½ 465 (500-1½)	860-2 565 (600-2)

HIRL Rwy 12-30 L

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5635
129°	TDZE	294
	Apt Elev	295

RNAV (GPS) RWY 12
VISALIA MUNI (VIS)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hanford altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct HIMUS and via 118° track to PANES and hold.

AWOS-3	FRESNO APP CON	UNICOM
119.925	118.5	123.05 (CTAF) L

Procedure NA for arrivals at DINUB via V165 southeast bound, and arrivals at FRAME via V23 northwest bound.

(IAF) FRAME
3200 NoPT
128° (9.8)
4 NM
129°
309°
(IF/IAF) CALRY
2300
129°
(6)
3200
274°
(11.6)
DINUB
2177
(FAF) URXOC
MSA RW 12 25 NM
6900
417±
(MAP) FIPAT
HIMUS
579
118°
121°
301°
4 NM
PANES

ELEV 295 D

306
12
345
TDZE 294
6559 X 150
375±
30
A9

HIRL Rwy 12-30 L

4 NM Holding Pattern
CALRY
2900 | HIMUS | 118° track | PANES
3200
309°
129°
129°
URXOC
3.07° TCH 50
FIPAT
2300
6 NM
5.5 NM
0.5

CATEGORY	A	B	C	D
LNAV MDA	680-1 386 (400-1)			680-1¼ 386 (400-1¼)
CIRCLING	720-1 425 (500-1)	760-1 465 (500-1)	760-1½ 465 (500-1½)	860-2 565 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5635
301°	TDZE	295
	Apt Elev	295

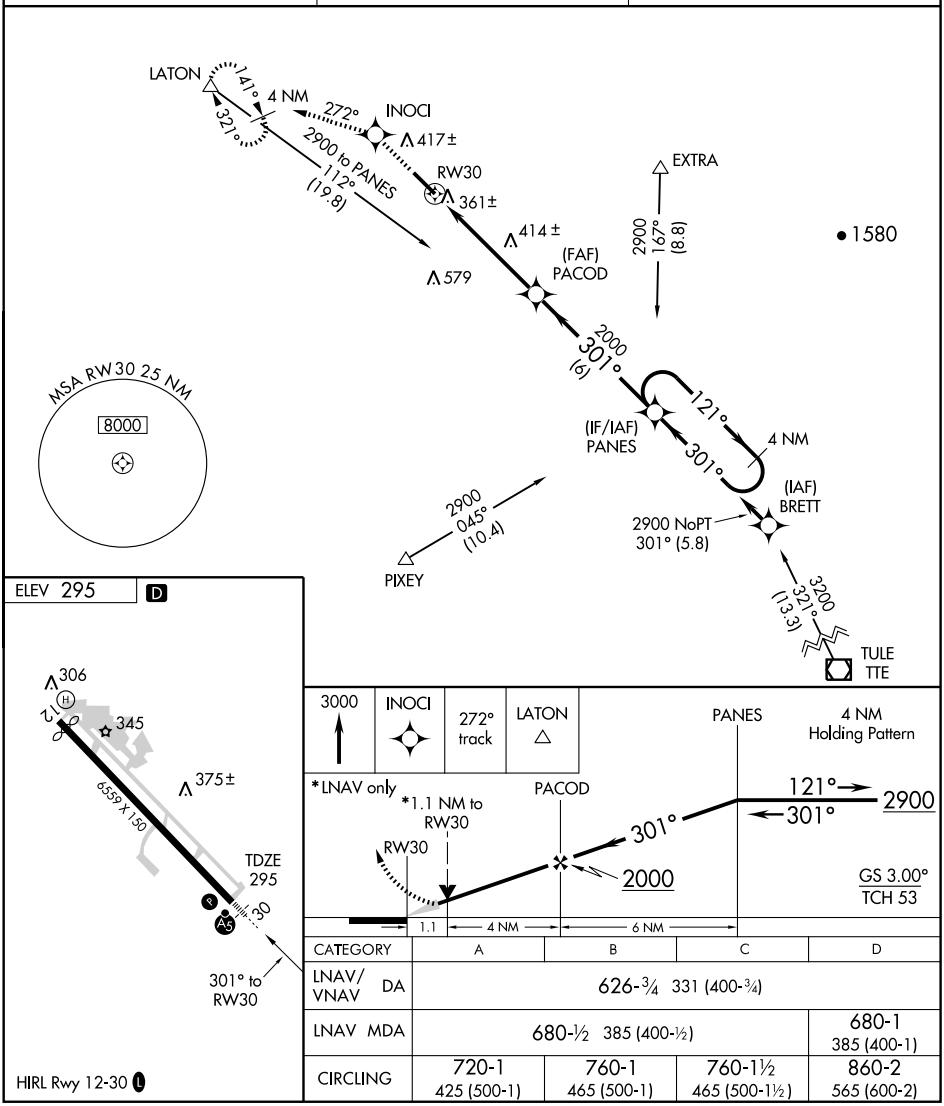
RNAV (GPS) RWY 30
VISALIA MUNI (VIS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Hanford altimeter setting and increase all DA/MDA 40 feet and increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Hanford altimeter setting.
For inoperative MALSR when using local altimeter and Hanford altimeter setting, increase LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct INOCI and via 272° track to LATON and hold, continue climb-in-hold to 3000.

AWOS-3	FRESNO APP CON	UNICOM
119.925	118.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	626-¾ 331 (400-¾)			
LNAV MDA	680-½ 385 (400-½)			680-1 385 (400-1)
CIRCLING	720-1 425 (500-1)	760-1 465 (500-1)	760-1½ 465 (500-1½)	860-2 565 (600-2)

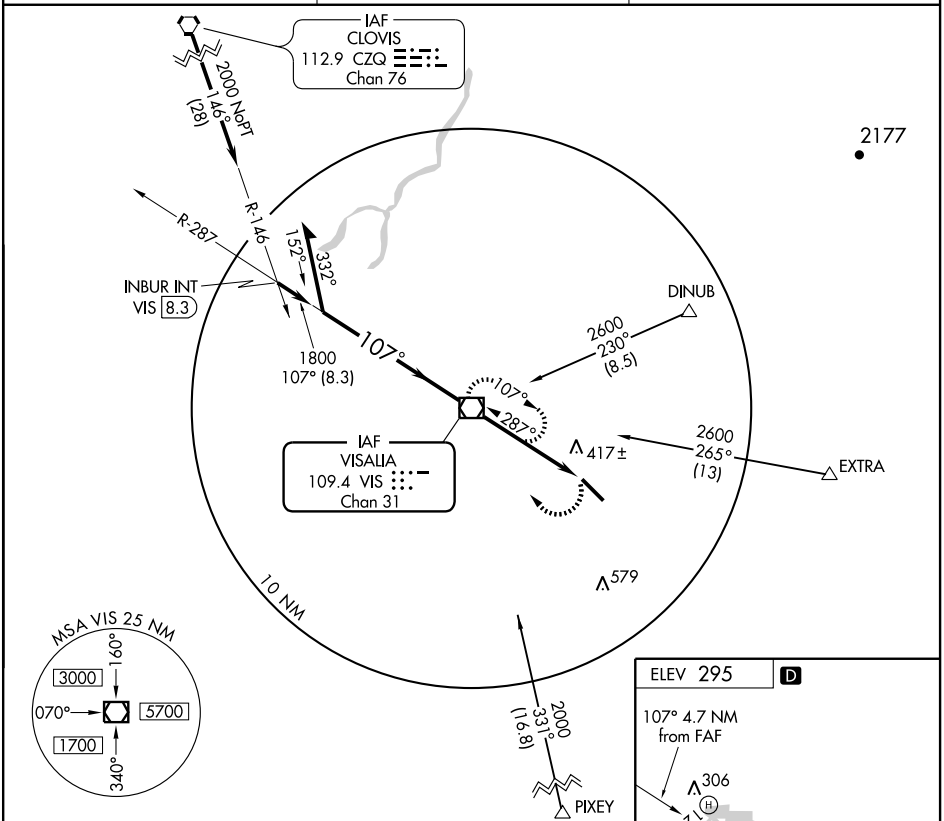
SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

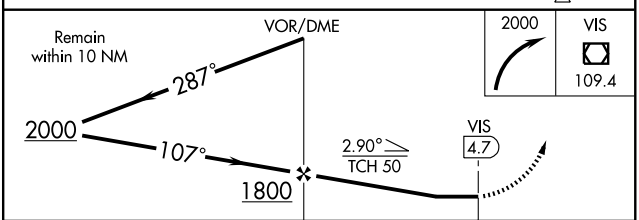
VOR/DME VIS	APP CRS	Rwy Idg	5635
109.4	107°	TDZE	294
Chan 31		Apt Elev	295

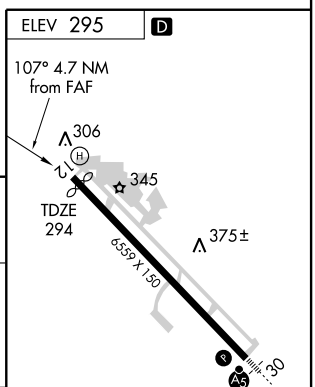
VOR RWY 12
VISALIA MUNI (VIS)

MISSED APPROACH: Climbing right turn to 2000 direct VIS VOR/DME and hold.

AWOS-3	FRESNO APP CON	UNICOM
119.925	118.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-12	680-1 386 (400-1)			680-1¼ 386 (400-1¼)
CIRCLING	720-1 425 (500-1)	760-1 465 (500-1)	760-1½ 465 (500-1½)	860-2 565 (600-2)

HIRL Rwy 12-30 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

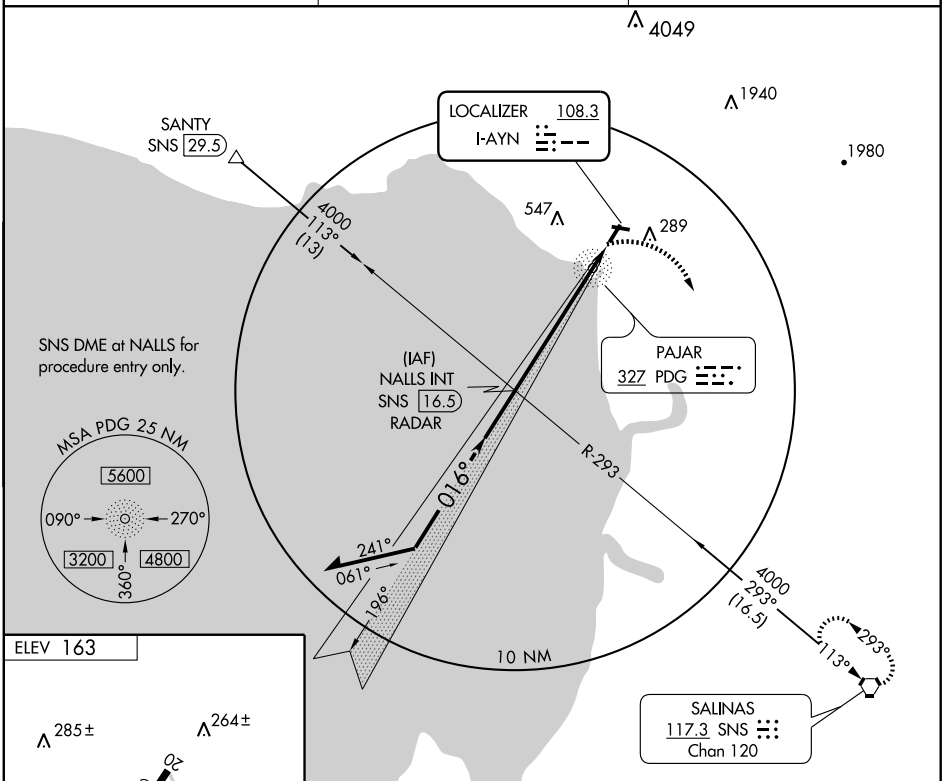
LOC I-AYN	APP CRS	Rwy Idg	4501
108.3	016°	TDZE	152
		Apt Elev	163

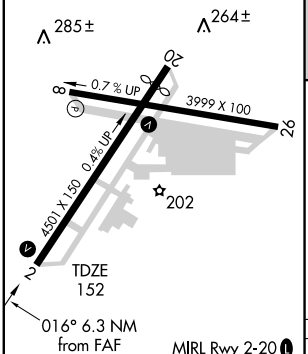
LOC RWY 2
WATSONVILLE MUNI (WVI)

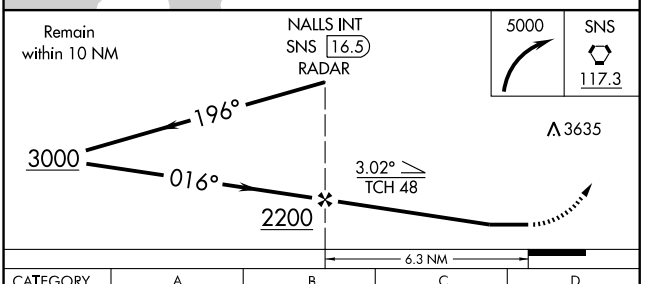
Circling not authorized west of Rwy 2-20. When local altimeter setting not received, use Monterey altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile and circling Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

ASOS	NORCAL APP CON	UNICOM
132.275	127.15 307.125	122.8 (CTAF) L







FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-2	680-1	528 (600-1)	680-1½ 528 (600-1½)	680-1¾ 528 (600-1¾)
CIRCLING	680-1	517 (600-1)	680-1½ 517 (600-1½)	720-2 557 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

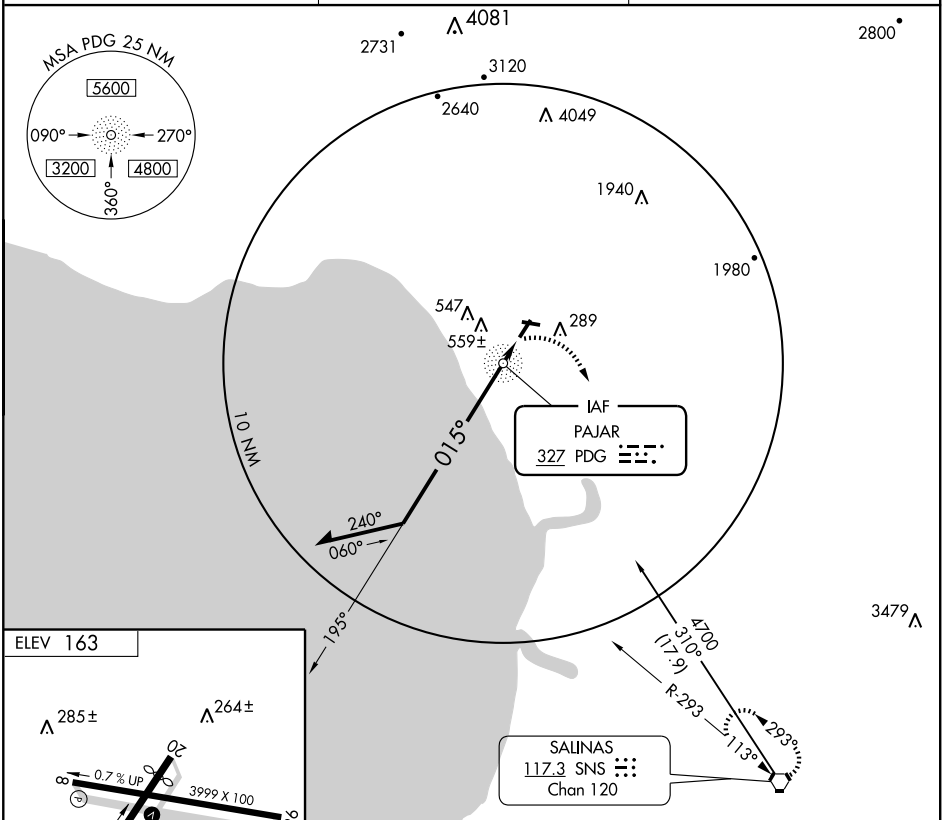
NDB PDG	APP CRS	Rwy Idg	N/A
327	015°	TDZE	N/A
		Apt Elev	163

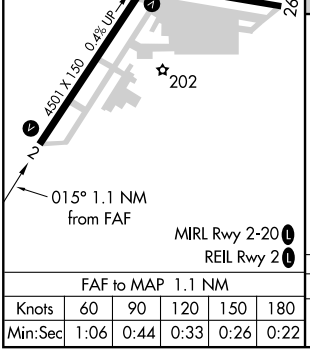
NDB-B
WATSONVILLE MUNI (WVI)

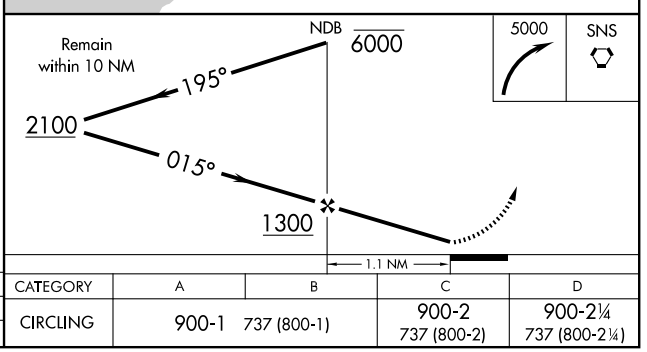
Circling NA west of Rwy 2-20. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase all MDA 80 feet, increase visibility Cat B ¼ mile, Cat C and D ½ mile.

MISSED APPROACH: Climbing right turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

ASOS	NORCAL APP CON	UNICOM
132.275	127.15 307.125	122.8 (CTAF) L







FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

CATEGORY	A	B	C	D
CIRCLING	900-1	737 (800-1)	900-2 737 (800-2)	900-2¼ 737 (800-2¼)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
016°	TDZE	152
	Apt Elev	163

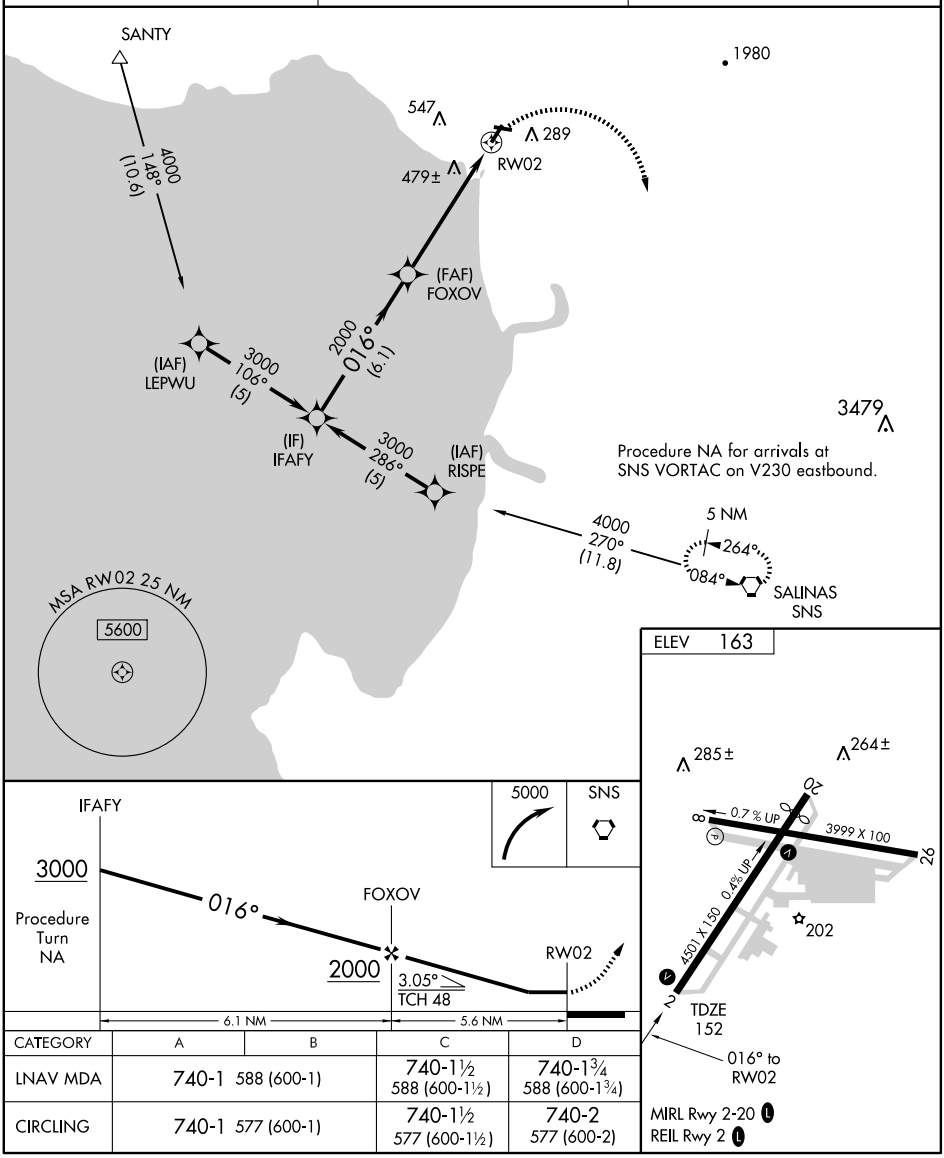
RNAV (GPS) RWY 2

WATSONVILLE MUNI (WVI)

Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

ASOS	NORCAL APP CON	UNICOM
132.275	127.15 307.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 588 (600-1)		740-1½ 588 (600-1½)	740-1¾ 588 (600-1¾)
CIRCLING	740-1 577 (600-1)		740-1½ 577 (600-1½)	740-2 577 (600-2)

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNS	APP CRS	Rwy Idg	N/A
117.3	314°	TDZE	N/A
Chan 120		Apt Elev	163

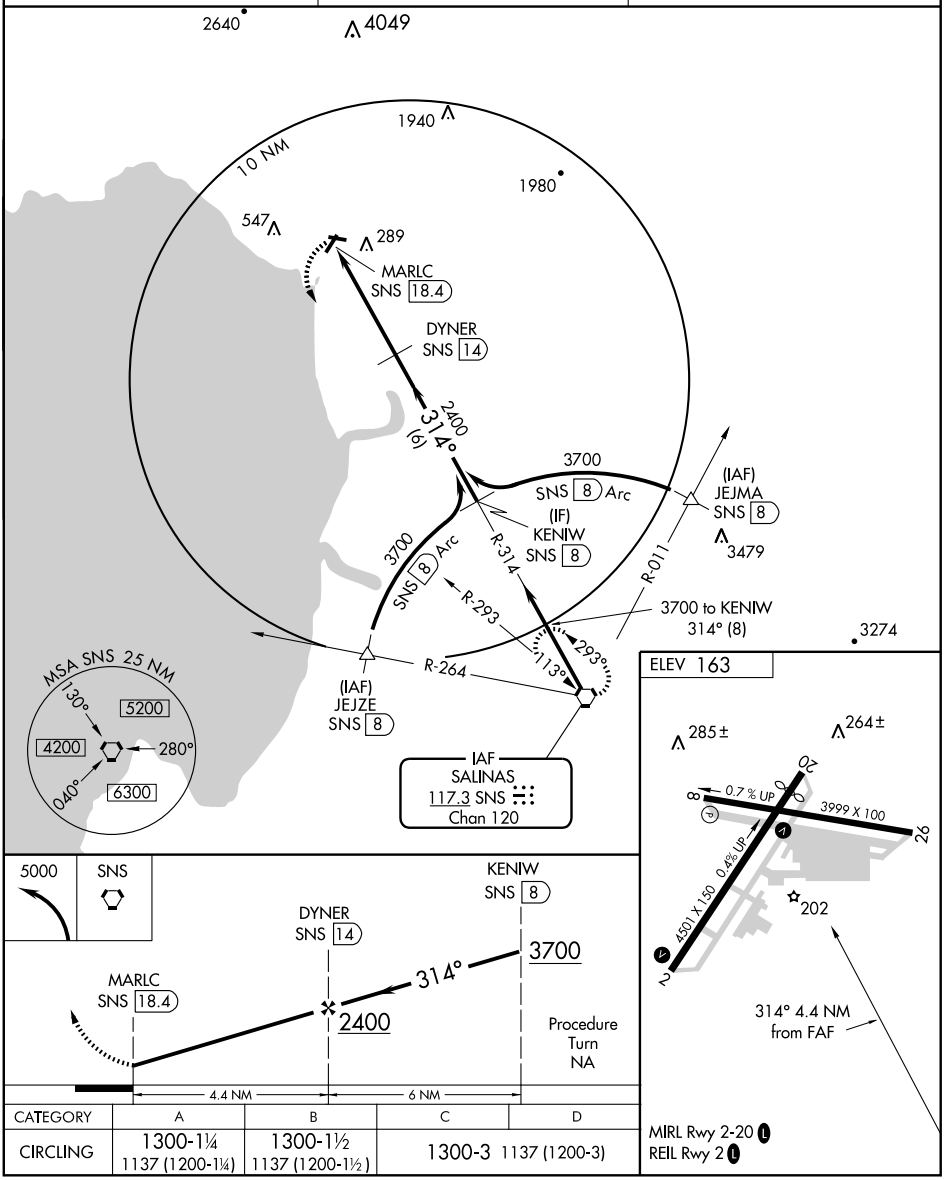
VOR/DME-A

WATSONVILLE MUNI (WVI)

Circling NA west of Rwy 2-20. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monterey Peninsula altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

ASOS	NORCAL APP CON	UNICOM
132.275	127.15 307.125	122.8 (CTAF) L

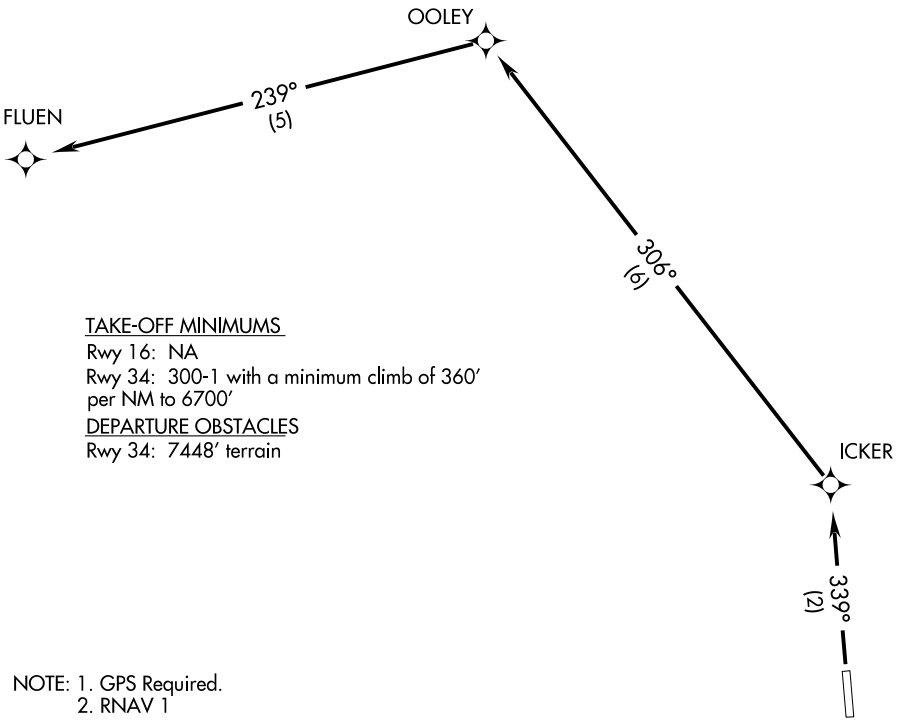


CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1137 (1200-1¼)	1300-1½ 1137 (1200-1½)	1300-3 1137 (1200-3)	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

FLUEN ONE DEPARTURE (RNAV) (OBSTACLE)

OAKLAND CENTER
132.2 350.3
UNICOM 122.8 (CTAF) L



TAKE-OFF MINIMUMS
Rwy 16: NA
Rwy 34: 300-1 with a minimum climb of 360' per NM to 6700'
DEPARTURE OBSTACLES
Rwy 34: 7448' terrain

NOTE: 1. GPS Required.
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34: Climb via 339° course to ICKER WP, then via 306° course to OOLEY WP, then via 239° course to FLUEN WP, thence proceed on course.

SW-2, 21 OCT 2010 to 18 NOV 2010

OAKLAND CENTER
132.2 350.3
UNICOM 122.8 (CTAF)

159° (2)

VICOR

TAKE-OFF MINIMUMS
Rwy 16: Standard
Rwy 34: N/A Obstacles

TAKE-OFF OBSTACLES
Rwy 16: Trees 1812' from departure end of rwy, 844' left of centerline, 100' AGL/2139' MSL.

153° (22)

NOTE: 1. GPS Required.
2. RNAV 1

MENDOCINO
ENI

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb to 6000 direct VICOR WP, then via 153° track to ENI VORTAC, thence proceed on course.

SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
145°	TDZE	2063
	Apt Elev	2063

RNAV (GPS) RWY 16

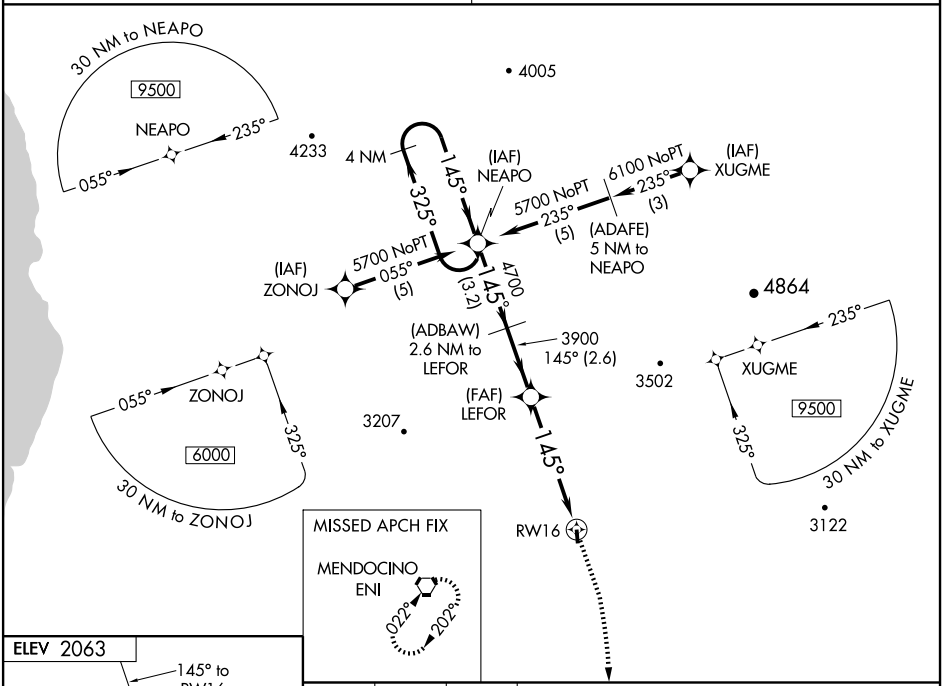
WILLITS/ELLS FIELD-WILLITS MUNI (O28)

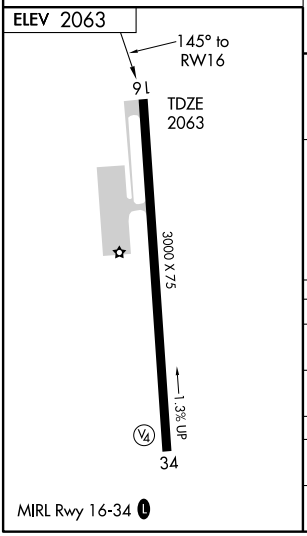
T
A NA

Obtain local altimeter setting on CTAF, when not received use Ukiah Muni altimeter setting.
Circling NA west of Rwy 16-34.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

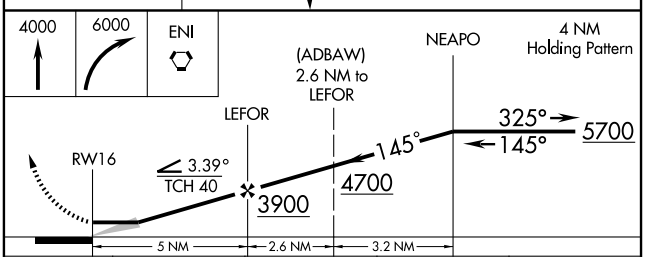
MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 direct ENI VORTAC and hold.

OAKLAND CENTER	UNICOM
132.2 350.3	122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3340-1¼ 1277 (1300-1¼)	3340-1½ 1277 (1300-1½)	3340-3 1277 (1300-3)	NA
CIRCLING	3340-1¼ 1277 (1300-1¼)	3340-1½ 1277 (1300-1½)	3340-3 1277 (1300-3)	NA
UKIAH MUNI ALTIMETER SETTING				
LNAV MDA	3600-1¼ 1537 (1600-1¼)	3600-1½ 1537 (1600-1½)	3600-3 1537 (1600-3)	NA
CIRCLING	3600-1¼ 1537 (1600-1¼)	3600-1½ 1537 (1600-1½)	3600-3 1537 (1600-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
339°	TDZE	2063
	Apt Elev	2063

RNAV (GPS) RWY 34

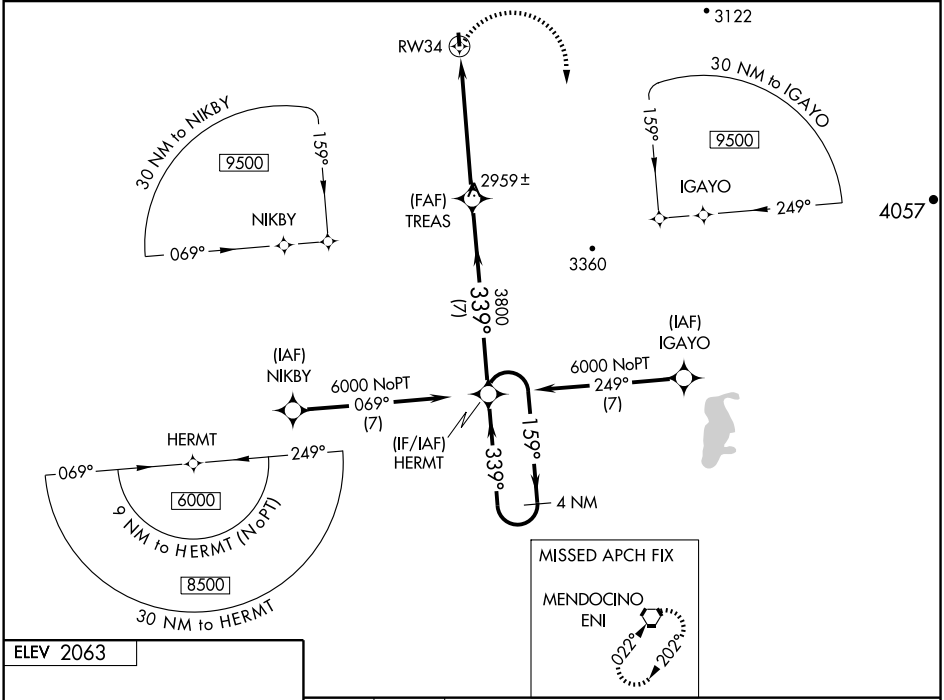
WILLITS/ELLS FIELD-WILLITS MUNI (O28)

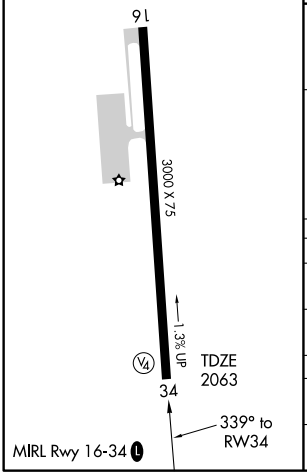
Obtain local altimeter setting on CTAF, when not received use Ukiah altimeter setting.
Circling NA west of Rwy 16-34.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

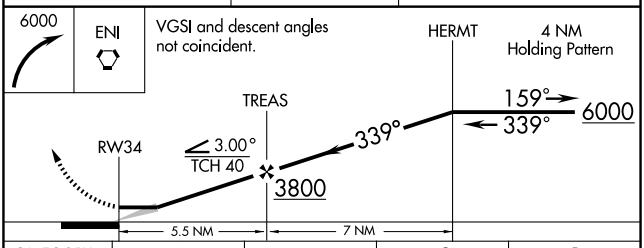
MISSED APPROACH: Climbing right turn to 6000 direct ENI VORTAC and hold.

OAKLAND CENTER
132.2 350.3

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	2780-1 717 (800-1)		2780-2 717 (800-2)	NA
CIRCLING	2780-1 717 (800-1)		2780-2 717 (800-2)	NA
UKIAH MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	3020-1¼ 957 (1000-1¼)	3020-1½ 957 (1000-1½)	3020-3 957 (1000-3)	NA
CIRCLING	3020-1¼ 957 (1000-1¼)	3020-1½ 957 (1000-1½)	3020-3 957 (1000-3)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4125
343°	TDZE	136
	Apt Elev	139

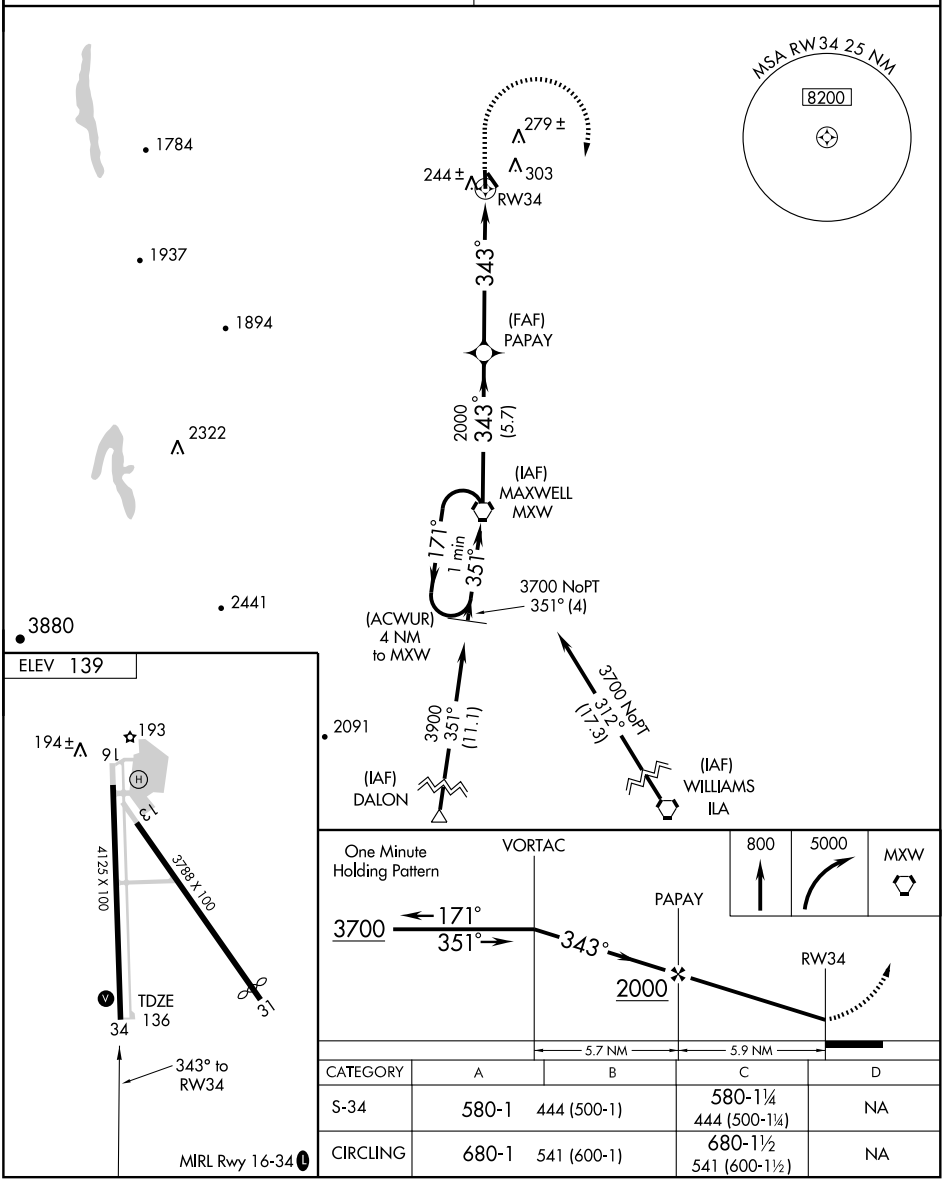
GPS RWY 34

WILLOWS-GLENN COUNTY(WLW)

NA — Use Oroville Muni altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 direct MXW VORTAC and hold.

OAKLAND CENTER	UNICOM
132.2 350.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	580-1	444 (500-1)	580-1¼ 444 (500-1¼)	NA
CIRCLING	680-1	541 (600-1)	680-1½ 541 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MXW 110.0 Chan 37	APP CRS 342°	Rwy Idg 4125 TDZE 136 Apt Elev 139

VOR/DME RWY 34

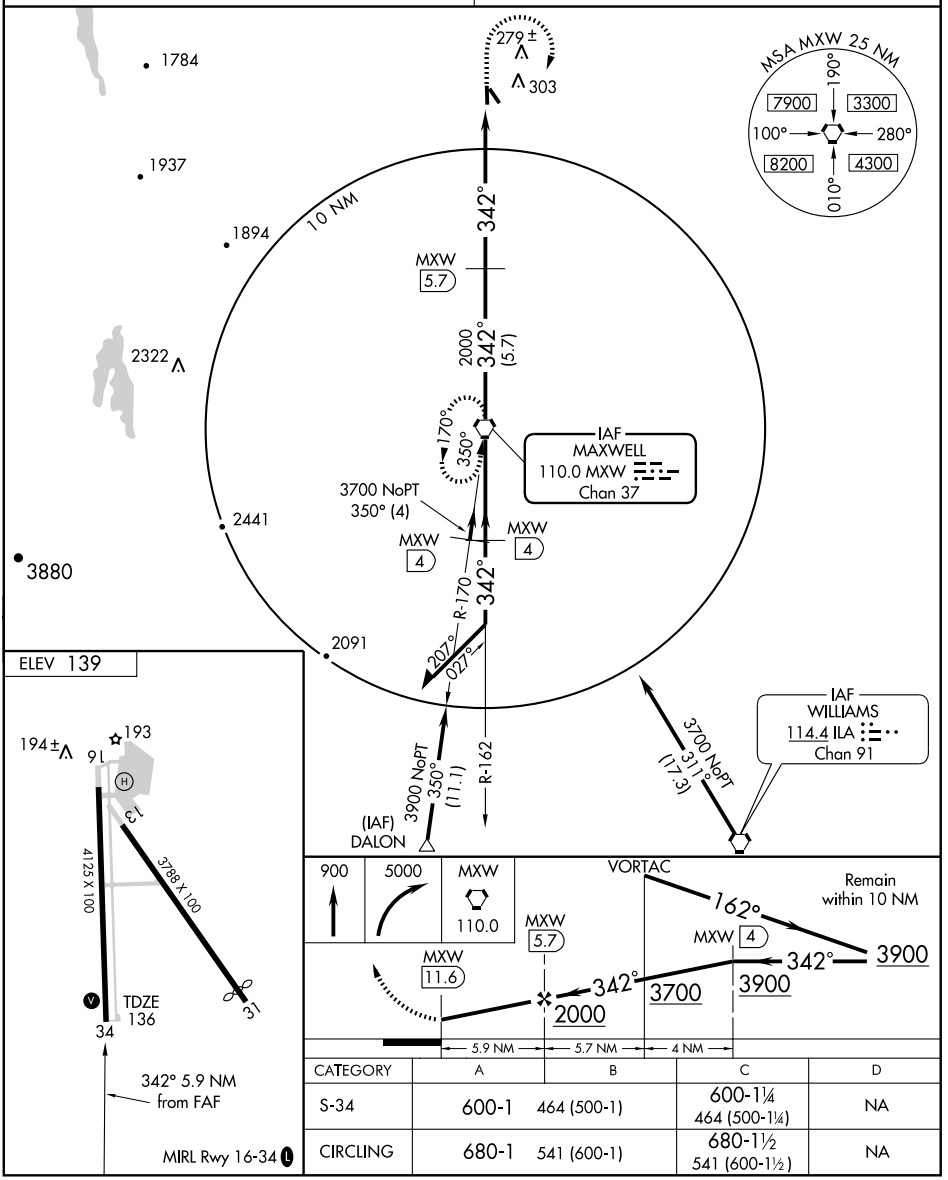
WILLOWS-GLENN COUNTY (WLW)

NA

Use Oroville Muni altimeter setting.

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct MXW VORTAC and hold.

OAKLAND CENTER	UNICOM
132.2 350.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	600-1	464 (500-1)	600-1¼ 464 (500-1¼)	NA
CIRCLING	680-1	541 (600-1)	680-1½ 541 (600-1½)	NA

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3385
004°	TDZE	125
	Apt Elev	125

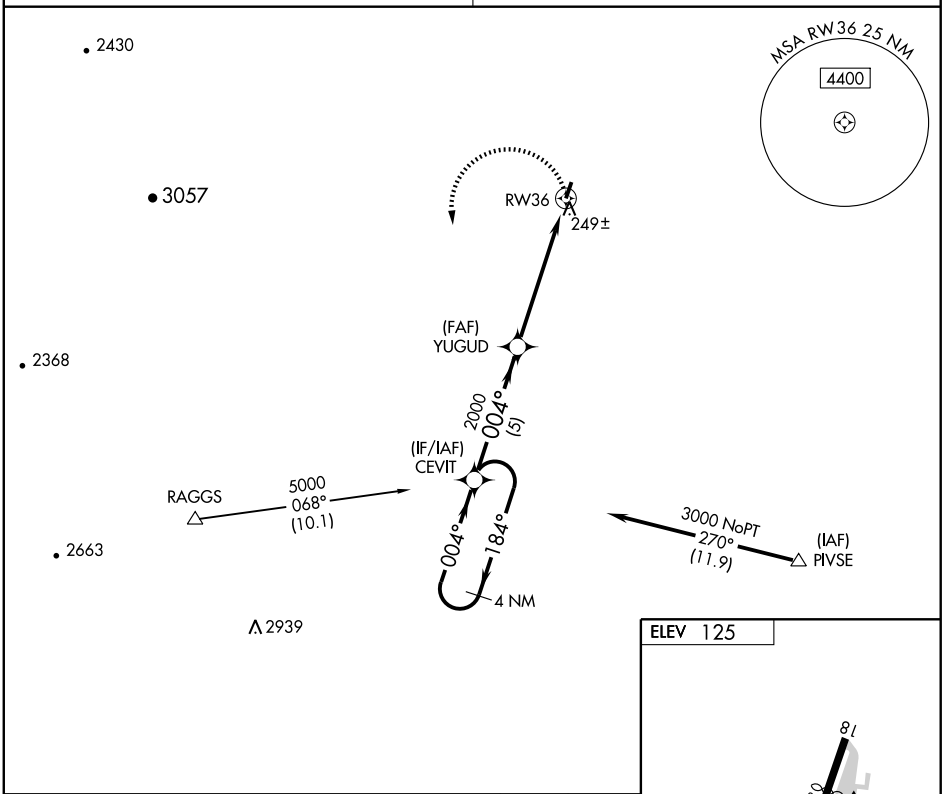
RNAV (GPS) RWY 36

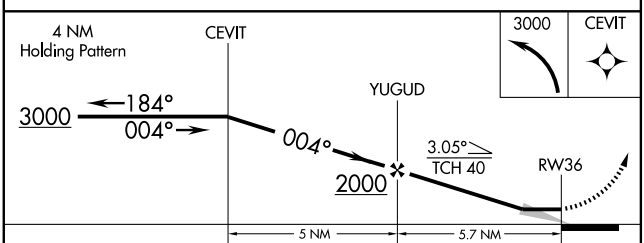
WOODLAND/WATTS-WOODLAND (041)

T
NA DME/DME RNP- 0.3 NA.
Procedure NA at night.
Use Sacramento Intl altimeter setting; when not received, use Sacramento Executive altimeter setting and increase all MDA 20 feet.

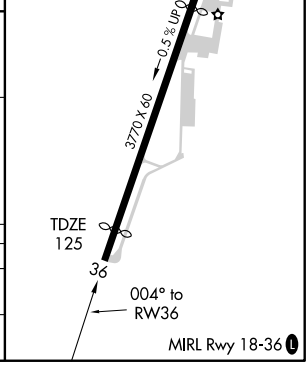
MISSED APPROACH: Climbing left turn to 3000 direct CEVIT and hold.

TRAVIS APP CON	UNICOM
126.6 291.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 435 (500-1)		NA	
CIRCLING	620-1 495 (500-1)		NA	



SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SAC 115.2 Chan 99	APP CRS 296°	Rwy Idg N/A TDZE N/A Apt Elev 125

VOR/DME-A

WOODLAND/ WATTS-WOODLAND (041)

T NA Procedure NA at night.
Use Sacramento Intl altimeter setting; when not received, use Sacramento Executive altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via SAC VORTAC R-296 to MERET/14.5 DME and hold.

TRAVIS APP CON	UNICOM
126.6 291.0	122.8 (CTAF) L

1940

1996±

MSA SAC 25 NM
110° 2700
4100
020° 3100 290°

259±
MARLK
SAC 20.3

MERET
SAC 14.5

116°
2000
296°
(5.5)

(IF)
SPERS
SAC 9

R-296

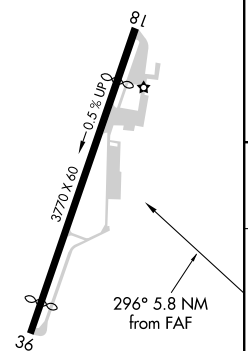
2600
296°
(9)

10 NM

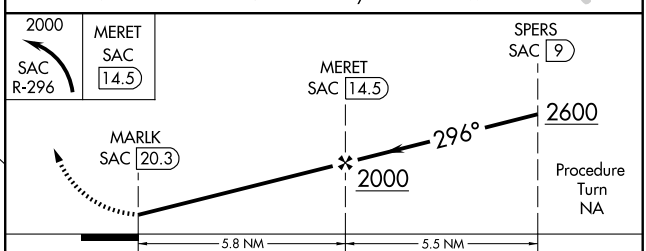
IAF
SACRAMENTO
115.2 SAC
Chan 99

Procedure NA for arrival on SAC VORTAC airway radials 257 CW 329.

ELEV 125



MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
CIRCLING	620-1 495 (500-1)	620-1¼ 495 (500-1¼)	NA	

SW-2, 21 OCT 2010 to 18 NOV 2010
SW-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AKRON, CO
COLORADO PLAINS RGNL ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

ALAMOSA, CO
SAN LUIS VALLEY RGNL/ BERGMAN FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ALBUQUERQUE, NM
ALBUQUERQUE INTL SUNPORT ..... **VOR or TACAN Rwy 8**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

CLAYTON, NM
CLAYTON MUNI AIRPARK ..... **NDB Rwy 2**[1]
NDB Rwy 20[2]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Category D, 800-2¼.

CLOVIS, NM
CLOVIS MUNI ..... **VOR Rwy 22,**800-2¼

NAME — ALTERNATE MINIMUMS

COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI ..... **ILS or LOC Rwy 17L**[13]
ILS or LOC Rwy 35L[23]
ILS or LOC Rwy 35R[3]
RNAV (GPS) Y Rwy 17L[1]
RNAV (GPS) Y Rwy 17R[34]
RNAV (RNP) Z Rwy 17R[5]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, C, D, 800-2¼.

CORTEZ, CO
CORTEZ MUNI ..... **RNAV (GPS) Y Rwy 21**[1]
RNAV (GPS) Z Rwy 21[2]
VOR Rwy 21[1]
[1]Category D, 900-3.
[2]Categories A, B, 1300-2; Categories C, D, 1300-3.

CRAIG, CO
CRAIG-MOFFAT ..... **VOR/DME Rwy 7**[1]
VOR Rwy 25[2]
[1]1300-3.
[2]1700-3.

DEMING, NM
DEMING MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 26
VOR Rwy 26
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME — ALTERNATE MINIMUMS

DENVER, CO

CENTENNIAL ..... **ILS or LOC Rwy 35R**[1]
NDB Rwy 35R[2]
RNAV (GPS) Rwy 28[34]
RNAV (GPS) Rwy 35R[14]

[1]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

ROCKY MOUNTIAN
METROPOLITAN ..... **ILS or LOC Rwy 29R**
VOR/DME Rwy 29L/R

NA when control tower closed.

DURANGO, CO

DURANGO-LA PLATA
COUNTY ..... **VOR/DME Rwy 3**

NA when control zone not effective except for operators with approved weather reporting service.

EAGLE, CO

EAGLE COUNTY
RGNL ..... **LDA/DME Rwy 25**

Categories A,B, 2100-2; Category C, 2100-3.
NA when control tower closed.
NA when local weather not available.

FARMINGTON, NM

FOUR
CORNERS RGNL ..... **ILS or LOC Rwy 25**[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 23[4]
RNAV (GPS) Rwy 25[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

FORT COLLINS/LOVELAND, CO

FORT COLLINS-
LOVELAND MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

GALLUP, NM

GALLUP MUNI ..... **RNAV (GPS) Rwy 6**[12]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[4]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.
[2]NA when local weather not available.
[3]Category D, 900-3.
[4]Category C, 800-2¼; Category D, 900-3.

GRAND JUNCTION, CO

GRAND JUNCTION
RGNL ..... **ILS or LOC Rwy 11**[12]
LDA/DME Rwy 29[3]
RNAV (GPS) Rwy 11[3]

[1]ILS, Category D, 700-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

GREELEY, CO

GREELEY-
WELD COUNTY ..... **ILS or LOC Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34
VOR or TACAN-A

NA when local weather not available.

GUNNISON, CO

GUNNISON-CRESTED
BUTTE RGNL ..... **ILS or LOC Rwy 6**[1]
RNAV (RNP) Rwy 6, 800-2¼
VOR or GPS-A[23]

[1]ILS,LOC, Categories A, B, C, 1600-3.
[2]Categories A,B,C, 1700-3;Cat D, 2300-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

HAYDEN, CO

YAMPA VALLEY .. **ILS or LOC/DME Y Rwy 10**[12]
RNAV (GPS) Y Rwy 10[12]
RNAV (GPS) Rwy 28[3]
RNAV (RNP) Z Rwy 10, 800-2¼[1]
VOR/DME-B[4]

[1]NA when local weather not availalbe.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

HOBBS, NM

LEA COUNTY RGNL ..... **ILS or LOC Rwy 3[1]**
LOC/DME BC Rwy 21[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 30[2]
VOR/DME or TACAN Rwy 21[2]
VOR or TACAN Rwy 3[2]

[1]NA when control tower closed.
[2]NA when control tower closed, except standard for operators with approved weather reporting service.
[3]NA when local weather not available.

LA JUNTA, CO

LA JUNTA MUNI ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

LAMAR, CO

LAMAR MUNI ..... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 900-2½, Category D, 900-2¾.

LAS VEGAS, NM

LAS VEGAS MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 2
VOR Rwy 20

NA when local weather not available.

LONGMONT, CO

VANCE BRAND ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

MEEKER, CO

MEEKER ..... **RNAV (GPS) Rwy 3**

Categories A, B, 1600-2; Category C, 1600-3.

MONTROSE, CO

MONTROSE
RGNL ..... **ILS or LOC/DME Rwy 17**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR/DME Rwy 13

Category C, 1000-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO

STEVENS FIELD ..... **RNAV (GPS)-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PORTALES, NM

PORTALES MUNI ..... **RNAV (GPS) Rwy 1**

Category D, 900-3.

PUEBLO, CO

PUEBLO MEMORIAL ..... **ILS or LOC Rwy 8L[13]**
ILS or LOC Rwy 26R[23]
RNAV (GPS) Rwy 8L[4]
RNAV (GPS) Rwy 26R[4]
VOR or TACAN Rwy 26R[3]

[1]ILS, Categories A,B,C,D, 700-2; Category E,1000-3. LOC, Category E, 1000-3.
[2]ILS, 700-2.
[3]NA when control tower closed.
[4]NA when local weather not available.

RATON, NM

RATON MUNICIPAL/
CREWS FIELD ..... **VOR/DME Rwy 2**

Categories A,B, 1400-2; Categories C,D, 1400-3.

RIFLE, CO

GARFIELD COUNTY
RGNL ..... **LOC/DME-A[123]**
ILS Rwy 26[234]
RNAV (GPS) Y Rwy 8[25]
RNAV (GPS) W Rwy 26[27]
RNAV (GPS) X Rwy 26[28]
RNAV (RNP) Y Rwy 26[26]
RNAV (RNP) Z Rwy 8[29]
RNAV (RNP) Z Rwy 26[2]
VOR/DME-C[5]

[1]Categories A,B, 2400-2; Category C,2400-3.
[2]NA when local weather not available.
[3]Not authorized 0200-1300Z.
[4]ILS, Categories A,B,C, 1300-4.
[5]Categories A,B, 1900-2; Category C, 1900-3.
[6]Categories A,B,C, 800-2¼.
[7]Categories A,B, 1700-2; Category C, 1700-3.
[8]Categories A,B,C, 900-2½.
[9]Categories A,B,C, 900-3.

ROSWELL, NM

ROSWELL
INTL AIR CENTER ..... **ILS Rwy 21[1]**
LOC BC Rwy 3[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 35[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SANTA FE, NM

SANTA FE MUNI ..... **ILS or LOC Rwy 2[12]**
VOR/DME-A[34]
VOR Rwy 33[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when control tower closed except for operators with approved weather reporting service.

SILVER CITY, NM

GRANT COUNTY ..... **VOR-A**
VOR/DME-B
NA when Deming FSS closed.

TAOS, NM

TAOS REGIONAL ..... **VOR/DME-B**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

TELLURIDE, CO

TELLURIDE RGNL ..... **LOC/DME Rwy 9**
Categories A, B, 2300-2.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI ..... **VOR-A**
Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: **Rwy 11,** rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29,** vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16,21,34,** NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME	TAKE-OFF MINIMUMS

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8,** std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35,** climbing left turn direct ABQ VORTAC. If required, continue cllmb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26,** climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west,left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

ALBUQUERQUE, NM (CON'T)

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3,** light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12,** electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17,** light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21,** terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30,** tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35,** light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)

AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4 ,** climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17,** climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22,** climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35 ,** climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17,** antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35,** antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 17,** use ANEKE RNAV DEPARTURE.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 33,** use SARDD DEPARTURE.

BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3,21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*

* Or standard with minimum climb of 240/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500. **Rwy 33,** NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15,** use PUEBLO RNAV DEPARTURE. **Rwy 33,** NA-due to terrain.

NOTE: **Rwy 15,** tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

BUTTS AAF (KFCS)

FORT CARSON, CO

. . . . . .Rwy 31, 400-1*

* Or standard with a minimum climb of 210/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.

Rwy 3l climbing right turn heading 80° within 1 mile.

All aircraft continue climb via hdg 080° until joining V-81.

CANNON AFB (KCVS),

CLOVIS, NM. . . . . .(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

Rwy 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

Rwy 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

CANON CITY, CO
FREMONT COUNTY
TAKE-OFF MINIMUMS: **Rwy 29,** 4600-2 or std. with a min. climb of 450' per NM to 10400.
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading. **Rwy 29,** turn left heading 115°.
All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

CLAYTON, NM
CLAYTON MUNI
TAKE-OFF MINIMUMS: **Rwy 30,** 1300-1 or std. with a min. climb of 244' per NM until 6700.

COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI (COS)
AMDT 9 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 6900. **Rwy 35L,** 300-1¼ or std. w/ min. climb of 213' per NM to 6400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
DEPARTURE PROCEDURE: **Rwys 13, 17L, 17R,** climbing left turn direct BRK VORTAC, thence...**Rwys 31, 35L, 35R,** climbing right turn direct BRK VORTAC, thence...
All Aircraft, climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing on BRK R-154 CW R-324 climb in BRK holding pattern (Northwest, left turns, 154° inbound) to cross BRK VORTAC at or atove MEA/MCA for route of flight.
NOTE: **Rwy 13,** multiple trees beginning 126' from DER, 235' left of centerline, up to 30' AGL/6196' MSL. Multiple trees beginning 171' from DER, 372' right of centerline, up to 30' AGL/6183' MSL. **Rwy 17R,** tree 956' from DER, 573' left of centerline, 30' AGL/6091' MSL. Tree 1074' from DER, 181' right of centerline, 30' AGL/6094' MSL. **Rwy 35L,** multiple trees beginning 535' from DER, 416' right of centerline, up to 30' AGL/6337' MSL.

CORTEZ, CO
CORTEZ MUNI (CEZ)
AMDT 3 10098 (FAA)
DEPARTURE PROCEDURE: use LEDVE DEPARTURE.

CRAIG, CO
CRAIG-MOFFAT
TAKE-OFF MINIMUMS: **Rwys 7,25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.
DEPARTURE PROCEDURE: **Rwys 7,25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

DEMING, NM
DEMING MUNI
TAKE-OFF MINIMUMS: **Rwy 4,** NA.
DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8,** climbing left turn heading 214°; **Rwy 22,** climbing right turn heading 302°; **Rwy 26,** climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V110 on course.

21 OCT 2010 to 18 NOV 2010

DENVER, CO

CENTENNIAL (APA)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ min. climb of 253' per NM to 6900. **Rwy 17R,** std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10,** when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R,** climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28,** climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R,** climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10,** terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L,** multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R,** terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28,** terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L,** terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

DENVER, CO (CON'T)

DENVER INTL (DEN)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8,** climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R,** climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 17L, 17R,** climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25,** climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26,** climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8,** multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L,** tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L,** multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R,** multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25,** multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L,** multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R,** multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L,** terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

21 OCT 2010 to 18 NOV 2010

DENVER, CO (CON'T)

FRONT RANGE (FTG)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn,thence ... **Rwy 17,** climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 26,** climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 35,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26,** multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50'AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L,** 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2,** climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, thence ... **Rwys 11L, 11R,** climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence ...**Rwy 20,** climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, thence ...**Rwy 29R,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... **Rwy 29L,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, thence ...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2,** pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L,** terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14 ' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3,** trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

ERIE, CO

ERIE MUNI (EIK)
AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwy 15,** turn right; **Rwy 33,** turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL (FMN)
AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23, 25,** climbing right turn direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight. **Rwy 7,** climb direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

NOTE: **Rwy 5,** sign 27' from DER, 464' right of centerline, 13' AGL/5513' MSL. Building 4005' from DER, 654' right of centerline, 96' AGL/5608' MSL. **Rwy 25,** sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL. Obstruction light on DME 200' from DER, 442' left of centerline, 24' AGL/5493' MSL. Sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.

FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA-VFR runway.

DEPARTURE PROCEDURE: **Rwy 15,** climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...**Rwy 33,** climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...
...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33,** multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24,** 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left. **All aircraft** climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)
AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** NA-obstacles. **Rwy 22,** NA-obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE: **Rwys 11, 29,** use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)
AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 16,** climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 27,** climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence...**Rwy 34,** climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...
...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27,** tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34,** multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500. **Rwys 17, 35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800. **All aircraft** continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

HAYDEN, CO

YAMPA VALLEY (HDN)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28,** climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28,** for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10,** tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM
LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8,** tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12,** road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17,** obstruction light on glideslope, 1014' from departure end of runway, 486' rightof centerline, 37' AGL/3687' MSL. **Rwy 21,** tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26,** road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30,** wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35,** multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/ 3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/ 3682' MSL.

HOLLOMAN AFB (KHMN),
ALAMOGORDO, NM . . . . . .ORIG, 08101

Rwy 7, NA
Rwy 16, 8000-3*
Rwy 22, 8000-3**
Rwy 25, 8000-3*
Rwy 34, 8000-3***
* Or standard with minimum climb of 510/NM to 14,100.
** Or standard with minimum climb of 470/NM to 14,100.
*** Or standard with minimum climb of 490/NM to 14,100.
Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22,** Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25,** Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

HOLYOKE, CO
HOLYOKE

NOTE: **Rwy 14,** trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32,** trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

KREMMLING, CO
MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9,** 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27,** 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 10000, then climbing right turn. **Rwy 27,** climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO
LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 080°. **Rwy 12,** climb via heading 120°. **Rwy 26,** turn left heading 160°. **Rwy 30,** turn left heading 140°. **All aircraft,** intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

LAMAR, CO
LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8,36,** turn left. **Rwy 18,** turn left/right. **Rwy 26,** turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM
LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8,** climbing right turn. **Rwy 12,** CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26,** climbing left turn. **Rwy 30,** climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM
LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20,** turn left (except via FTI R-215). **Rwy 32,** turn right.

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

LEADVILLE, CO
LAKE COUNTY (LXV)
AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use LOZUL (RNAV) DEPARTURE. **Rwy 34,** use DAVVY (RNAV) DEPARTURE.

LONGMONT, CO

VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1 or std. with a min. climb of 250' per NM until passing 5400. **Rwy 29,** CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29,** turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

LOS ALAMOS, NM

LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 4700 before turning on course. **Rwy 12,** 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21,** 40' AGL tower 936' from departure end of runway 273' right of centerline. **Rwy 30,** 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

MEEKER, CO

MEEKER (EEO)

AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21,** 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21,** for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21,** multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO

MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2,** climbing right turn. **Rwy 20,** climbing left turn. **All aircraft,** climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

MONTROSE, CO

MONTROSE RGNL (MTJ)

AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

NUCLA, CO

HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-environmental

DEPARTURE PROCEDURE: **Rwys 5, 23,** use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS , CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... **Rwy 19,** climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... .

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1,** terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19,** multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

PUEBLO, CO

PUEBLO MEMORIAL (PUB)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L,** climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R,** climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 17,** climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R,** climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35,** climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R,** rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL. **Rwy 26L,** rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R,** rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35,** rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)
AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26,** use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8,** transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30,** climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35,** climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight . *Do not exceed 230 kts in holding pattern.

SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24,** Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33,** Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28,** turn left; **Rwy 15,** climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10,** std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28,** std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28,** for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3,8,12,17,21,26,30,35,** std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3,8,12,17,21,26,30, 35,** for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3,** crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8,** pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12,** pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17,** pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21,** multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

SOCORRO, NM

SOCORRO MUNI (ONM)
AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,15,24,** NA-terrain. **Rwy 33,** 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33,** trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 4900-3 or std. w/ a min. climb of 225' per NM to 5000.

NOTE: **Rwy 17,** tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14,** 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32,** 1900-3 or std. with a min. climb of 500' per NM to 9000.

DEPARTURE PROCEDURE: **Rwy 14,** turn right heading 220°, intercept BQZ R-172. **Rwy 32,** turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3,30,33**, turn left. **Rwys 12,15,21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

TELLURIDE, CO

TELLURIDE RGNL (TEX)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.

NOTE: **Rwy 27,** trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9,27,** NA

DEPARTURE PROCEDURE: **Rwy 3,** turn left. **Rwy 21,** turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.

NOTE: **Rwy 3,** tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31,** turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21,** climb heading 213° to 5500 before proceeding on course. **Rwy 26,** climb heading 258° to 5500 before proceeding on course.

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22,** Use WALRU RNAV DEPARTURE.

WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35,** climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35,** trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7000
109°	TDZE	4714
	Apt Elev	4714

RNAV (GPS) RWY 11

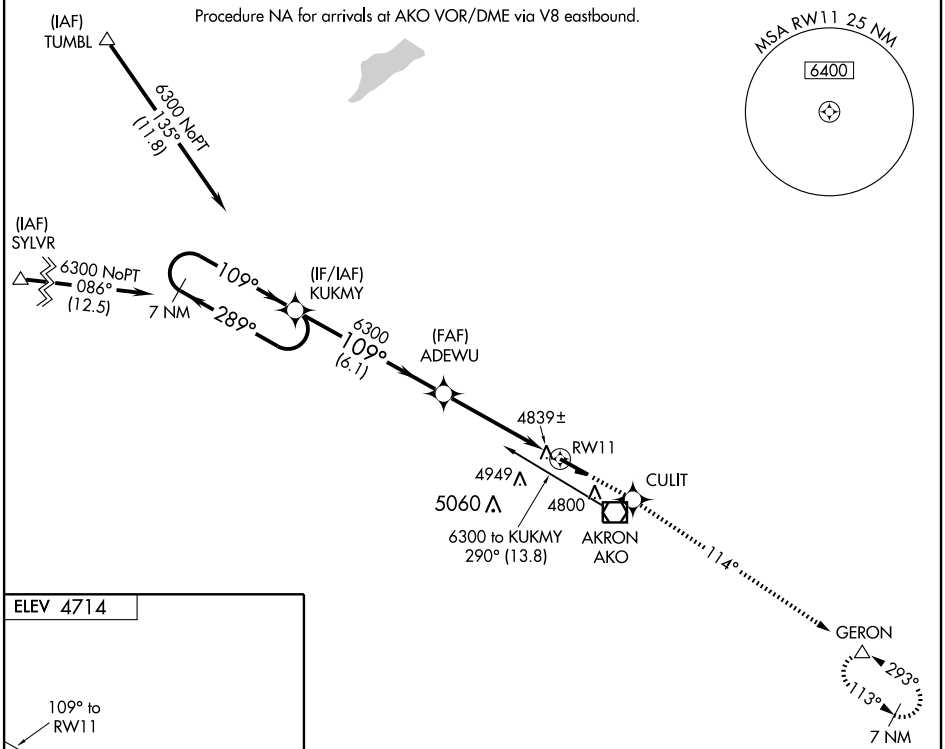
AKRON/ COLORADO PLAINS RGNL (AKO)

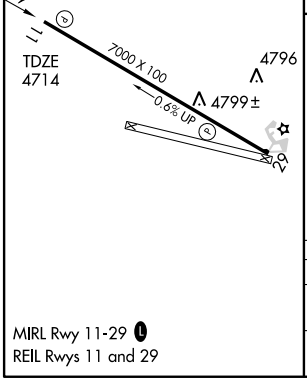
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility ½ mile and circling Cat C and D visibility ½ mile.
VDP NA with Sterling altimeter setting. Straight-in minimums NA at night.

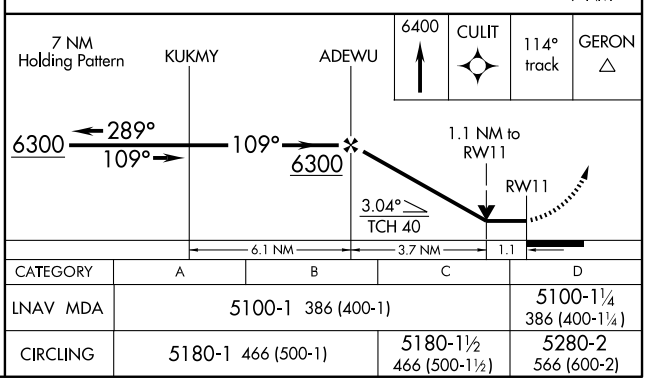
MISSED APPROACH: Climb to 6400 direct CULIT and via 114° track to GERON and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L

Procedure NA for arrivals at AKO VOR/DME via V8 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	5100-1 386 (400-1)			5100-1¼ 386 (400-1¼)
CIRCLING	5180-1 466 (500-1)		5180-1½ 466 (500-1½)	5280-2 566 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

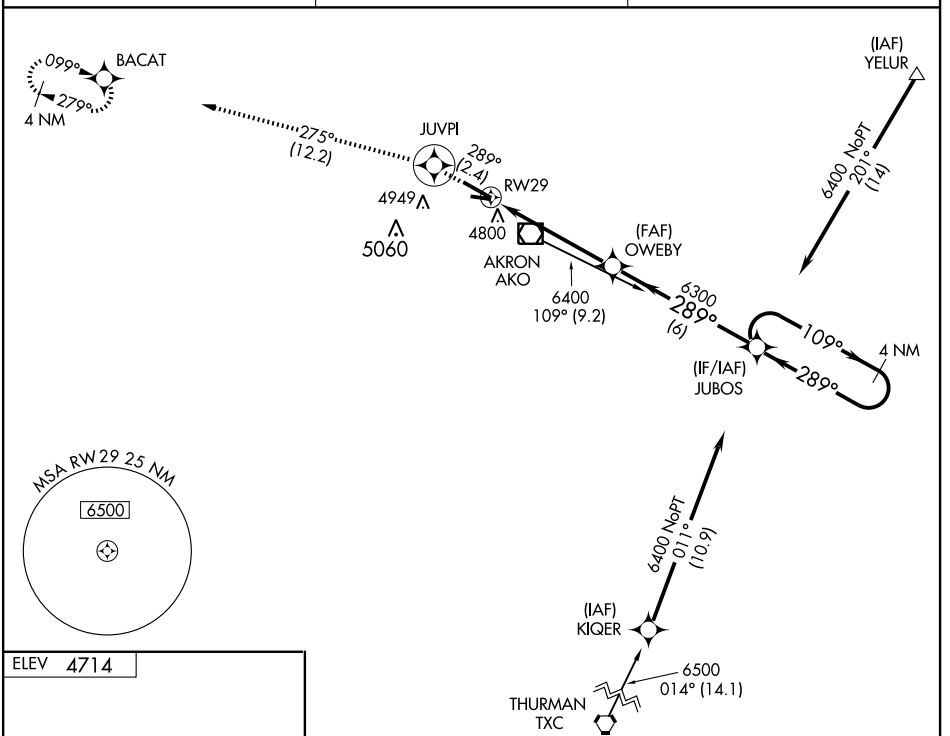
APP CRS	Rwy Idg	7000
289°	TDZE	4681
	Apt Elev	4714

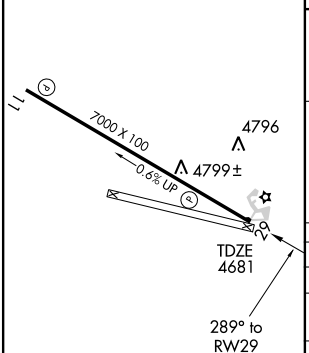
RNAV (GPS) RWY 29

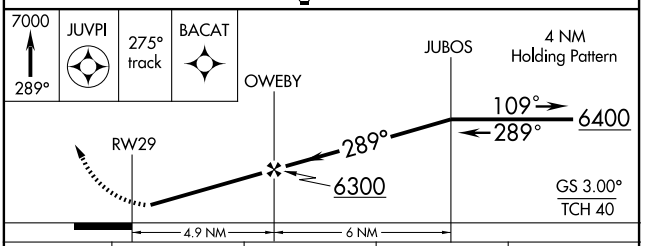
AKRON/ COLORADO PLAINS RGNL (AKO)

T A NA — GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -24°C (-11°F).	MISSED APPROACH: Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	5100-1½ 419 (400-1½)			
LNAV MDA	5100-1 419 (400-1)		5100-1¼ 419 (400-1¼)	
CIRCLING	5180-1½ 466 (500-1½)			5280-2 566 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

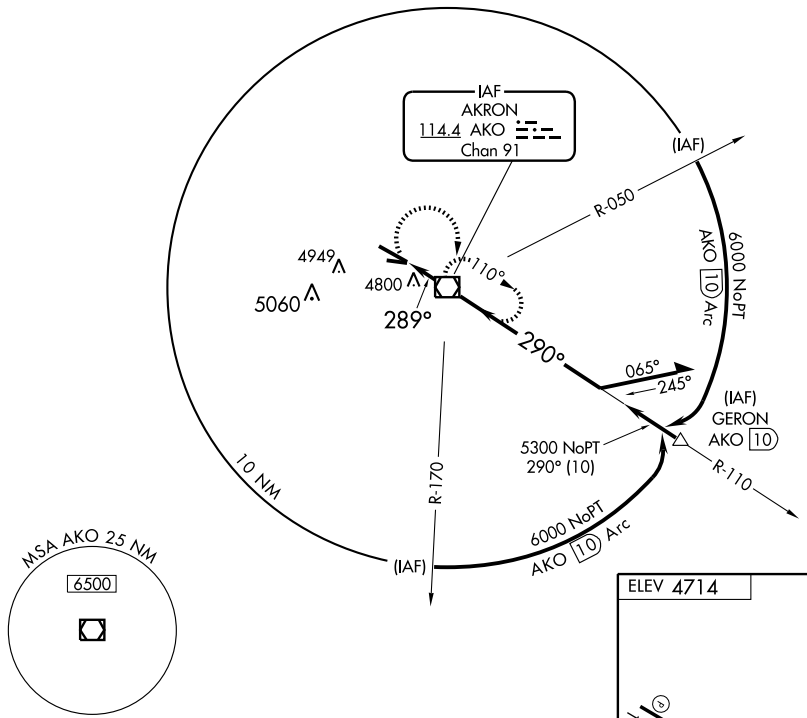
VOR/DME AKO 114.4 Chan 91	APP CRS 289°	Rwy Idg 7000 TDZE 4681 Apt Elev 4714

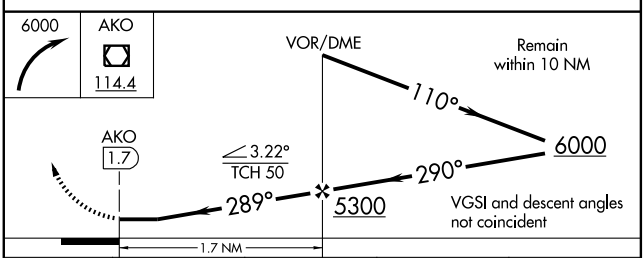
VOR RWY 29

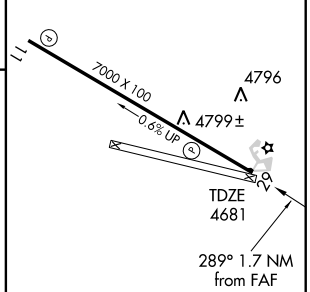
AKRON/ COLORADO PLAINS RGNL (AKO)

MISSED APPROACH: Climbing right turn to 6000 direct AKO VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	5120-1 439 (500-1)		5120-1¼ 439 (500-1¼)	5120-1½ 439 (500-1½)
CIRCLING	5160-1 446 (500-1)	5180-1 466 (500-1)	5300-1½ 586 (600-1½)	5300-2 586 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-VQR	APP CRS	Rwy Idg	8519
111.9	023°	TDZE	7539
		Apt Elev	7539

ILS or LOC RWY 2

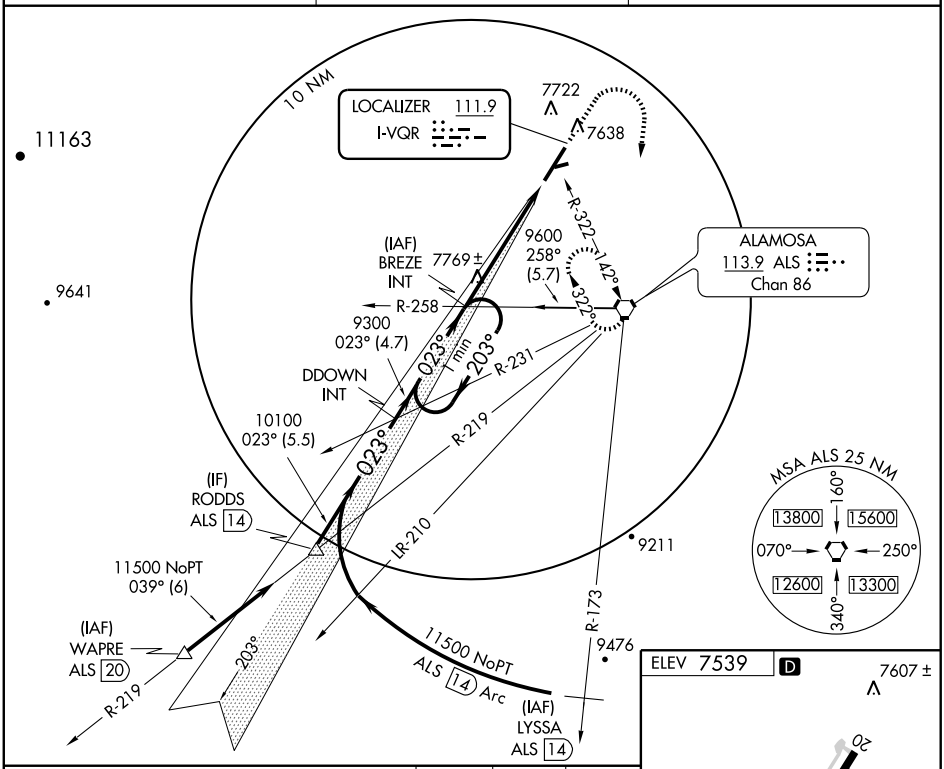
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

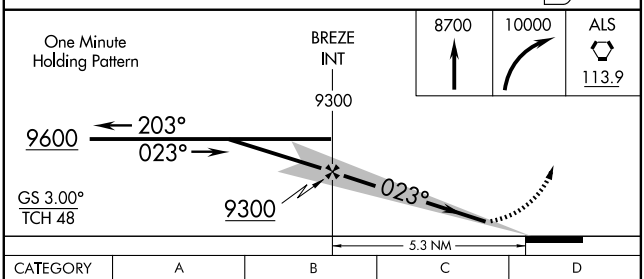
When local altimeter setting not received, procedure NA.

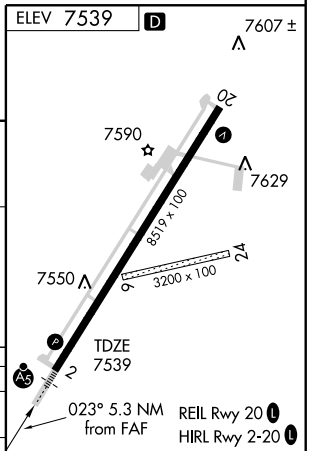
MALSR

MISSED APPROACH: Climb to 8700, then climbing right turn to 10000 direct ALS VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	7739-½ 200 (200-½)			
S-LOC 2	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8519
CH 90410	023°	TDZE	7539
W02A		Apt Elev	7539

RNAV (GPS) RWY 2

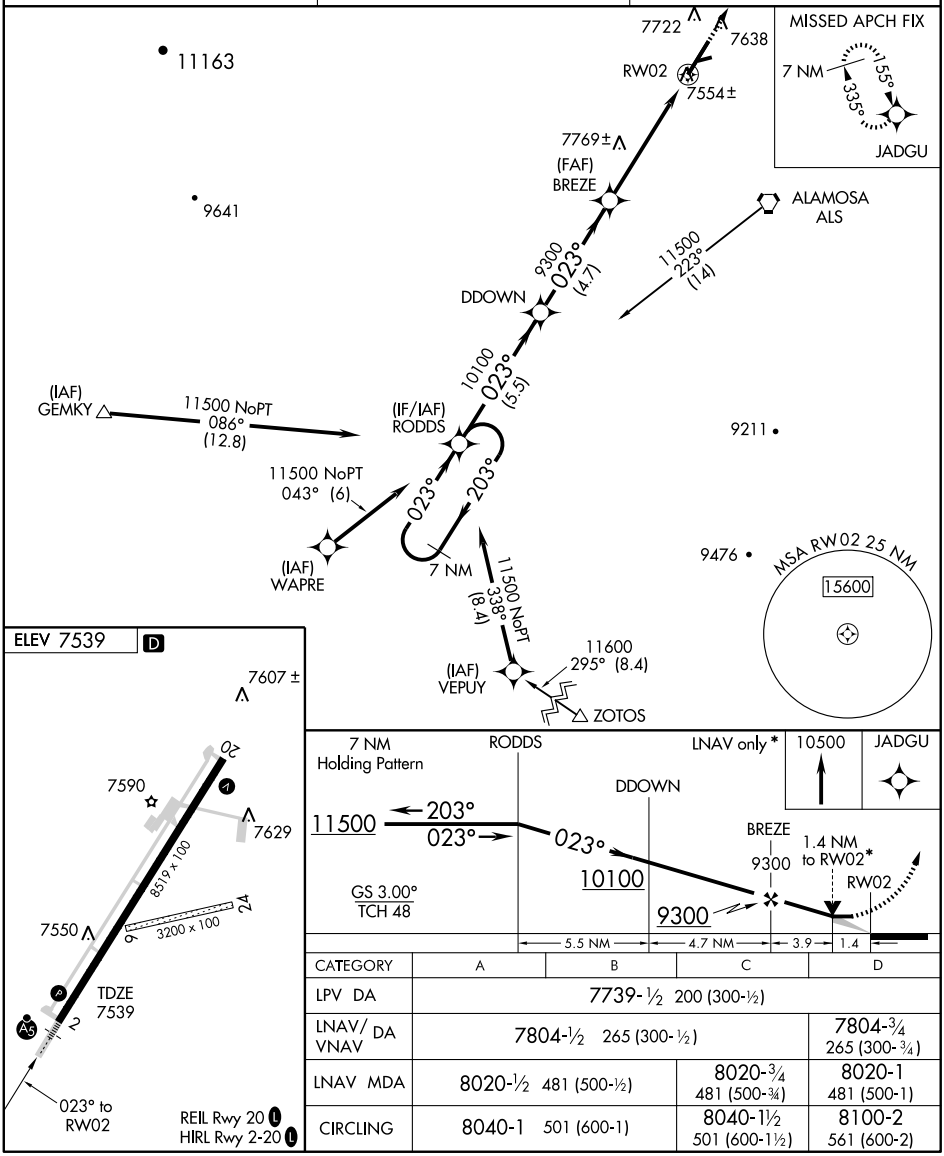
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 10500 direct JADGU and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	7739-½ 200 (300-½)			
LNAV/VNAV DA	7804-½ 265 (300-½)			7804-¾ 265 (300-¾)
LNAV MDA	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8519
CH 93500	203°	TDZE	7539
W20A		Apt Elev	7539

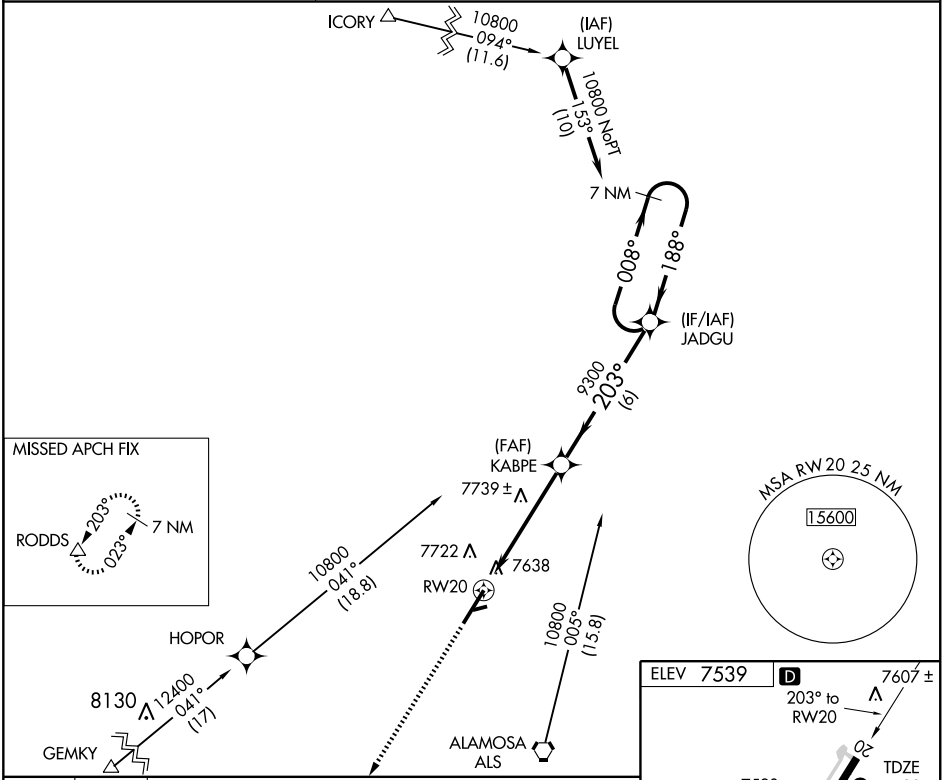
RNAV (GPS) RWY 20

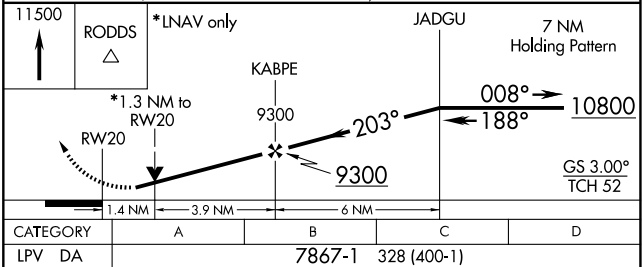
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

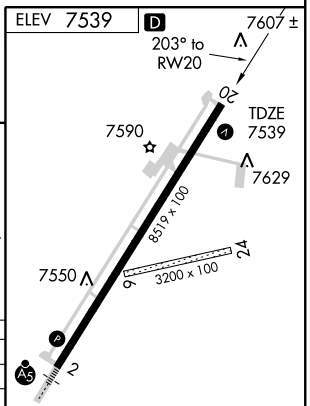
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500 direct RODDS and hold, continue climb-in-hold to 11500.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7867-1 328 (400-1)			
LNAV/VNAV DA	8002-1½ 463 (500-1½)			
LNAV MDA	8000-1 461 (500-1)		8000-1¼ 461 (500-1¼)	8000-1½ 461 (500-1½)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

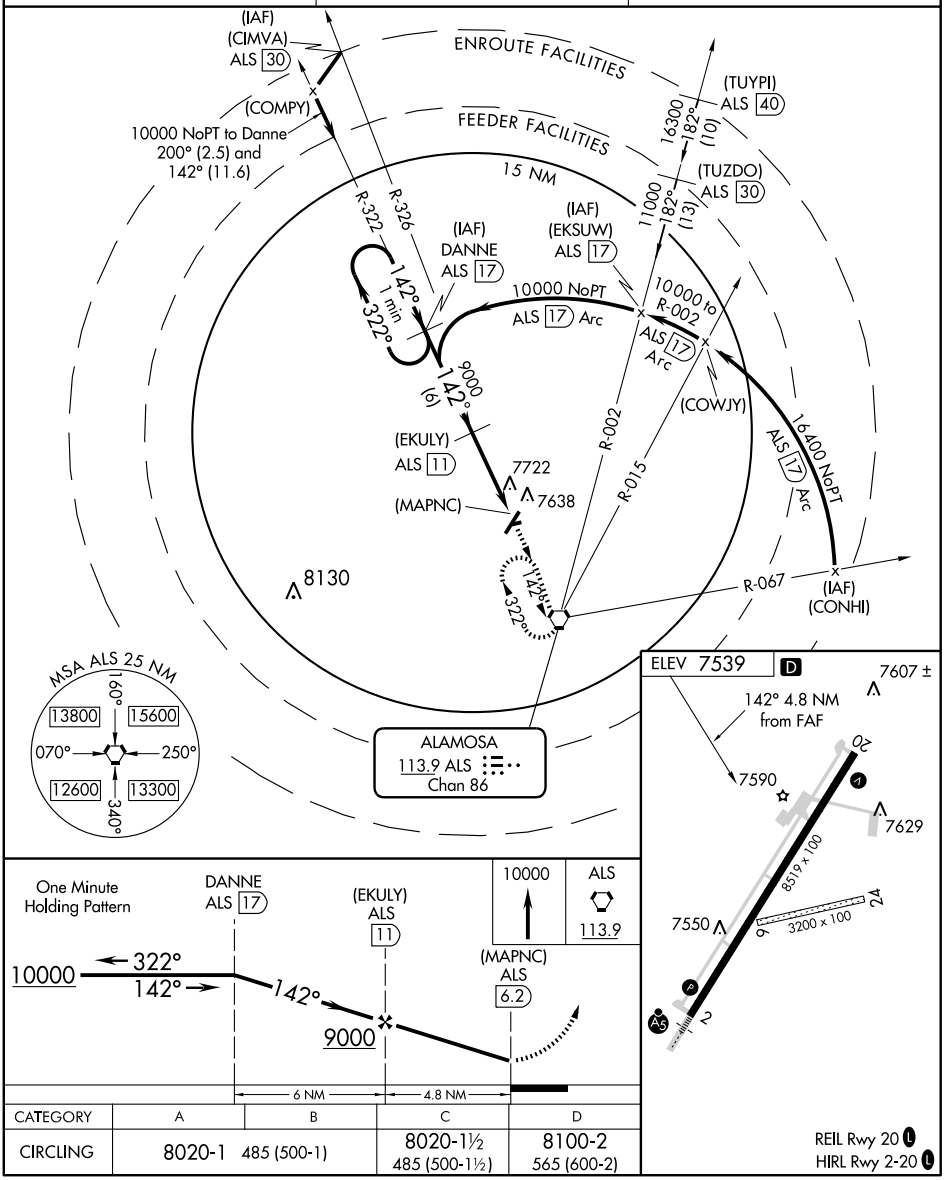
VORTAC ALS	APP CRS	Rwy Idg	N/A
113.9	142°	TDZE	N/A
Chan 86		Apt Elev	7539

VOR/DME or GPS-B

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climb to 10000 direct ALS VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8020-1 485 (500-1)		8020-1½ 485 (500-1½)	8100-2 565 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010

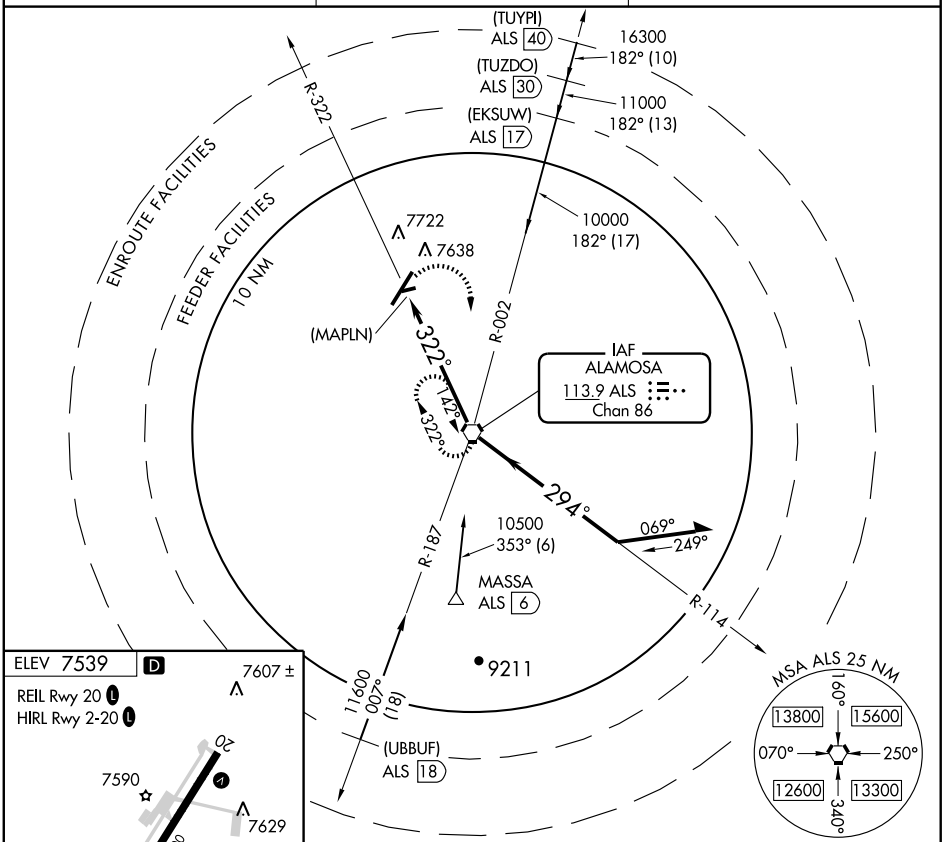
VORTAC ALS	APP CRS	Rwy Idg	N/A
113.9	322°	TDZE	N/A
Chan 86		Apt Elev	7539

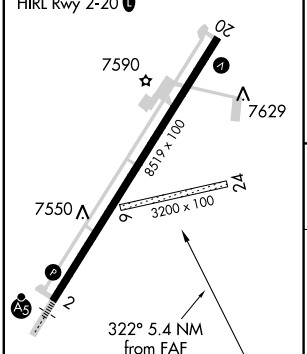
VOR or GPS-A

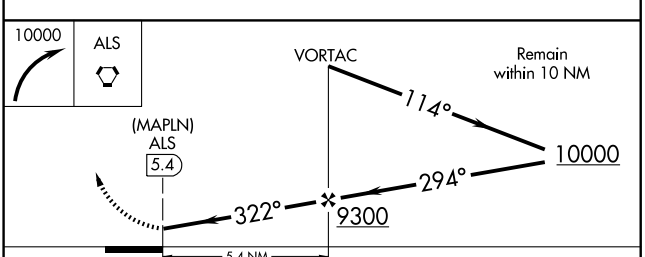
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold, continue climb-in-hold to 10700.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF)







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	8040-1	501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)

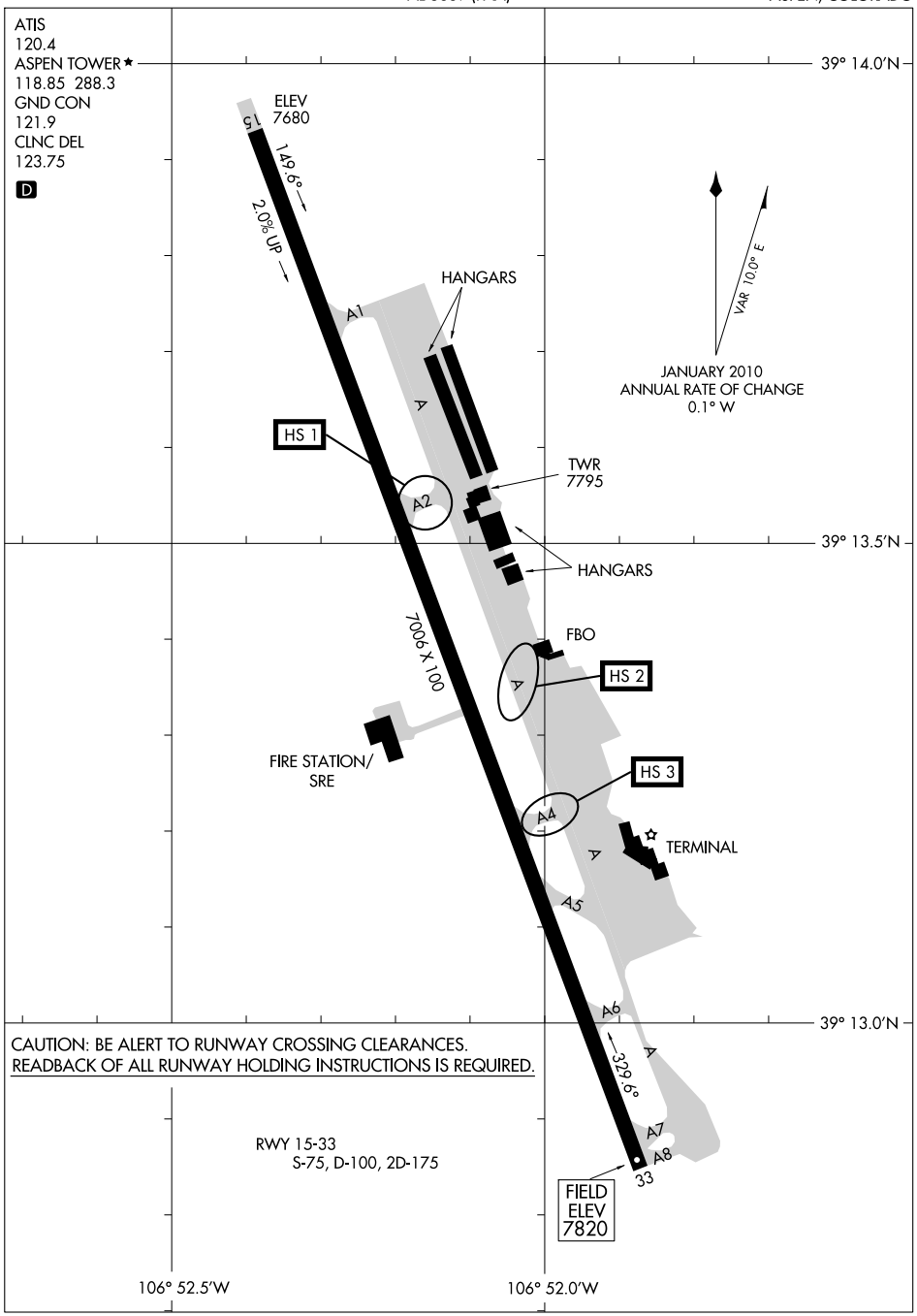
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AL-5889 (FAA)

ASPEN, COLORADO



SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

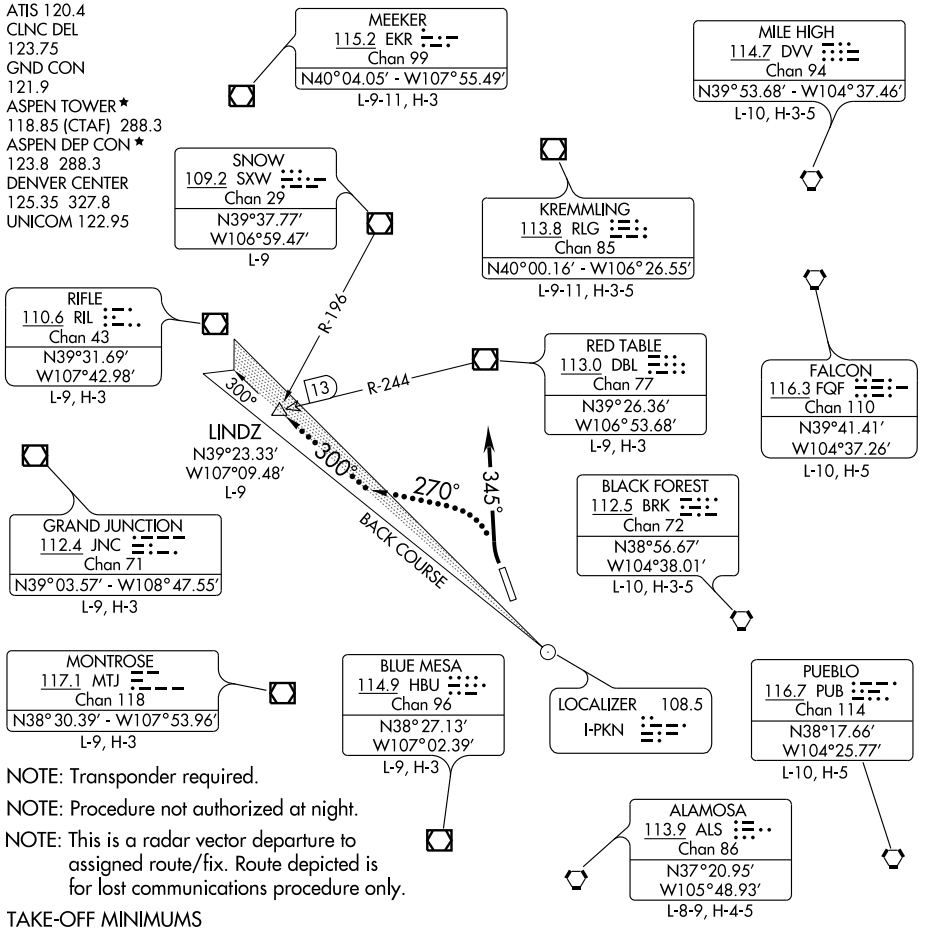
10266

ASPEN THREE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS 120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 (CTAF) 288.3
ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
125.35 327.8
UNICOM 122.95



NOTE: Transponder required.

NOTE: Procedure not authorized at night.

NOTE: This is a radar vector departure to assigned route/fix. Route depicted is for lost communications procedure only.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum obstacle climb of 650′ per NM to 13000, ATC climb of 840′ per NM to 16000.

RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL. Terrain, trees and bushes beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL. Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climbing right turn heading 345°, maintain 16000 or assigned altitude for radar vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

ASPEN THREE DEPARTURE

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

(ASPE3.ASPE) 09295

SW-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LINDZ FIVE DEPARTURE

(LINDZ5.LINDZ) 09295

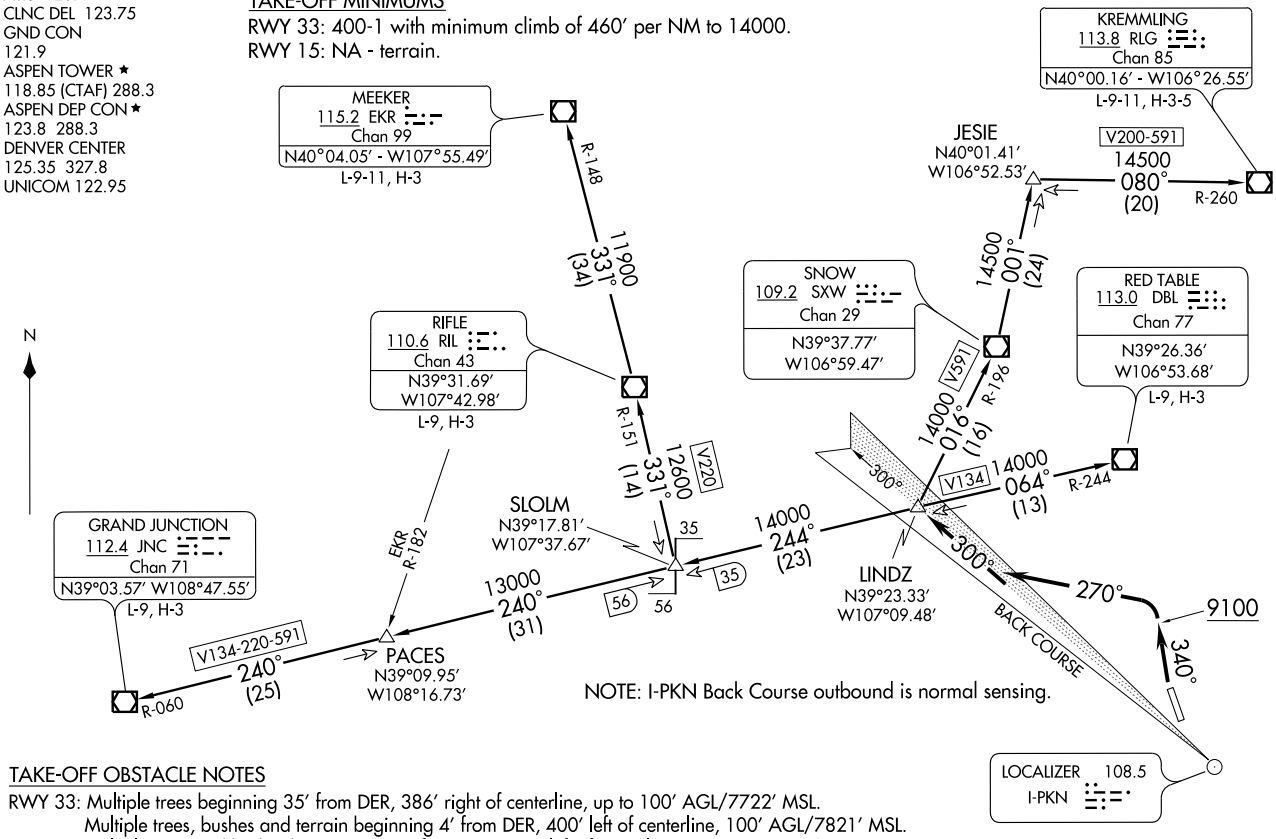
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ASPEN, COLORADO

ATIS 120.4
CLNC DEL 123.75
GND CON
121.9
ASPEN TOWER ★
118.85 (CTAF) 288.3
ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
125.35 327.8
UNICOM 122.95

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460′ per NM to 14000.
RWY 15: NA - terrain.



TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LINDZ FIVE DEPARTURE
(LINDZ5.LINDZ) 09295
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

SL-5889 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270° to intercept I-PKN NW course outbound to LINDZ INT/ DBL 13 DME. Then via assigned transition. Maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ5.JNC): From over LINDZ INT via DBL R-244 and JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ5.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME; then via SXW R-001 and RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ5.EKR): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME; then via RIL R-331 and EKR R-148 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ5.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ5.RIL): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ASE	APP CRS	Rwy Idg	N/A
111.15	148°	TDZE	N/A
Chan 48 (Y)		Apt Elev	7820

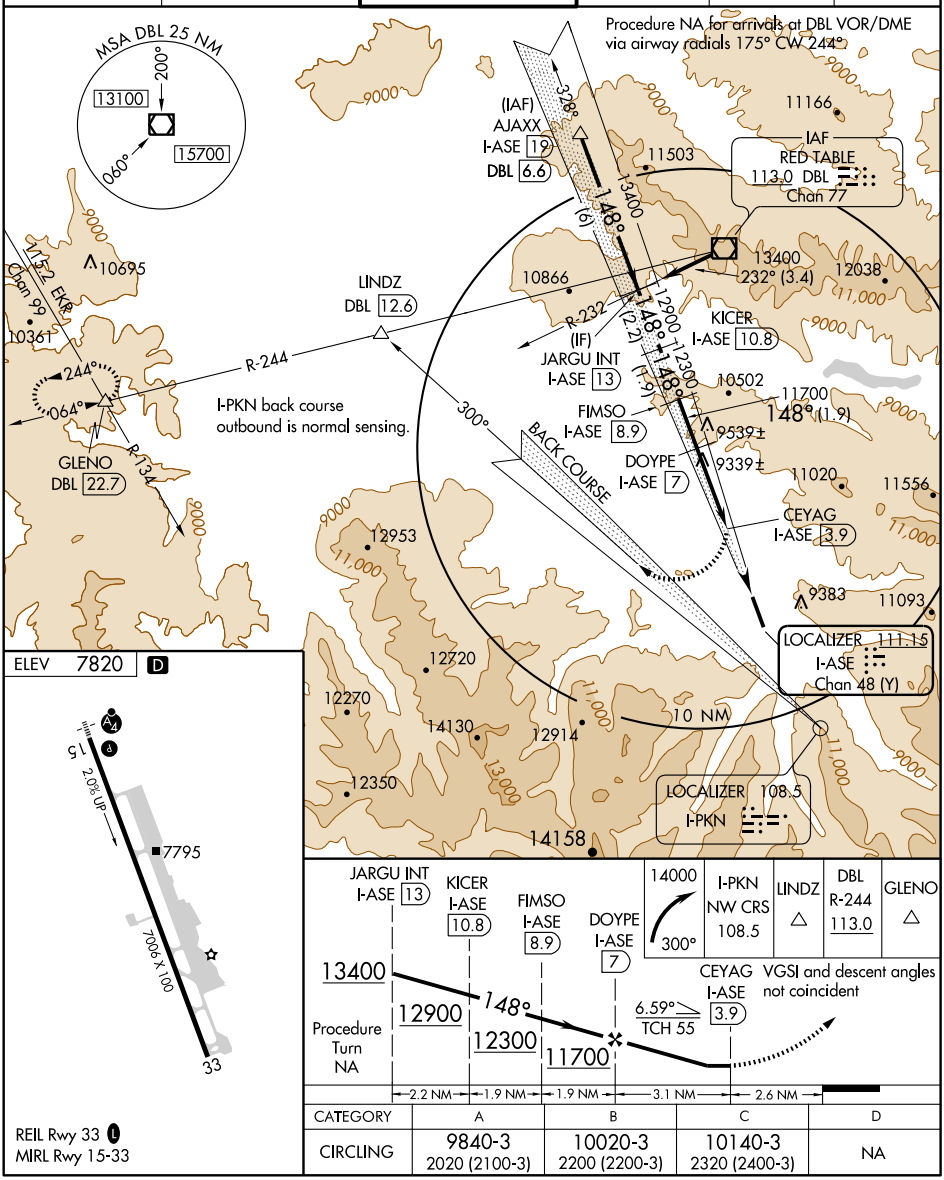
LOC/DME-E

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

T
A NA — Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 14000 via heading 300° and I-PKN northwest course (300°) to LINDZ INT/DBL 12.6 DME and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

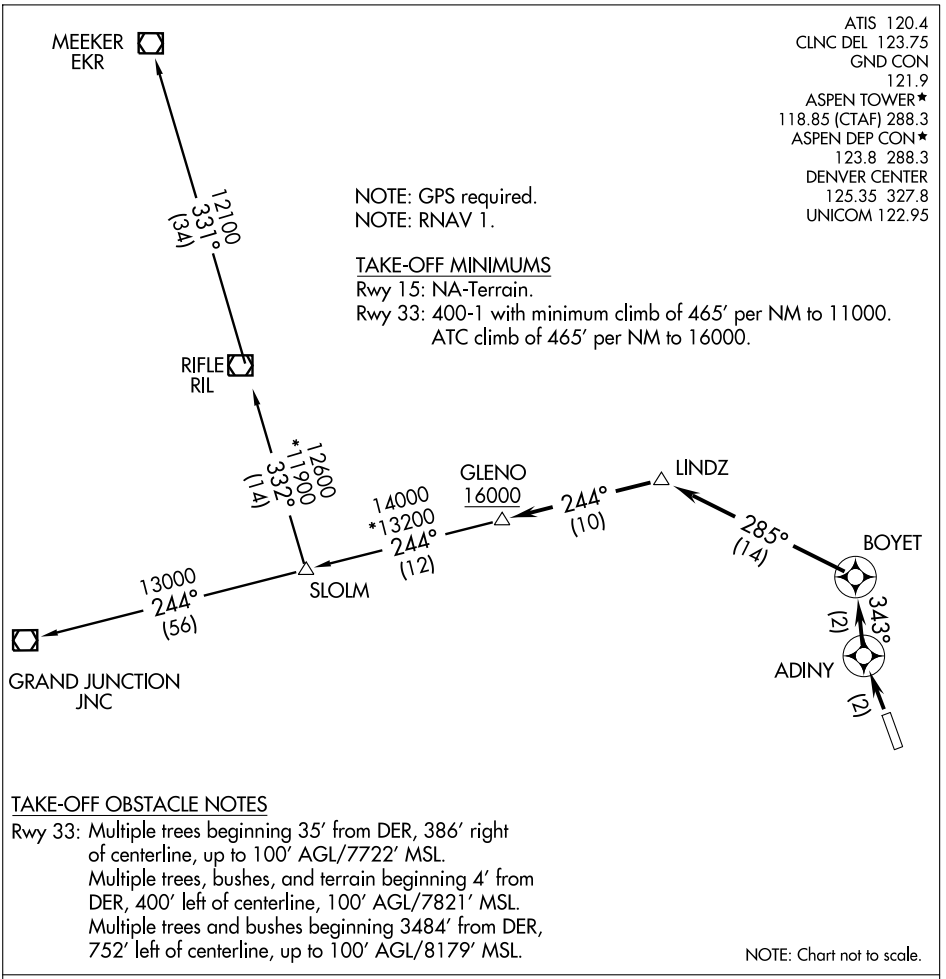
ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95



CATEGORY	A	B	C	D
CIRCLING	9840-3 2020 (2100-3)	10020-3 2200 (2200-3)	10140-3 2320 (2400-3)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

PITKN ONE DEPARTURE (RNAV)



TAKE-OFF OBSTACLE NOTES

Rwy 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.
Multiple trees, bushes, and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.
Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb to 16000 direct ADINY, and via 343° track to BOYET, and via 285° track to LINDZ, and via 244° track to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

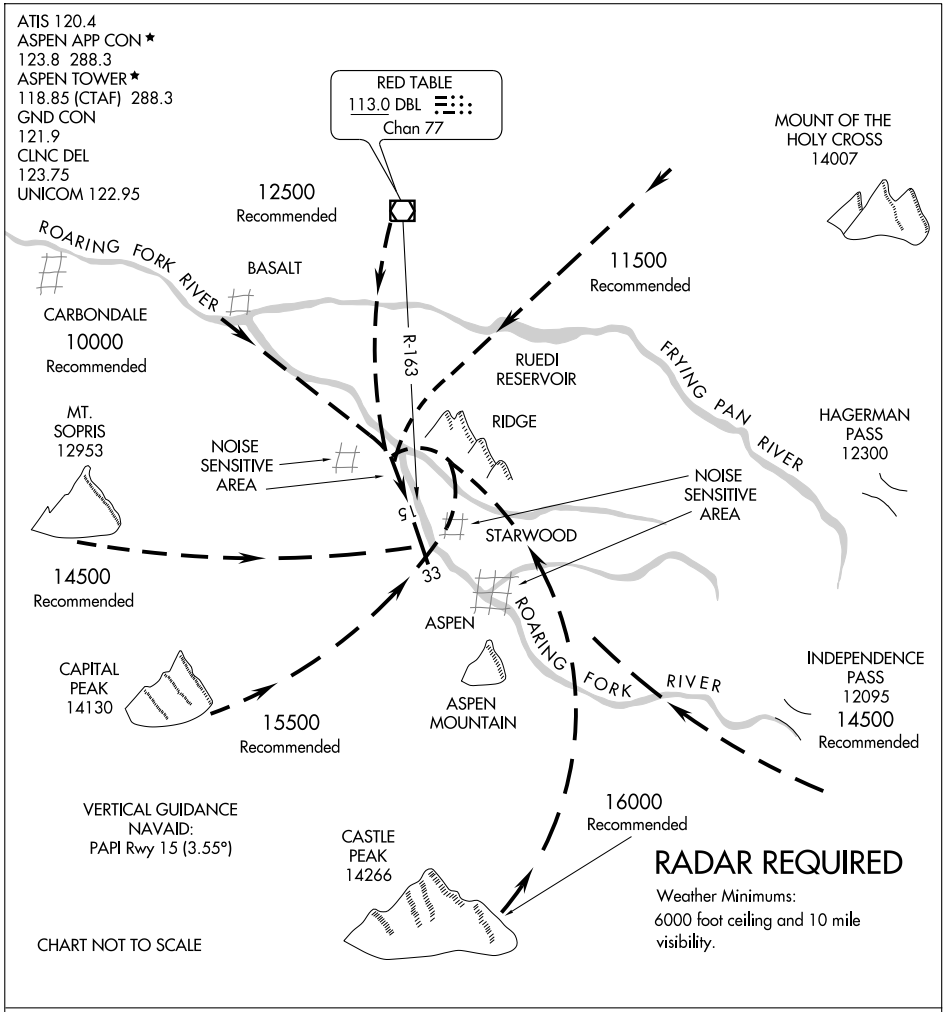
GRAND JUNCTION TRANSITION (PITKN1.JNC)

MEEKER TRANSITION (PITKN1.EKR)

RIFLE TRANSITION (PITKN1.RIL)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROARING FORK VISUAL RWY 15

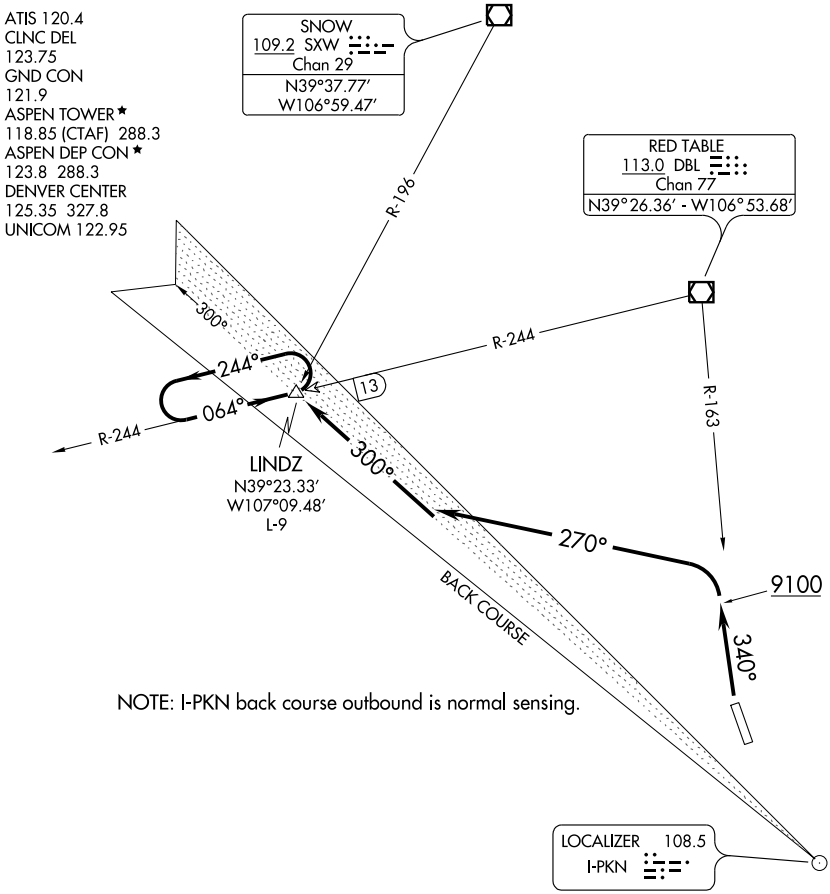


ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

SARDD ONE DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460′ per NM to 14000 or 4300-3 for climb in visual conditions.
RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270°, to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding enroute, or for climb in visual conditions: cross Aspen Airport northbound at or above 11900 then via DBL R-163 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DBL	APP CRS	Rwy Idg	N/A
113.0	164°	TDZE	N/A
Chan 77		Apt Elev	7820

VOR/DME or GPS-C

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

TAKEOFF MINIMUMS: NA — Obtain local altimeter setting on CTAF. When not received, procedure not authorized. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO Int/DBL 22.7 DME and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95

MSA DBL 25 NM
200°
13100
15700
090°

NoPT for arrivals on DBL VOR/DME airway radials 297 clockwise 046.

109.2 SXW Chan 29

R-196

R-344

IAF
RED TABLE
113.0 DBL
Chan 77

164°
1 min
344°

11166
11503
12038
13100
(13)

LINDZ
DBL 12.6

R-244
10866

(CFEJP)
DBL 3

11552 EKR
Chan 99
10695
10361

244°
064°
R-24

GLENO
DBL 22.7

R-205
10502

ALLIX
DBL 6

CROWS INT
300°

9819±
11020
11556
10366±

DBL 9.5

BACK COURSE

(MAFMU)

12953
11093
9383

10 NM

12720
14130
12270
12914
12350

LOCALIZER 108.5
I-PKN

DUAL VHF NAVIGATION RECEIVERS REQUIRED

ELEV 7820 D

7795
7008 X 100
2.0% UP
15
33

REIL Rwy 33 L
MIRL Rwy 15-33

14000	I-PKN	DBL	GLENO
300°	NW CRS 108.5	R-244 113.0	△

One Minute Holding Pattern

VOR/DME

(CFEJP) DBL 3

ALLIX DBL 6

DBL 9.5

(MAFMU) DBL 11

14000 ← 344° / 164° → 164°

13100

12200

10800

9.67° TCH 55

VGSI and descent angles not coincident.

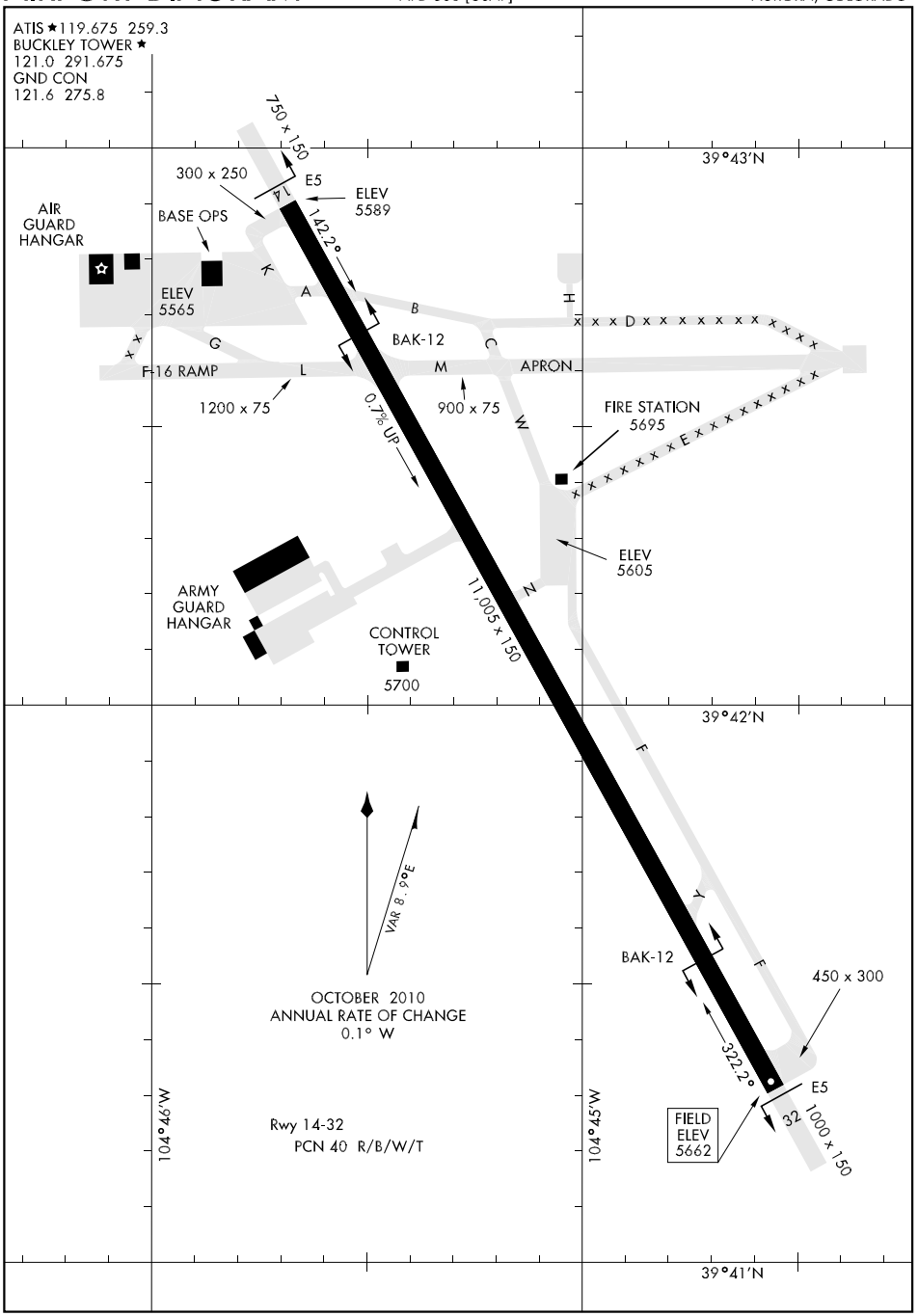
3 NM — 3 NM — 3.5 NM — 1.5 — 1.4

CATEGORY	A	B	C	D
CIRCLING	10200-2 2380 (2400-2)		10200-3 2380 (2400-3)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD 538 [USAF]

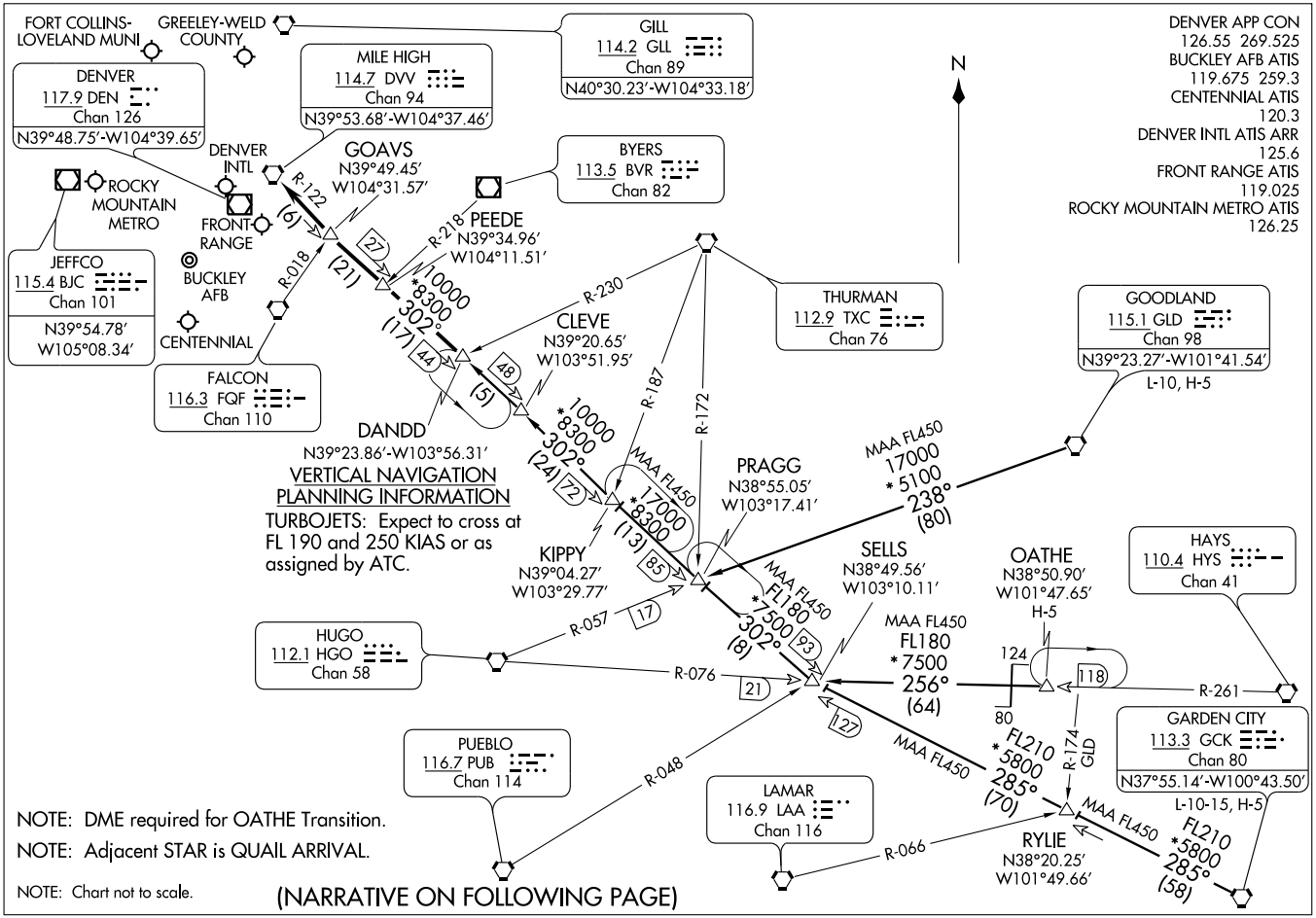


SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
AURORA, COLORADO
BUCKLEY AFB (KBKF)

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

DENVER FIVE DEPARTURE

AURORA, COLORADO
AURORA/ BUCKLEY AFB (BKF)

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075

TAKE-OFF MINIMUMS:
Rwy 14, 32: See appropriate military directive.

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

(Continued on next page)

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 32

LOC I-BKF	APCH CRS	Rwy ldg 11,005 THRE 5662 Arpt Elev 5662
109.7	320°	

JAL-538 [USAF]

BUCKLEY AFB (KBKF)

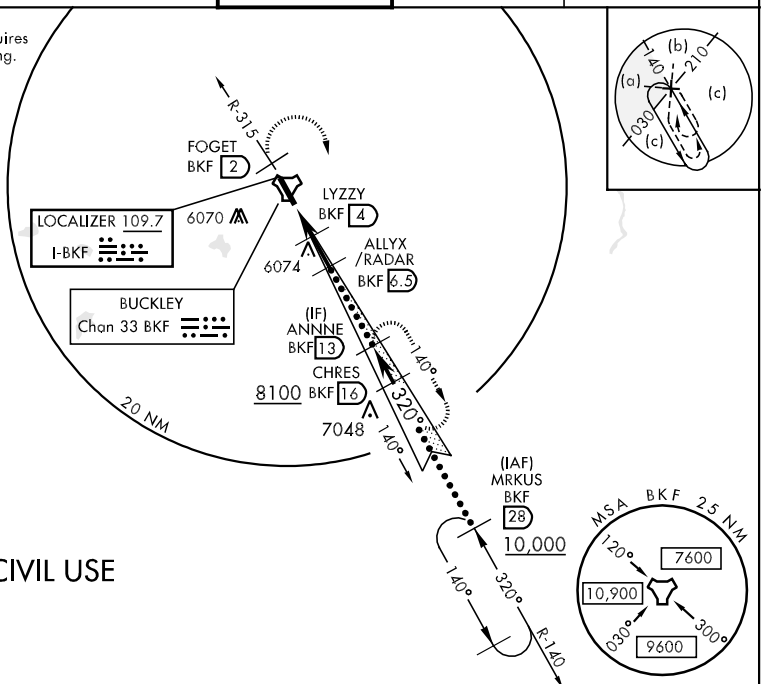
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME),then climbing right turn to ANNNE (BKF R-140/14 DME) and hold or as directed by ATC.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

Missed Approach Requires ATC Radar Monitoring.

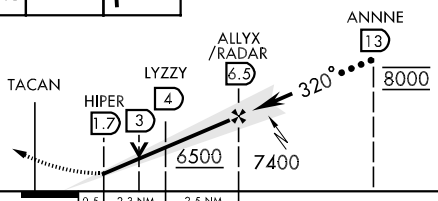


NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,500

8200 BKF R-315 FOGET

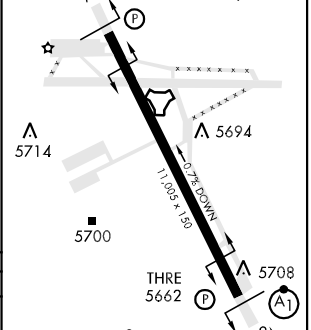
VGSI and descent angles not coincident.



GS 2.95°
TCH 45

ELEV 5662

REIL Rwy 14
HIRL Rwy 14-32



CATEGORY	C	D	E
S-ILS 32 *	5862/24	200	(200-½)
S-LOC 32 **	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1 ¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)

LOC FAF to MAP 4.8 NM

Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 14

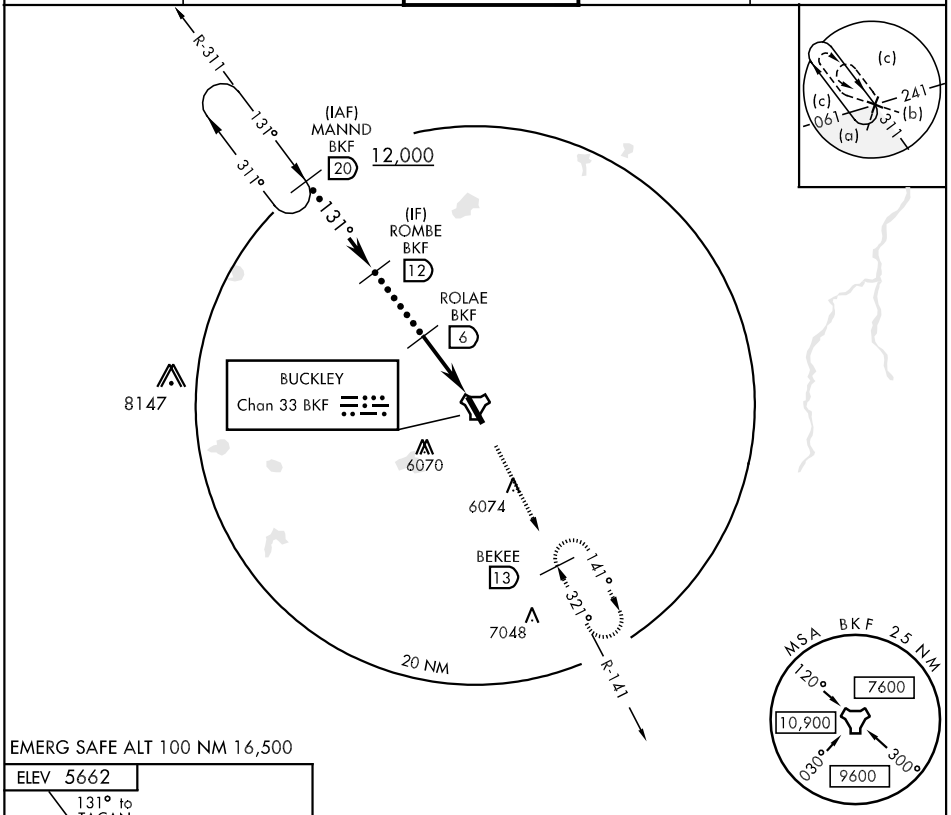
TACAN	APCH CRS	Rwy Idg	THRE	Arpt Elev
BKF Chan 33	131°	11,005	5588	5662

JAL-538 [USAF]

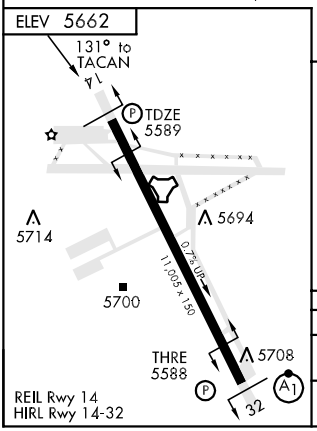
BUCKLEY AFB (KBKF)

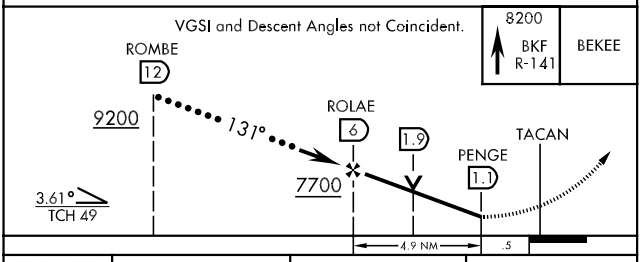
MISSED APPROACH: Climbing to 8200 direct BEKEE (BKF TACAN R-141/13 DME) and hold or as directed by ATC.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-14	5980-1 392 (400-1)	5980-1¼ 392 (400-1¼)	5980-1½ 392 (400-1½)
CIRCLING	6220-1½ 558 (600-1½)	6300-2 638 (700-2)	6500-3 838 (900-3)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN BKF Chan 33	APCH CRS 321°	Rwy ldg 11,005 THRE 5662 Arpt Elev 5662

JAL-538 [USAF]

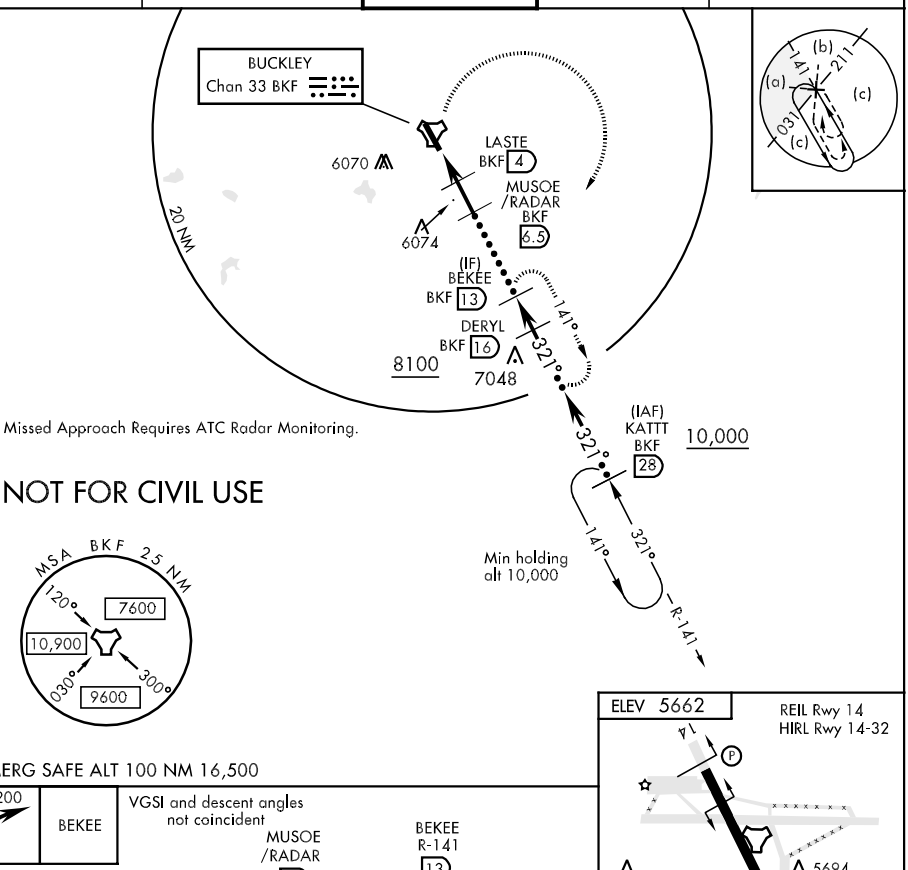
BUCKLEY AFB (KBKF)

* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

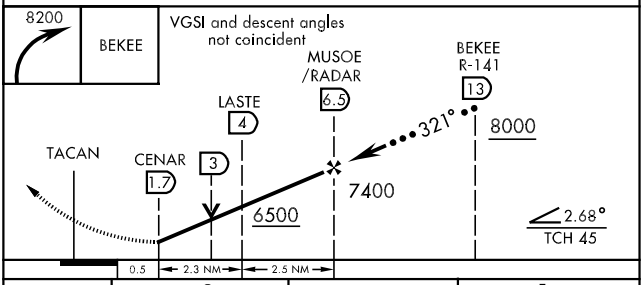
ALSF-1

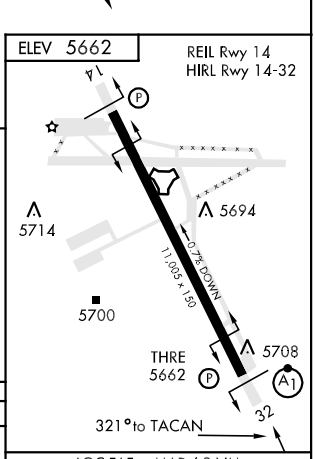
MISSED APPROACH: Climbing right turn to 8200 to BEKEE (BKF TACAN R-141/13 DME) and hold or as directed by ATC.

ATIS *	DENVER APP CON	BUCKLEY TOWER *	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-32 *	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1 ¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)

LOC FAF to MAP 4.8 NM

Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

SW-1, 21 OCT 2010 to 18 NOV 2010

AURORA, COLORADO

ILS or LOC/DME RWY 32

LOC I-BKF	APCH CRS	Rwy ldg 11,005
109.7	320°	THRE 5662
		Arpt Elev 5662

AL-538 [USAF]

BUCKLEY AFB (KBKF)

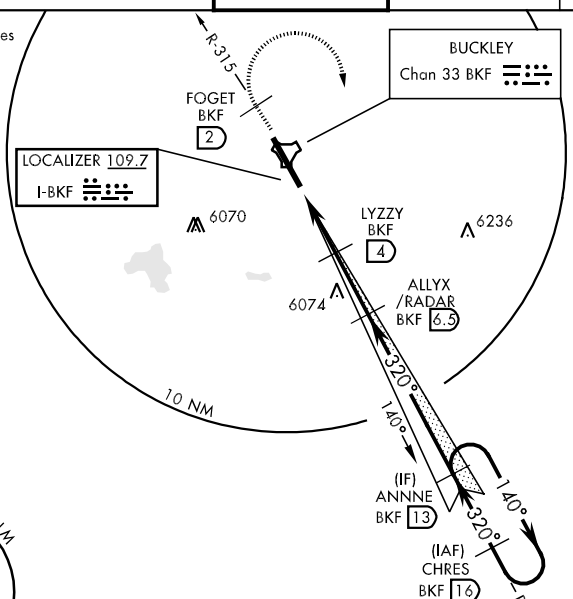
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, and CAT E vis to 2¼ miles.

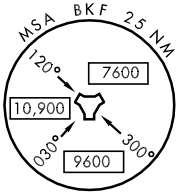
ALSF-1 (A1)

MISSED APPROACH: Climb via BKF TACAN R-315 to FOGET (2 DME) then climbing right turn to 8200 BKF R-140/14 DME (ANNNE) and hold or as directed by ATC.

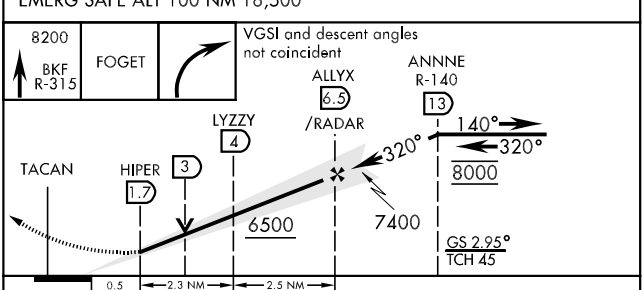
ATIS *	DENVER APP CON	BUCKLEY TOWER *	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

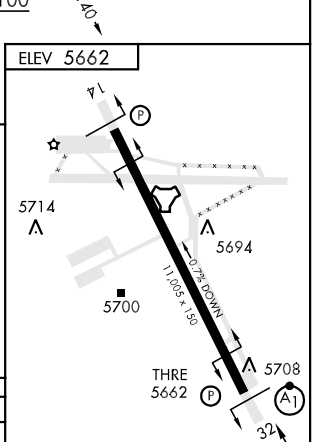
Missed Approach requires ATC RADAR monitoring





EMERG SAFE ALT 100 NM 16,500





HIRL Rwy 14-32
REIL Rwy 14

320° 5.3 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 32 *	5862/24 200 (200-½)				
S-LOC 32 **	6280/24 618 (700-½)		6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)		6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)

FAF to MAP 4.8 NM

Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

AURORA, COLORADO
Amdt 1 10294

39° 42'N-104° 45'W

BUCKLEY AFB (KBKF)

ILS or LOC/DME RWY 32

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

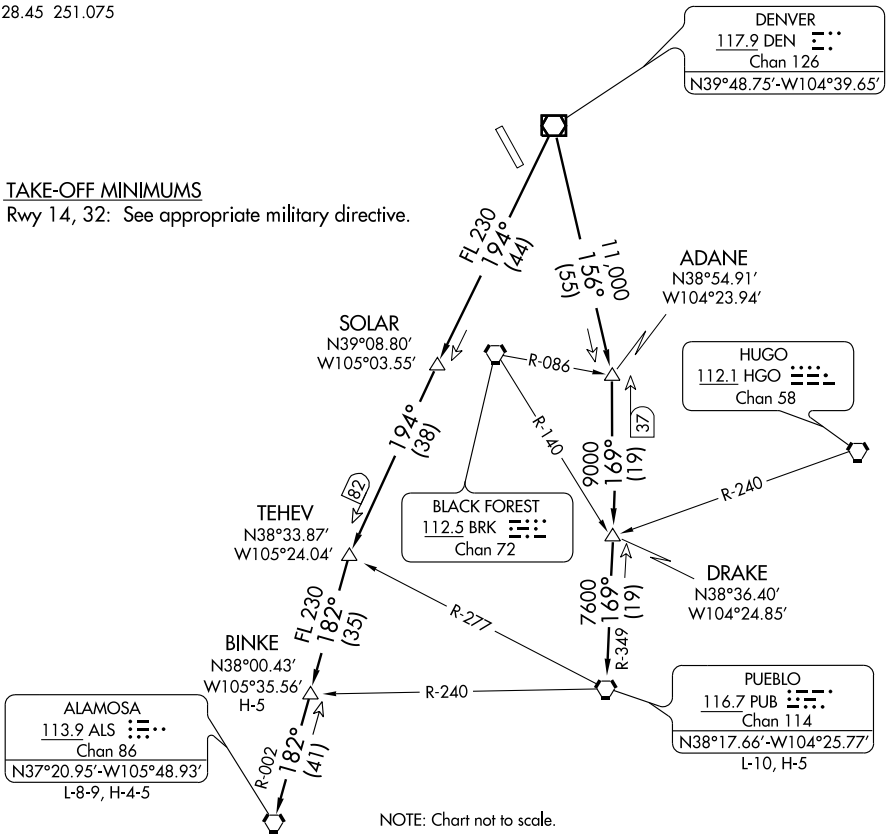
SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

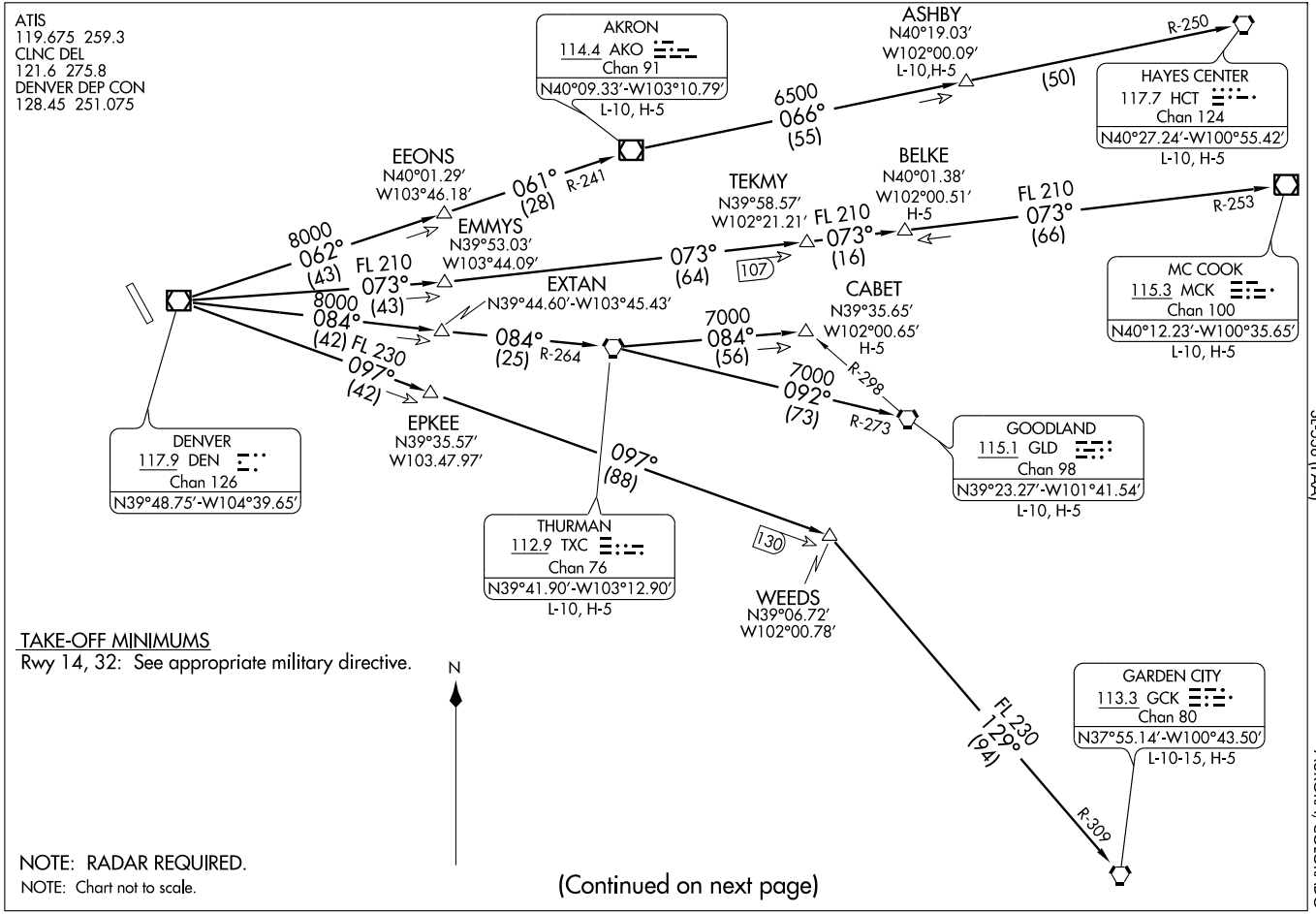
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

AURORA, COLORADO
AURORA/BUCKLEY AFB (BKF)



SL-538 (FAA)

PLAINS FOUR DEPARTURE
(PLAIN4.DEN) 07298
AURORA/BUCKLEY AFB (BKF)
AURORA, COLORADO

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

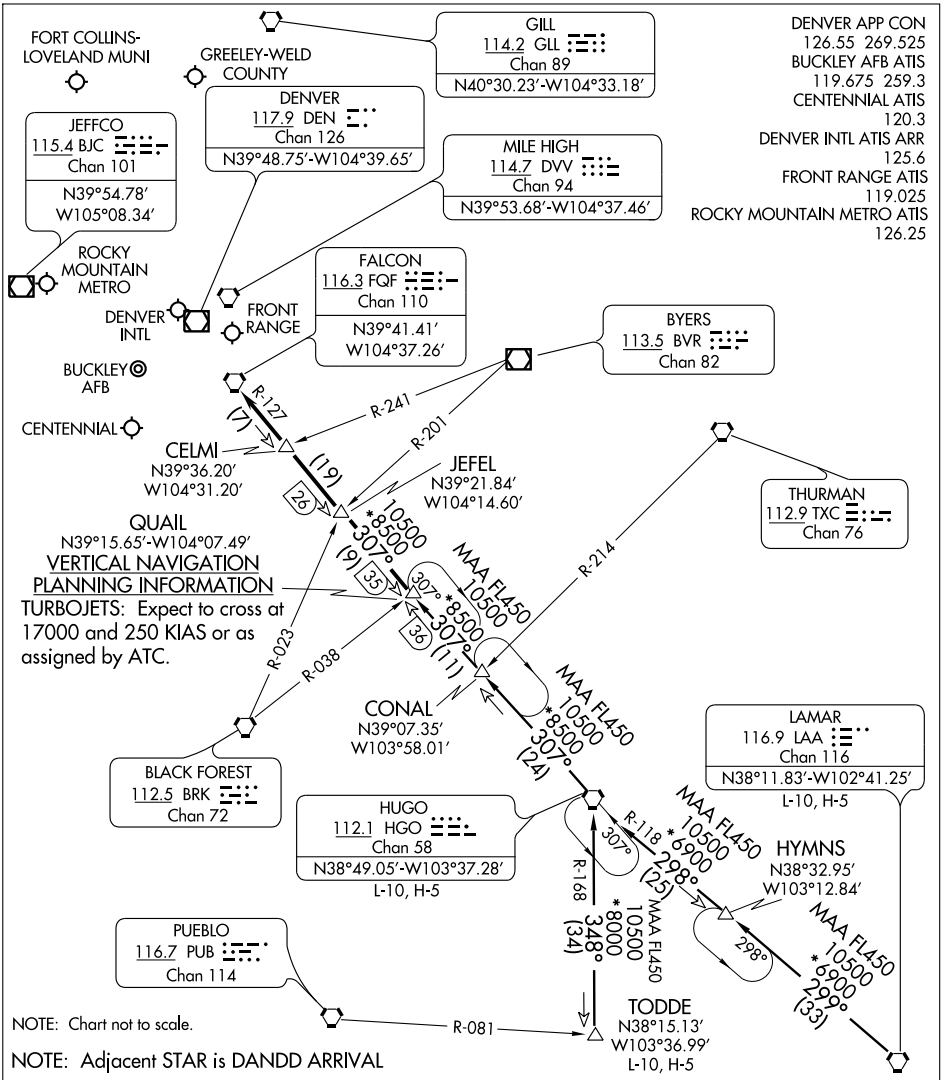
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

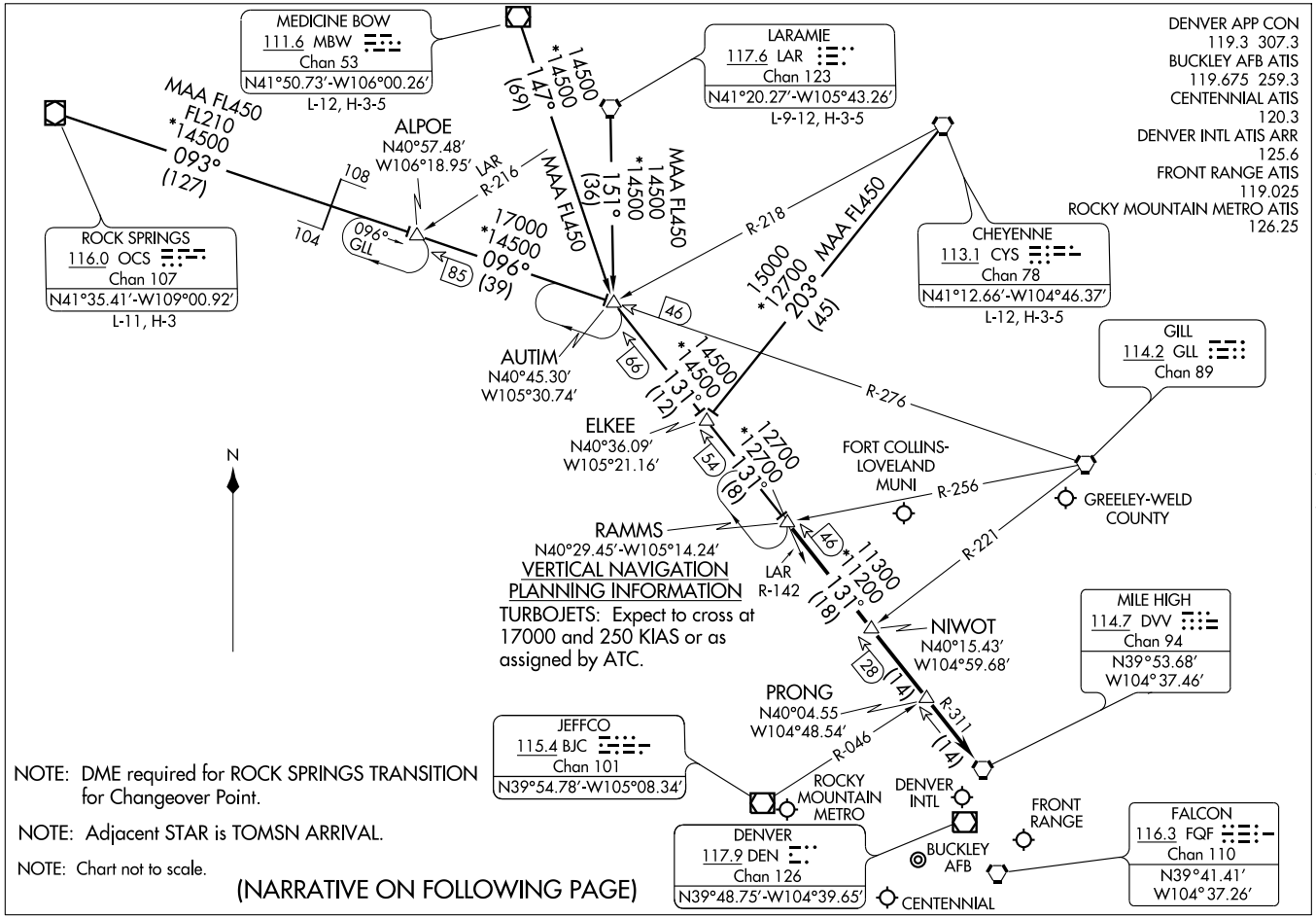
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

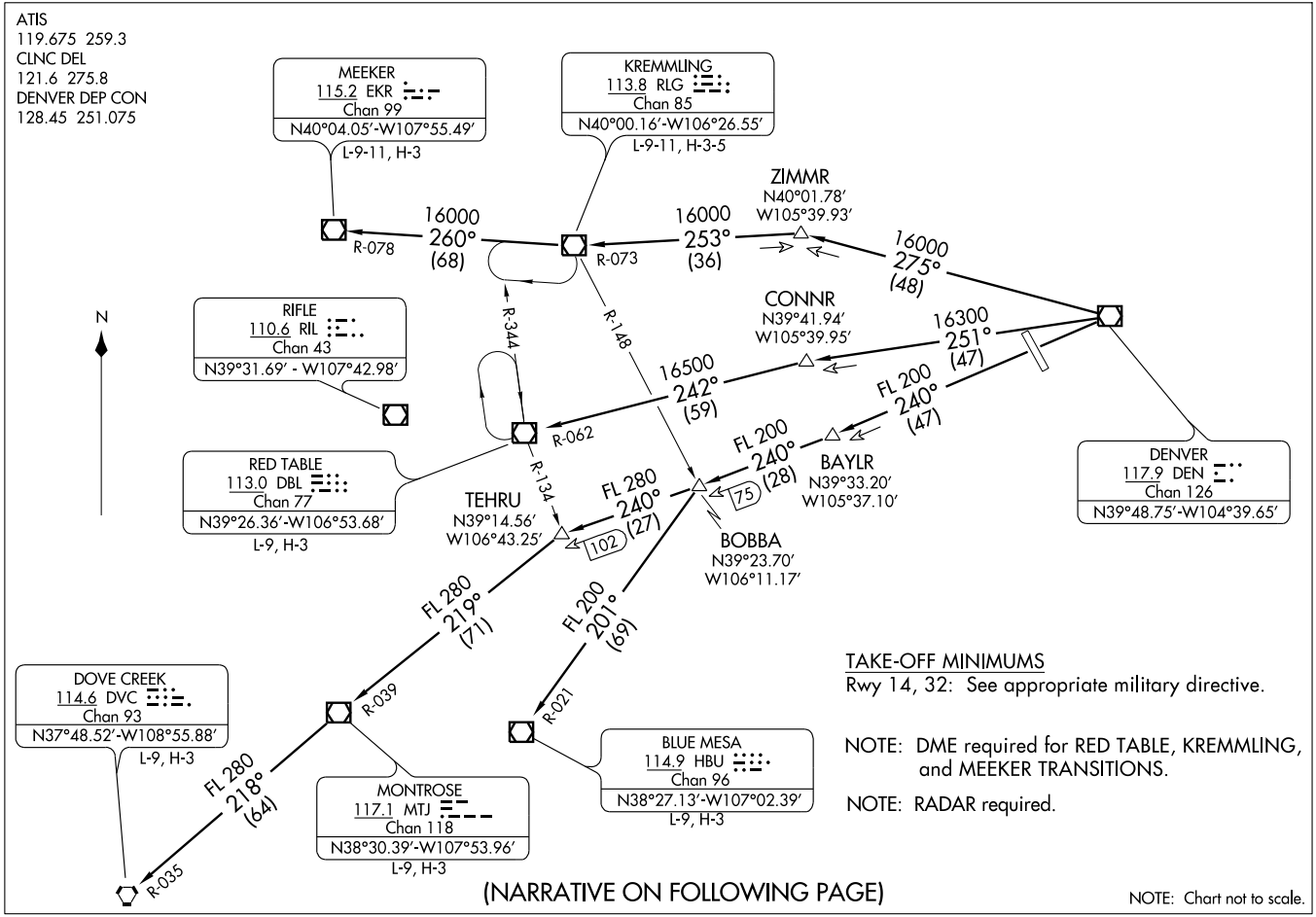
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

AURORA, COLORADO

AURORA/ BUCKLEY AFB (BKF)



ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

AURORA, COLORADO

AURORA/ BUCKLEY AFB (BKF)

SL-538 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

TACAN BKF Chan 33	APCH CRS 321°	Rwy ldg 11,005 THRE 5662 Arpt Elev 5662	AL-538 [USAF]	BUCKLEY AFB (KBKF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

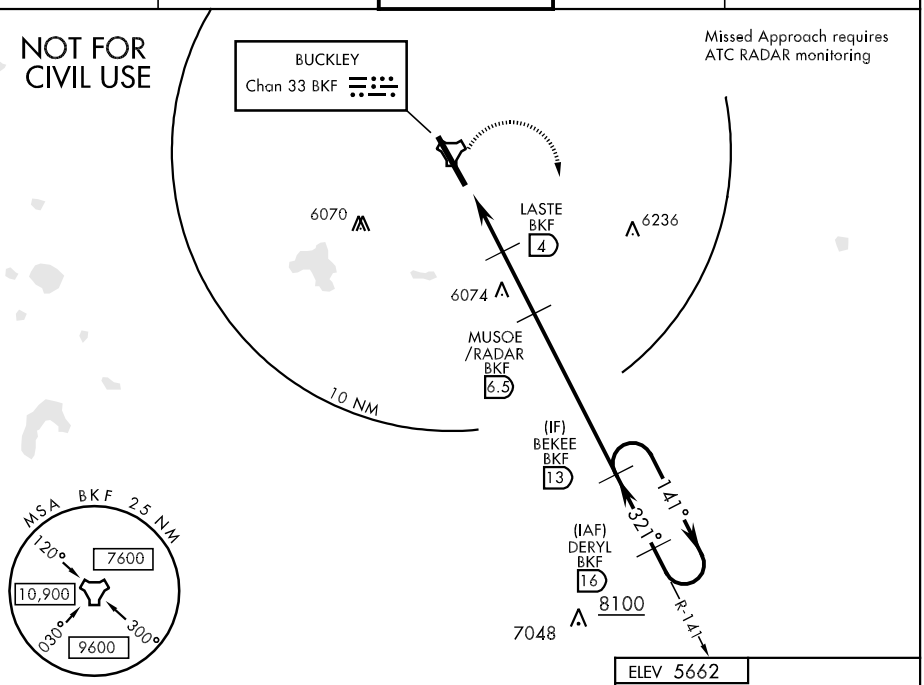
ALSF-1 (A1)

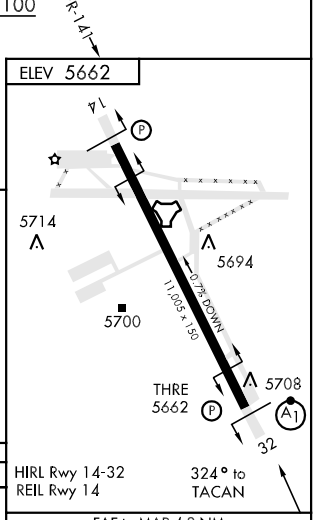
MISSED APPROACH: Climbing right turn to 8200 to intercept BKF TACAN R-141 direct to BEKEE (13 DME) and hold or as directed by ATC.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

NOT FOR CIVIL USE

Missed Approach requires ATC RADAR monitoring

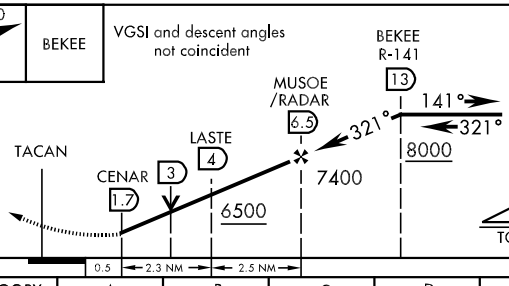




EMERG SAFE ALT 100 NM 16,500

8200 BEKEE

VGSI and descent angles not coincident



HIRL Rwy 14-32
REIL Rwy 14

324° to TACAN

CATEGORY	A	B	C	D	E
S-32 *	6280/24 618 (700-½)		6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)		6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)

FAF to MAP 4.8 NM

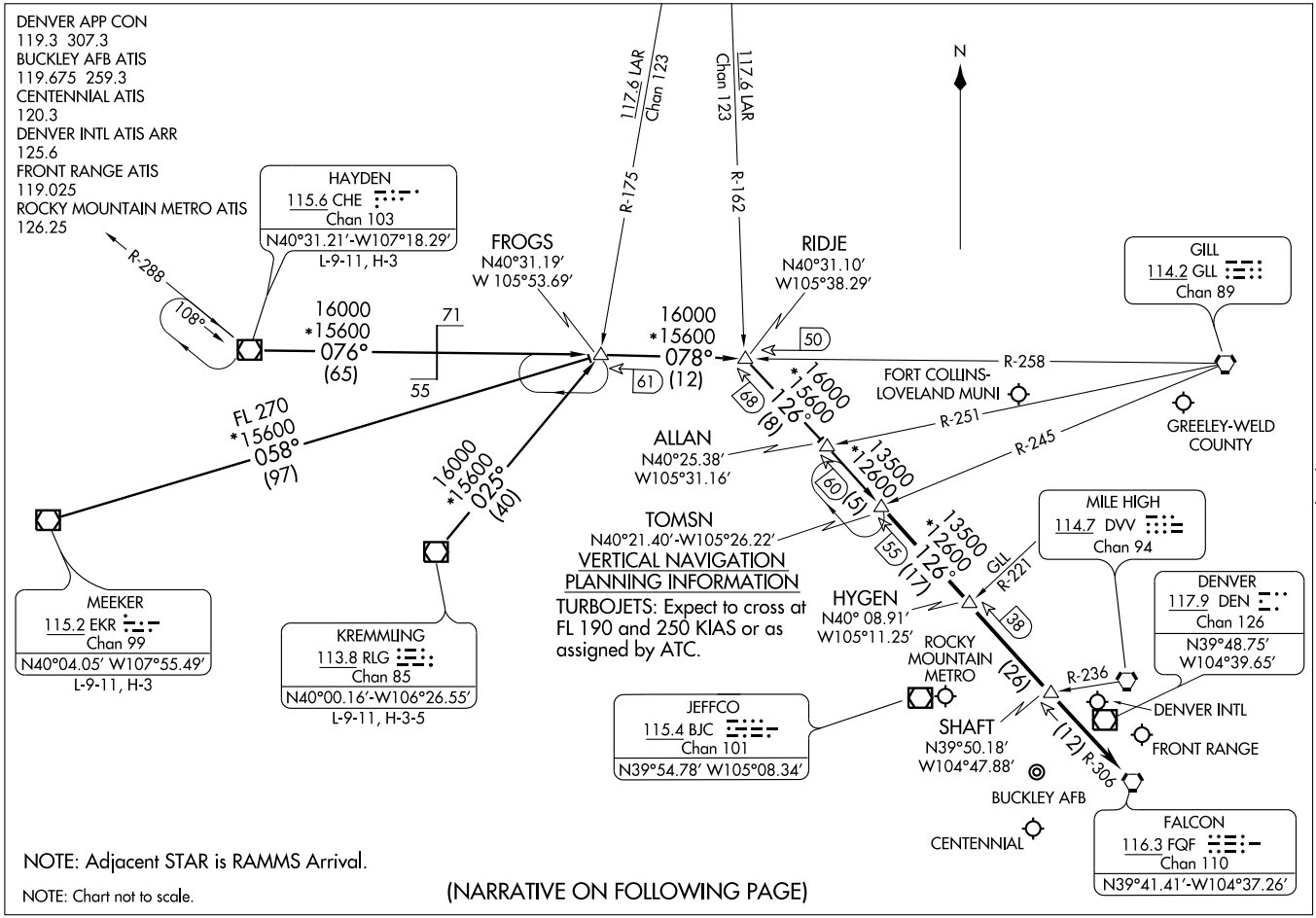
Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

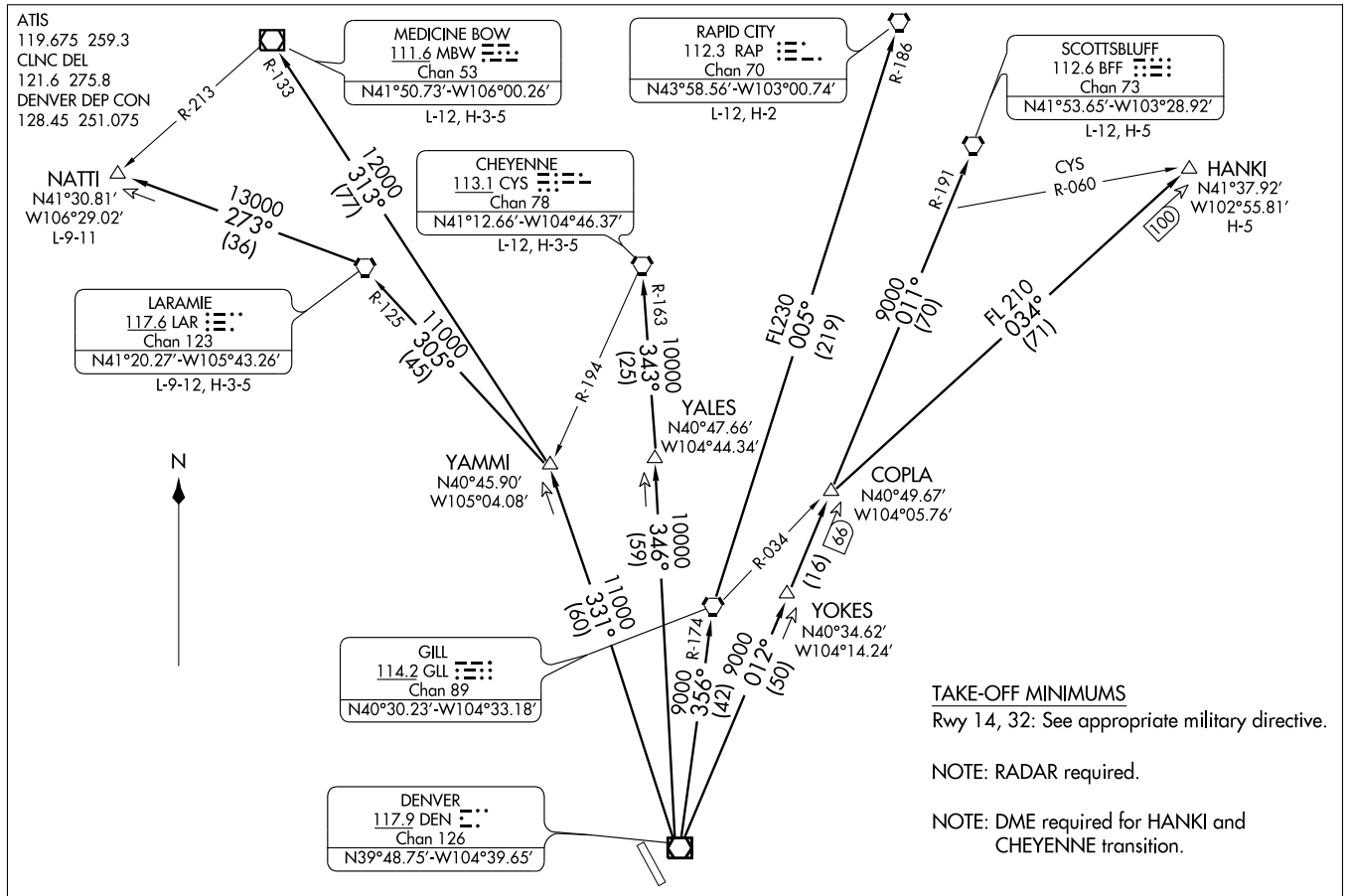
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

AURORA, COLORADO

AURORA/BUCKLEY AFB (BKF)



TAKE-OFF MINIMUMS

Rwy 14, 32: See appropriate military directive.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

AURORA, COLORADO

AURORA/BUCKLEY AFB (BKF)

SI-538 (FAA)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8300
331°	TDZE	7921
	Apt Elev	7946

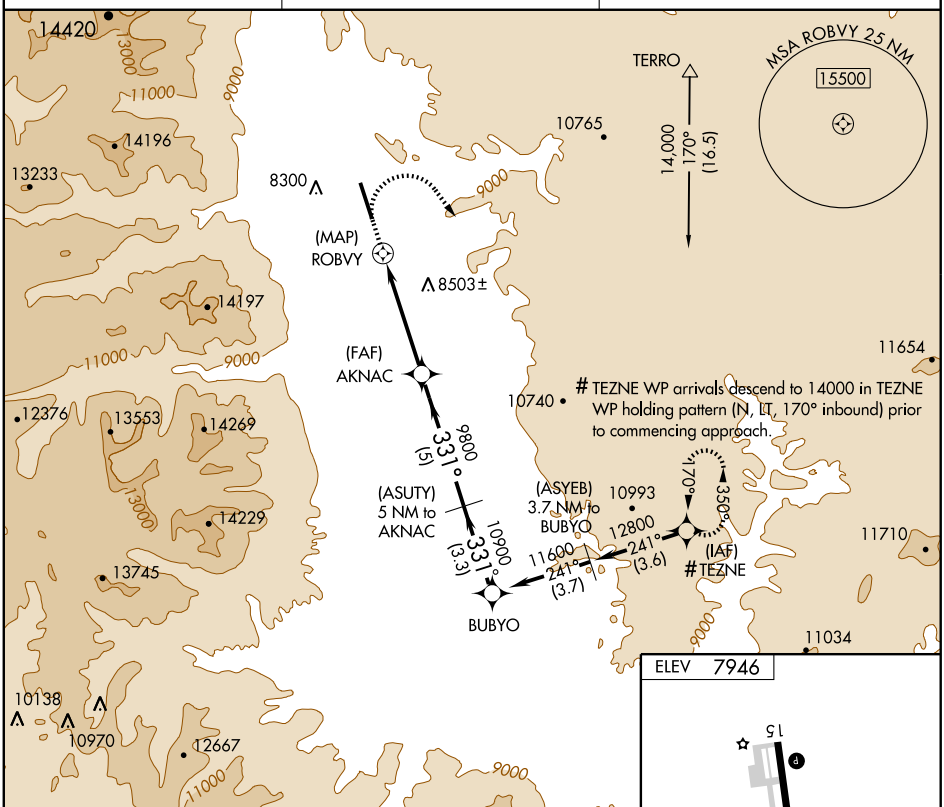
GPS RWY 33

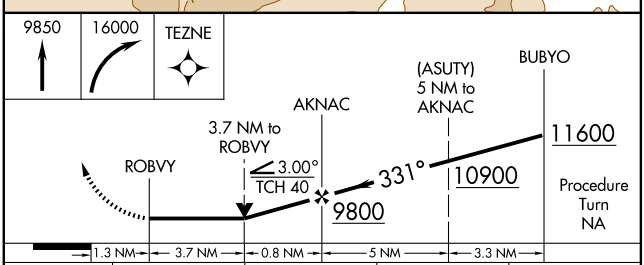
BUENA VISTA/CENTRAL COLORADO RGNL (AEJ)

Obtain local altimeter setting on CTAF, when not received, procedure not authorized.
Circling not authorized northeast of Rwy 15-33.

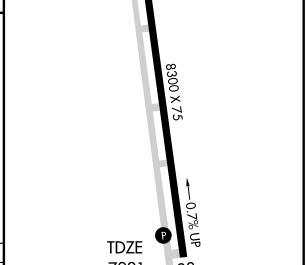
MISSED APPROACH: Climb to 9850, then climbing right turn to 16000 direct TEZNE WP and hold.

AWOS-3	DENVER CENTER	UNICOM
132.925	119.85 363.15	122.8 (CTAF) L



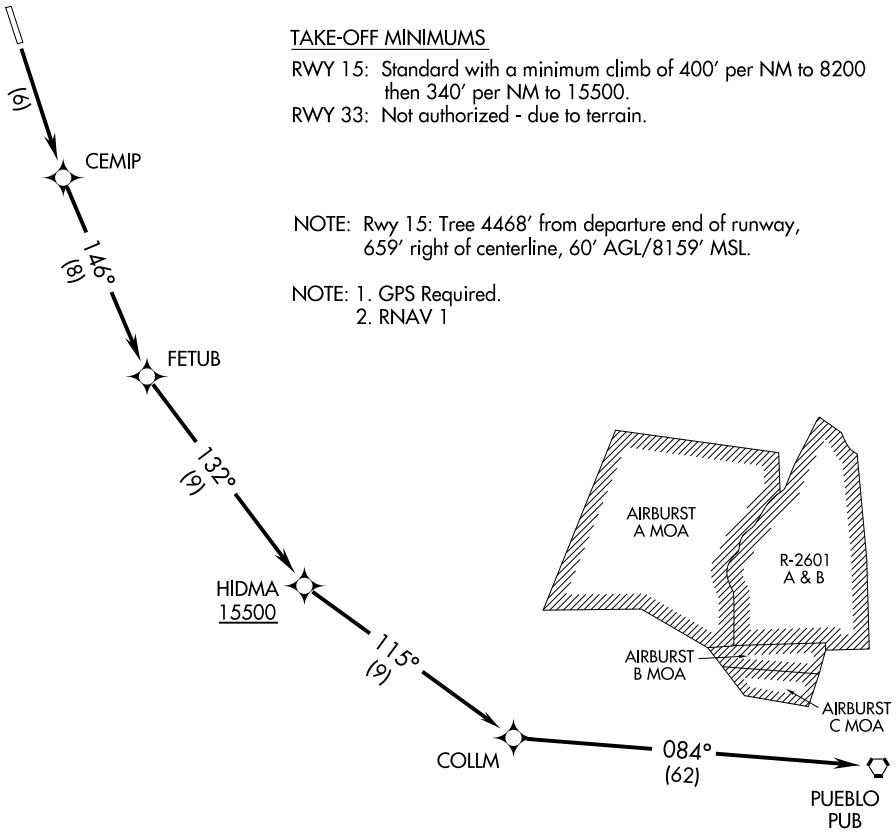


CATEGORY	A	B	C	D
S-33	9540-1½	1619 (1600-1½)	9540-3 1619 (1600-3)	NA
CIRCLING	9540-1½	1594 (1600-1½)	9540-3 1594 (1600-3)	NA



PUEBLO ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15
UNICOM 122.8 (CTAF)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500', then via depicted route to PUB VORTAC.

TAKE-OFF RUNWAY 33: Not authorized.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OBG	APP CRS	Rwy Idg	5201
111.9	330°	TDZE	4203
Chan 56		Apt Elev	4217

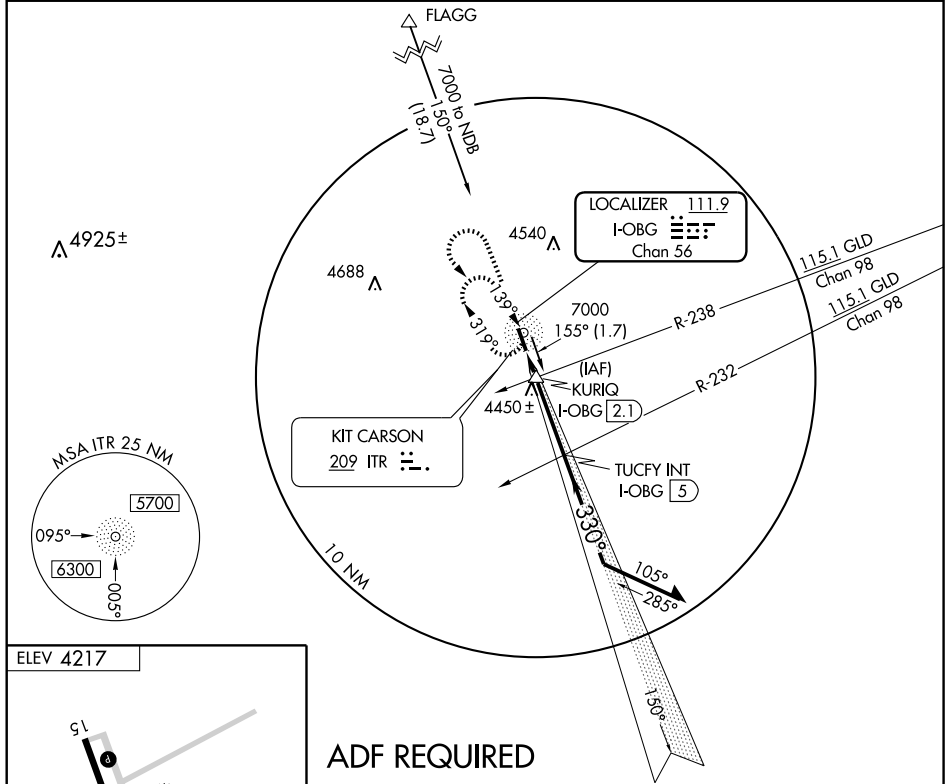
LOC RWY 33

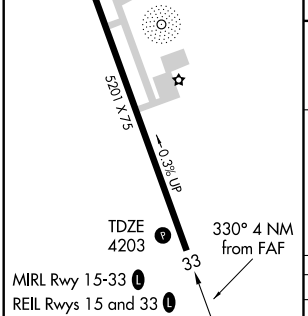
BURLINGTON/ KIT CARSON COUNTY (ITR)

NA Use of I-OBG DME required for procedure entry from ITR NDB.

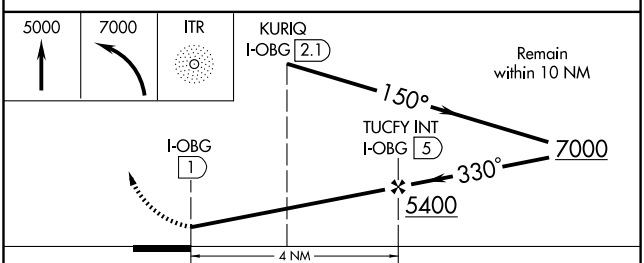
MISSED APPROACH: Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L





ADF REQUIRED



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-33	4640-1 437 (500-1)		4640-1¼ 437 (500-1¼)	4640-1½ 437 (500-1½)
CIRCLING	4640-1 423 (500-1)	4680-1 463 (500-1)	4680-1½ 463 (500-1½)	4800-2 583 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

NDB ITR	APP CRS	Rwy Idg	5201
209	139°	TDZE	4219
		Apt Elev	4219

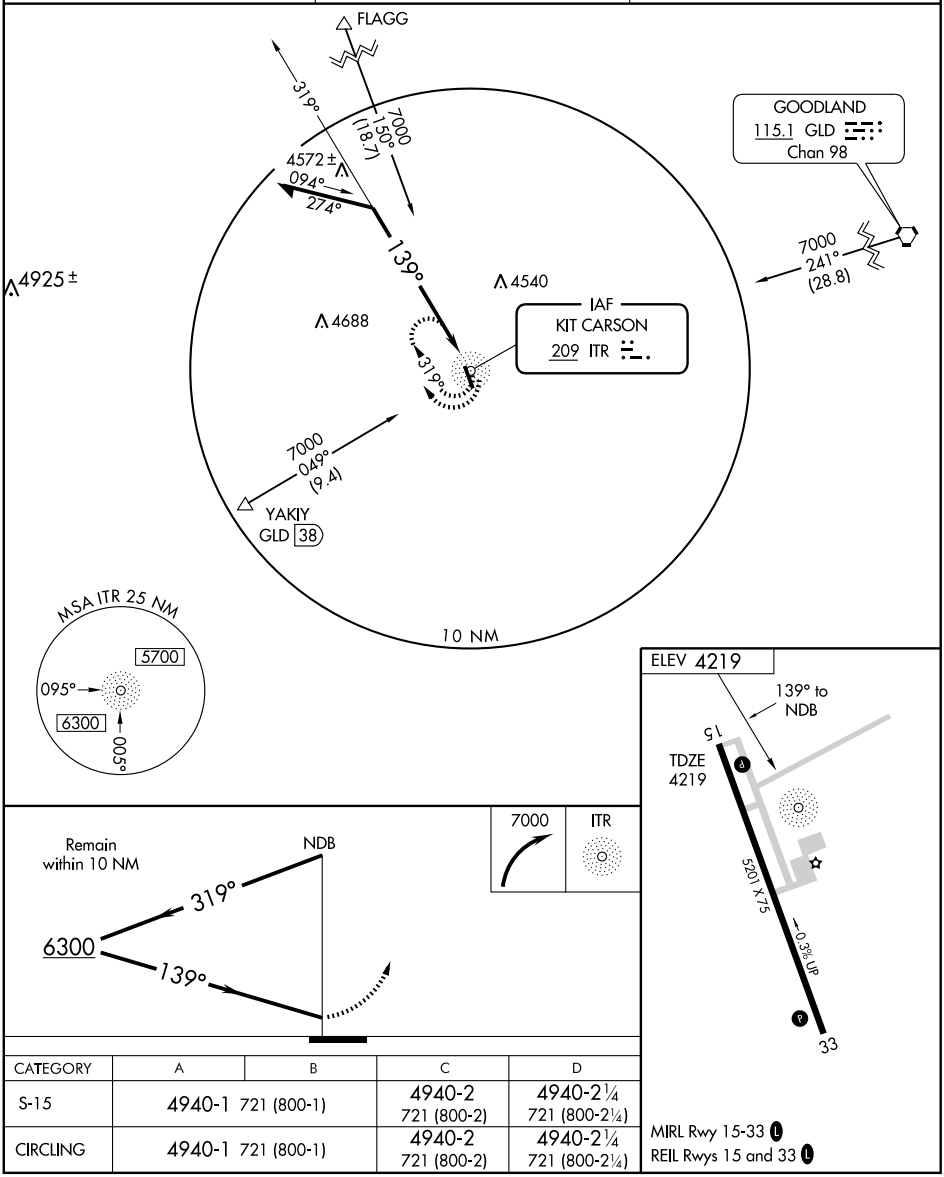
NDB RWY 15

BURLINGTON/ KIT CARSON COUNTY (ITR)

NA

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2¼ 721 (800-2¼)
CIRCLING	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2¼ 721 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72999 W15A	APP CRS 150°	Rwy Idg 5201 TDZE 4219 Apt Elev 4219

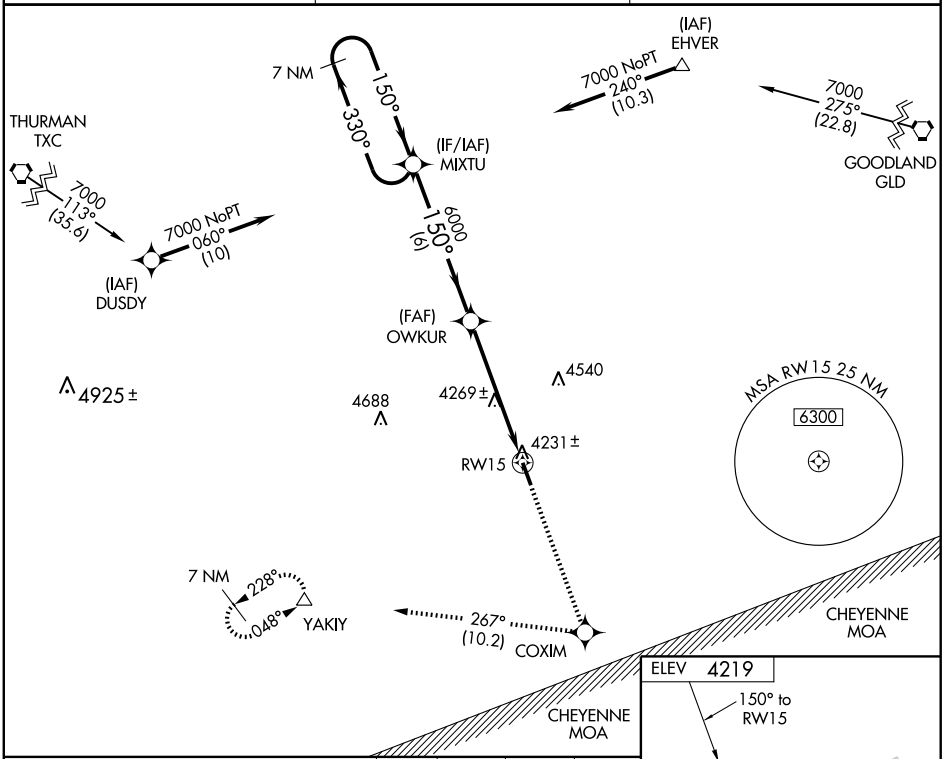
RNAV (GPS) RWY 15

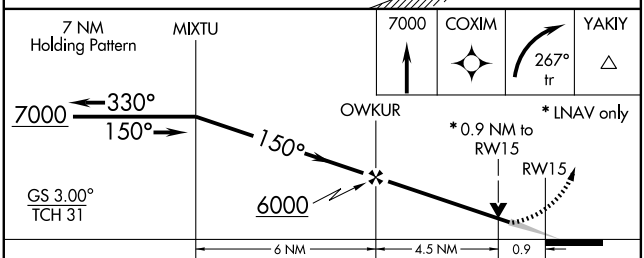
BURLINGTON/ KIT CARSON COUNTY (ITR)

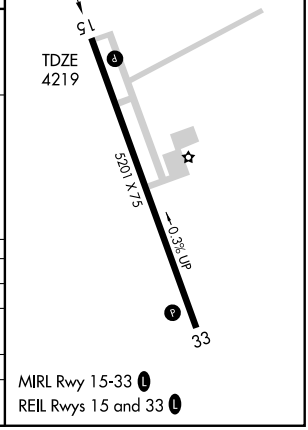
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -23°C (-9°F)

MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4469-1	250 (300-1)		
LNAV/ VNAV DA	4481-1	262 (300-1)		
LNAV MDA	4520-1	301 (400-1)		
CIRCLING	4580-1 361 (400-1)	4680-1 461 (500-1)	4680-1½ 461 (500-1½)	4780-2 561 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5399
290°	TDZE	5404
	Apt Elev	5439

GPS RWY 29

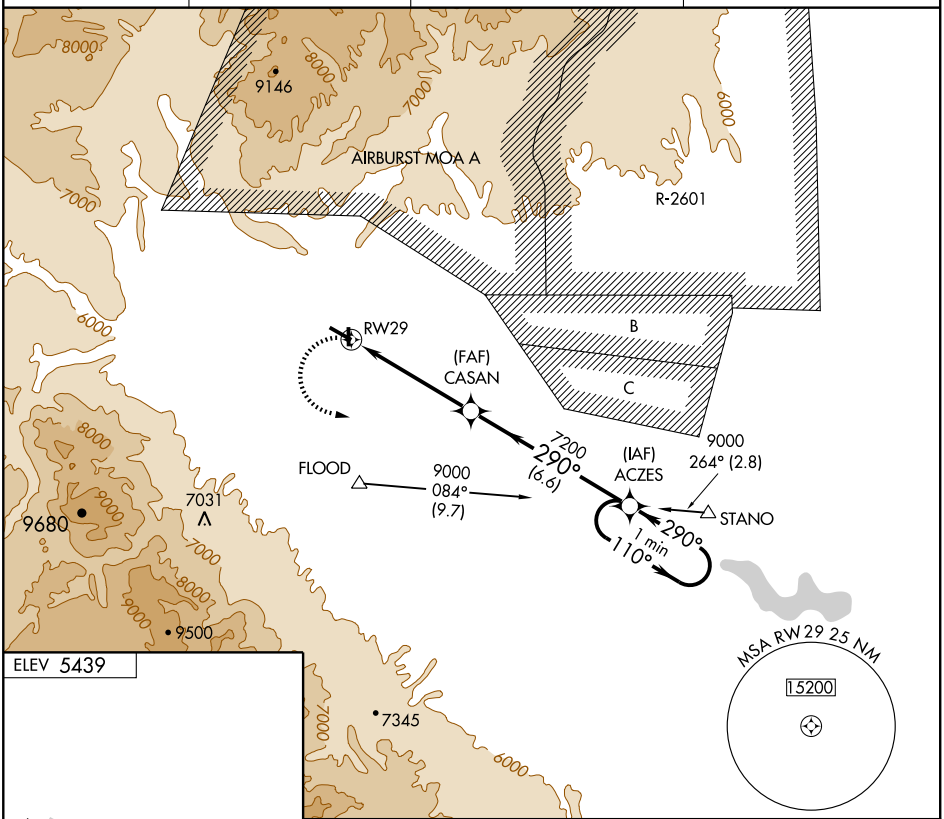
CANON CITY/ FREMONT COUNTY (1V6)

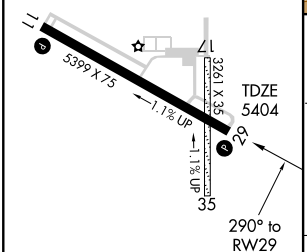
NA

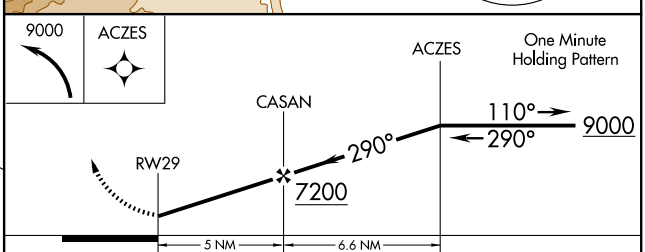
Use Pueblo Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 9000 direct ACZES WP and hold.

AWOS-3	DENVER APP CON	DENVER CENTER	UNICOM
120.025	120.1 290.5	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	6140-1 736 (800-1)		6140-2 736 (800-2)	6140-2¼ 736 (800-2¼)
CIRCLING	6200-1 761 (800-1)	6200-1¼ 761 (800-1¼)	6200-2¼ 761 (800-2¼)	6320-3 881 (900-3)

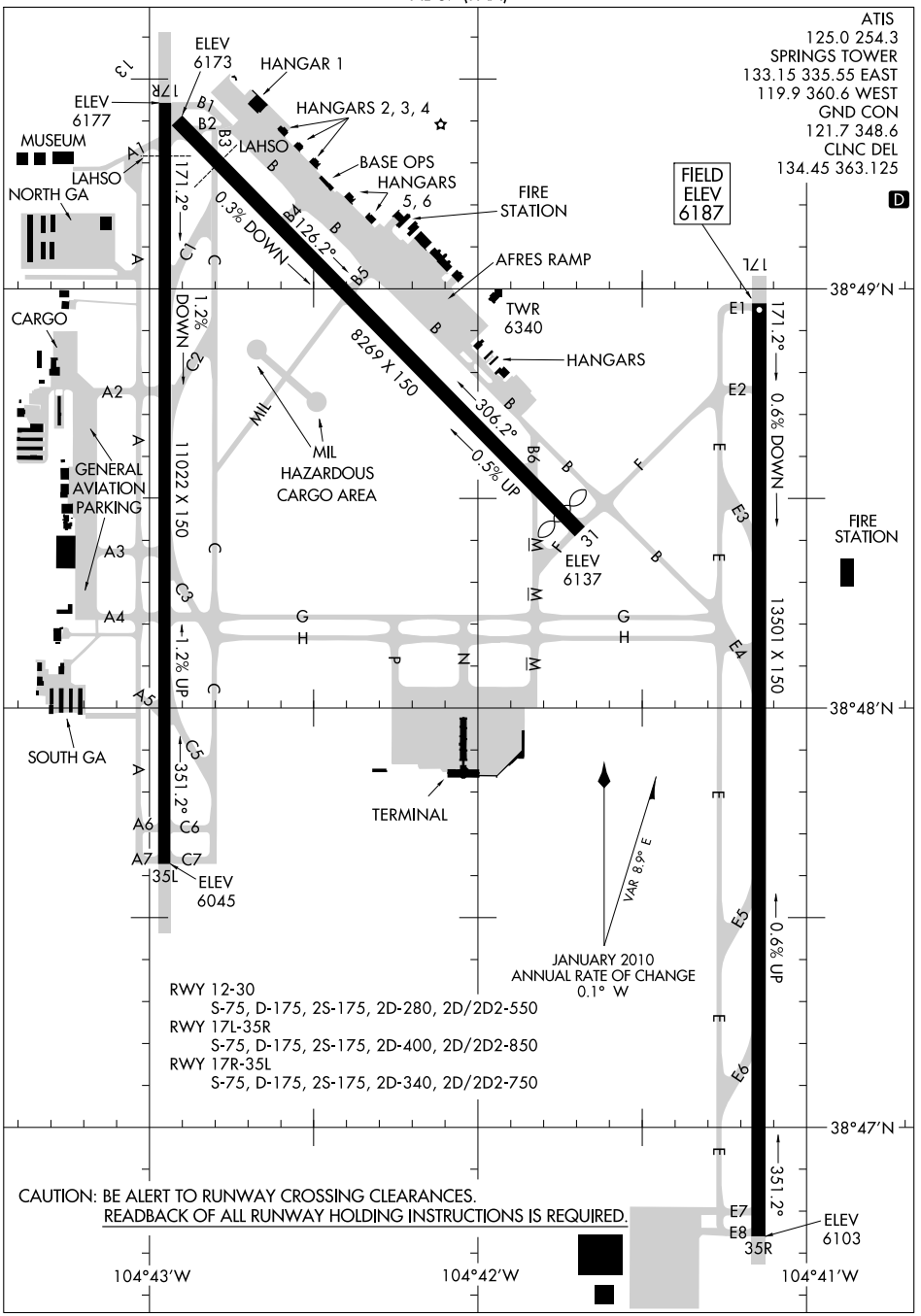
REIL Rwys 11 and 29 L

MIRL Rwy 11-29 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)
AL-87 (FAA)
COLORADO SPRINGS, COLORADO



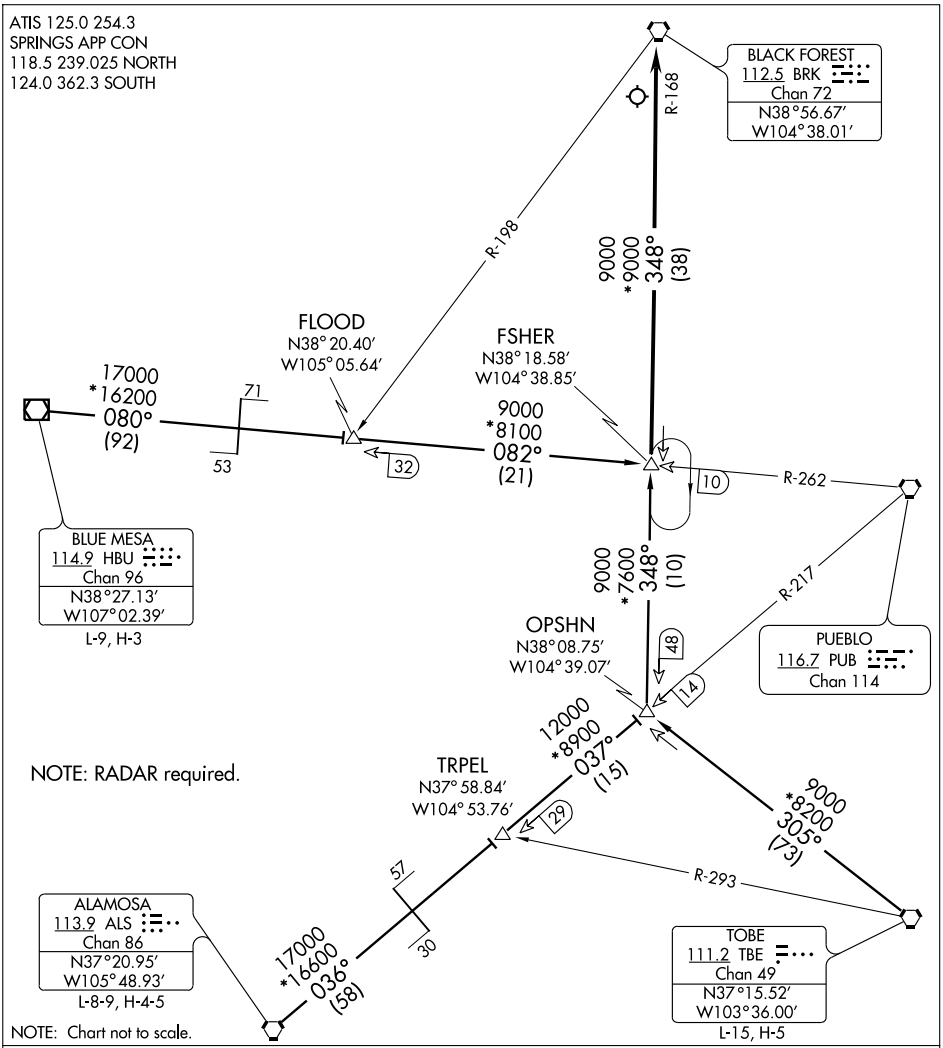
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

DEBERRY TWO ARRIVAL

ST-87 (FAA)

CITY OF COLORADO SPRINGS MUNI
COLORADO SPRINGS, COLORADO



ALAMOSA TRANSITION (ALS.DBRY2): From over ALS VORTAC via ALS R-036 and PUB R-217 to OPSHN INT, then via BRK R-168 to FSHER INT. Thence. . . .

BLUE MESA TRANSITION (HBU.DBRY2): From over HBU VOR/DME via HBU R-080 and PUB R-262 to FSHER INT. Thence. . . .

TOBE TRANSITION (TBE.DBRY2): From over TBE VORTAC via TBE R-305 and BRK R-168 to FSHER INT. Thence. . . .

. . . .From over FSHER INT via the BRK R-168 to BRK VORTAC. Expect radar vectors to the final approach course at or before BRK VORTAC.

LOST COMMUNICATIONS: Proceed to BRK VORTAC.

DEBERRY TWO ARRIVAL
(FSHER.DBRY2) 10266

COLORADO SPRINGS, COLORADO
CITY OF COLORADO SPRINGS MUNI

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LPI	APP CRS	Rwy Idg	13501
109.1	171°	TDZE	6187
Chan 28		Apt Elev	6187

ILS or LOC RWY 17L

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

For inoperative MALSR, increase S-LOC 17L Cat A visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VORTAC R-086 to ADANE INT/BRK VORTAC 11.1 DME and hold, or as directed by ATC.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125

ALTERNATE MISSED APCH FIX

116.7 PUB R-349 Chan 114

112.1 HGO R-240 Chan 58

DRAKE PUB 18.7

DME or RADAR REQUIRED

MOGAL INT I-LPI 20.9

AWONE INT I-LPI 14.4

ROCCK INT I-LPI 10

BLACK FOREST 112.5 BRK Chan 72

MSA BRK 25 NM

140° 9100 15400 360°

BRK 11.1 Arc 10 NM

LR-345 R-334 R-318 R-254 R-086 R-199

351° 171° 171°

7858 (6.5) 7940 7704 7500 (4.5) 8700 7016± 7199± 6927 6839± 6673 6469± 6358 7035 6966

9000 10000

9460 9400 9727 8000 9000 10000 12367 11412 9791

(IAF) ADANE BRK 11.1 266° 086°

Procedure NA for arrivals at ADANE via V389 southbound.

116.7 PUB R-349 Chan 114

HUMPE INT I-LPI 6.2

LOCALIZER 109.1 I-LPI Chan 28

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ELEV 6187 171° 7.6 NM from FAF

D

6207 17R TDZE 6187 17L 6340 6239± 35L 35R

0.5% DOWN 1.2% DOWN 8249 X 150 11022 X 150 1.2% UP 0.5% UP 9.0% DOWN 13301 X 150 9.0% up

MIRL Rwy 13-31

HIRL Rwys 17R-35L and 17L-35R

REIL Rwys 13, 17R, 31 and 35R

TDZ/CL Rwys 17L and 35R

Use I-LPI DME when on the LOC course.

*LOC only

7200	9000 hdg 020°	BRK R-086	ADANE △

MOGAL INT I-LPI 20.9 AWONE INT I-LPI 14.4 ROCCK INT I-LPI 10 HUMPE INT I-LPI 6.2 I-LPI* 5 I-LPI 2.4

10000 171° 9000 8700 *7460

Procedure Turn NA

GS 3.00° TCH 57

VGSI and ILS glidepath not coincident.

6.5 NM 4.5 NM 3.8 NM 1.2 2.6 NM

CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	7060/40 873 (900-¾)		7060-2 873 (900-2)	7060-2¼ 873 (900-2¼)
CIRCLING	7060-1 873 (900-1)	7060-1¼ 873 (900-1¼)	7060-2½ 873 (900-2½)	7060-2¾ 873 (900-2¾)

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

LOC I-COS	APP CRS	Rwy Idg	11022
109.9	351°	TDZE	6075
		Apt Elev	6187

ILS or LOC RWY 35L

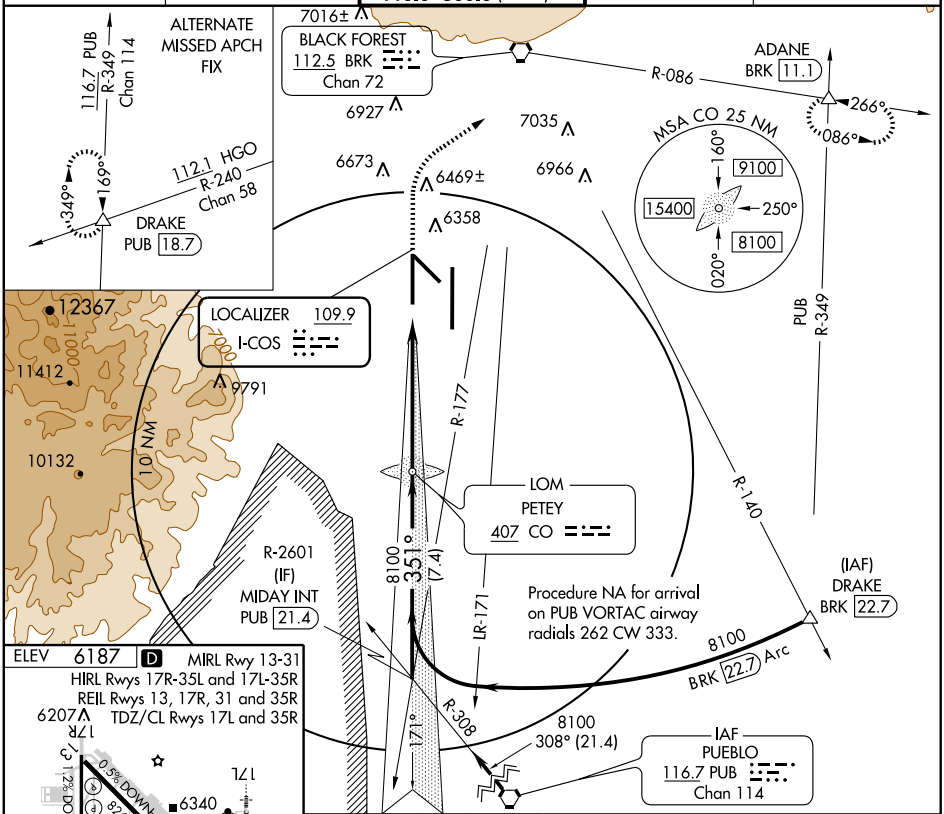
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

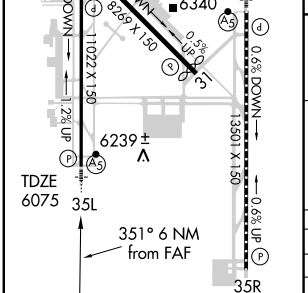
For inoperative MALSR, increase S-LOC 35L Cat D visibility to RVR 5000. Radar monitoring required when R-2601 in use. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

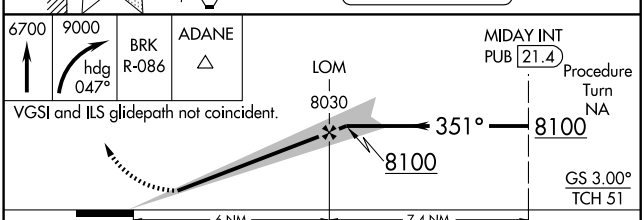
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold, or as directed by ATC.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 35L	*6275/24 200 (100-½)			
S-LOC 35L	6340/24 265 (200-½)			6340/40 265 (200-¾)
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

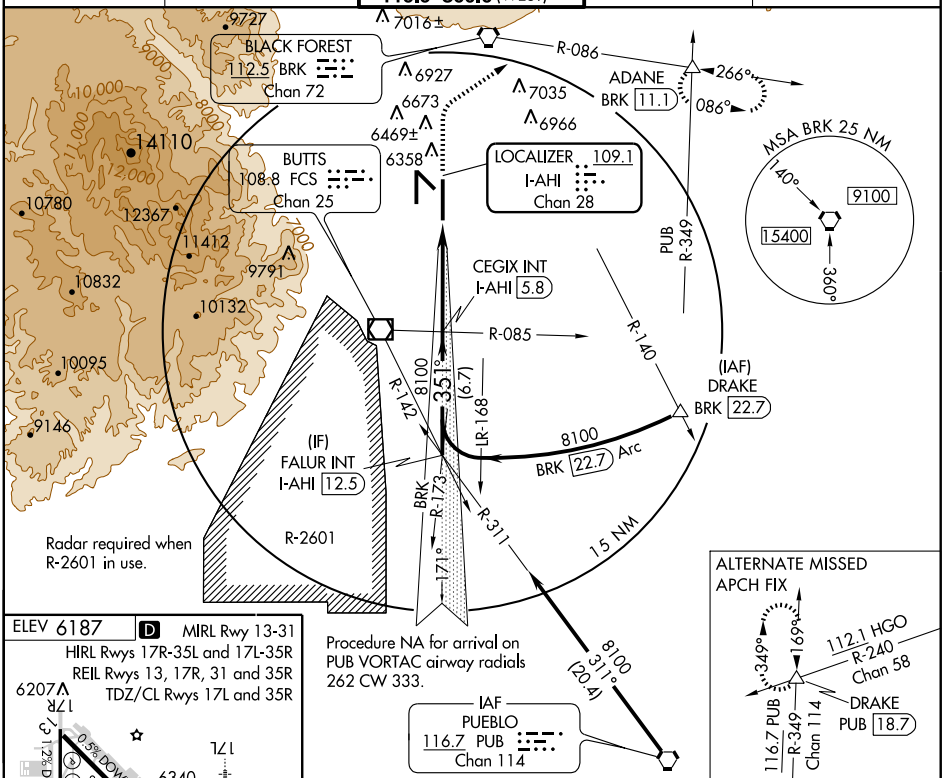
LOC/DME I-AHI	APP CRS	Rwy Idg	13501
109.1	351°	TDZE	6118
Chan 28		Apt Elev	6187

ILS or LOC RWY 35R

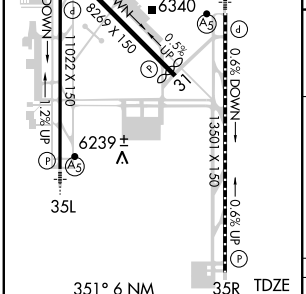
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold, or as directed by ATC.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125

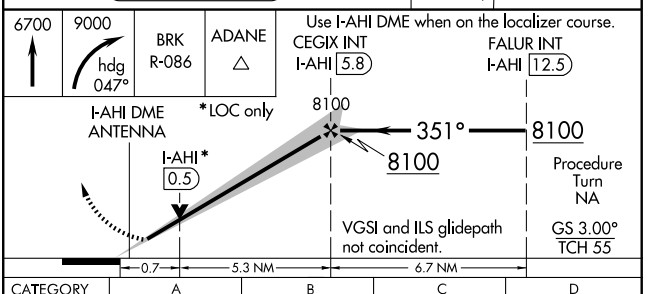


ELEV 6187 D MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 35R	6318-¾ 200 (200-¾)			
S-LOC 35R	6380-1 262 (200-1)			
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1¼ 553 (600-1¼)	6840-2 653 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LPI	APP CRS	Rwy Idg	13501
109.1	171°	TDZE	6187
Chan 28		Apt Elev	6187

ILS RWY 17L (SA CAT I)

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Authorization to conduct this approach requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DA.

MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VORTAC R-086 to ADANE Int/BRK VORTAC 11.1 DME and hold, or as directed by ATC.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125

ALTERNATE MISSED APCH FIX

116.7 PUB R-349 Chan 114

112.1 HGO R-240 Chan 58

DRAKE PUB 18.7

DME or RADAR REQUIRED

MOGAL INT I-LPI 20.9

AWONE INT I-LPI 14.4

ROCCK INT I-LPI 10

BLACK FOREST 112.5 BRK Chan 72

LOCALIZER 109.1 I-LPI Chan 28

MSA BRK 25 NM

140° 9100 15400 360°

10 NM BRK 11.1 Arc

(IAF) ADANE BRK 11.1

Procedure NA for arrivals at ADANE via V389 southbound.

ELEV 6187

TDZE 6187

6340

6239±

35L 35R

0.5% DOWN 1.2% UP 8249 X 150 11022 X 150 0.5% UP 0.6% DOWN 13301 X 150 0.6% up

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

VGSI and ILS glidepath not coincident.

7200	9000 hdg 020°	BRK R-086	ADANE

MOGAL INT I-LPI 20.9 — AWONE INT I-LPI 14.4 — ROCCK INT I-LPI 10

10000 — 171° — 9000 — 8700

Procedure Turn NA

GS 3.00° TCH 57

DH RA 169 — 6187 MSL

6.5 NM — 4.5 NM — 7.3 NM — 0.3 — 1200'

CATEGORY	A	B	C	D
S-ILS 17L	RA 169/14 150 DA 6337			

SPECIAL AIRCRAFT & AIRCREW CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
COLORADO SPRINGS, CO			
CITY OF COLORADO SPRINGS			
MUNI (COS)	31	17R-35L	7,450 feet
	35L	13-31	10,250 feet
PUEBLO, CO			
PUEBLO MEMORIAL (PUB)	17	08L-26R	5,850 feet
	26R	17-35	8,300 feet

21 OCT 2010 to 18 NOV 2010

LOM CO	APP CRS	Rwy Idg	11022
407	351°	TDZE	6075
		Apt Elev	6187

NDB RWY 35L

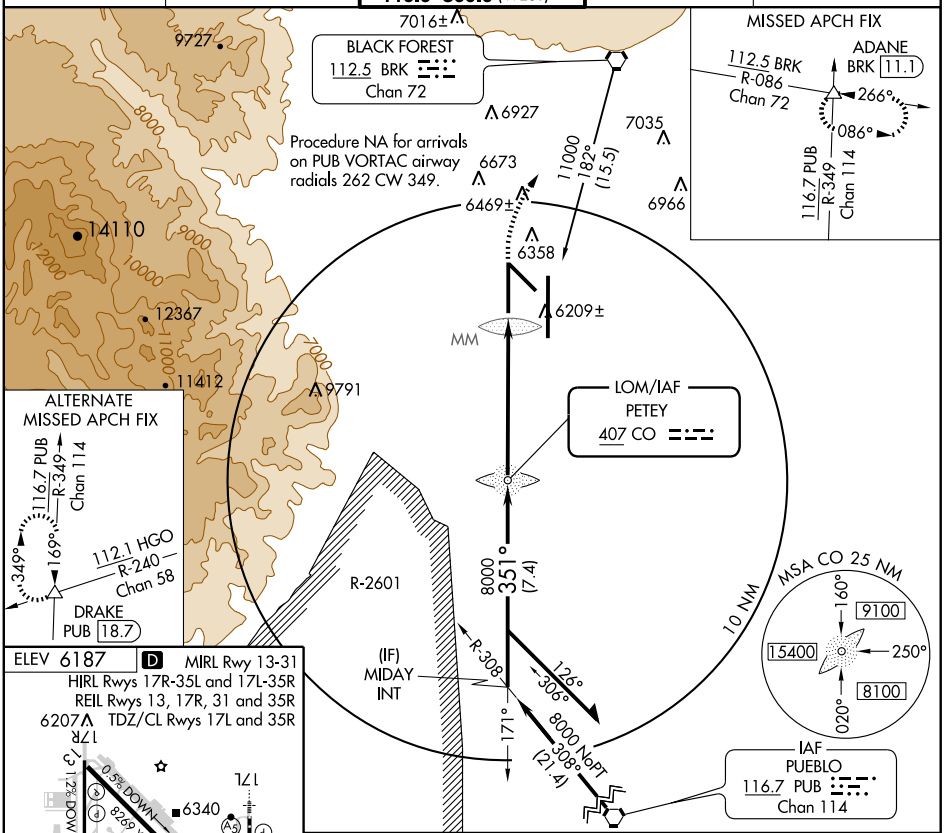
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Radar monitoring required when R-2601 in use.

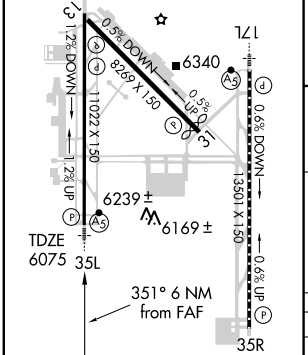
MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 9000 on heading 051° and BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold: or as directed by ATC.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125

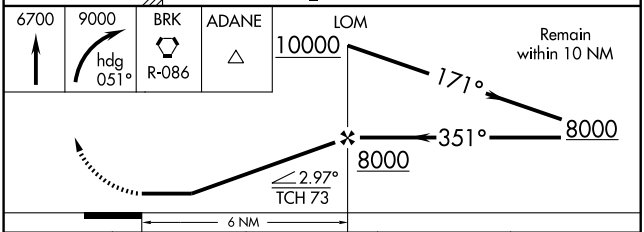


ELEV 6187 D MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
6207 TDZ/CL Rwys 17L and 35R



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

6700	9000	BRK	ADANE
	hdg 051°	R-086	



CATEGORY	A	B	C	D
S-35L	6520/40	445 (400-¾)		6520/60 445 (400-1¼)
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
306°	Rwy Idg	7913
	TDZE	6156
	Apt Elev	6187

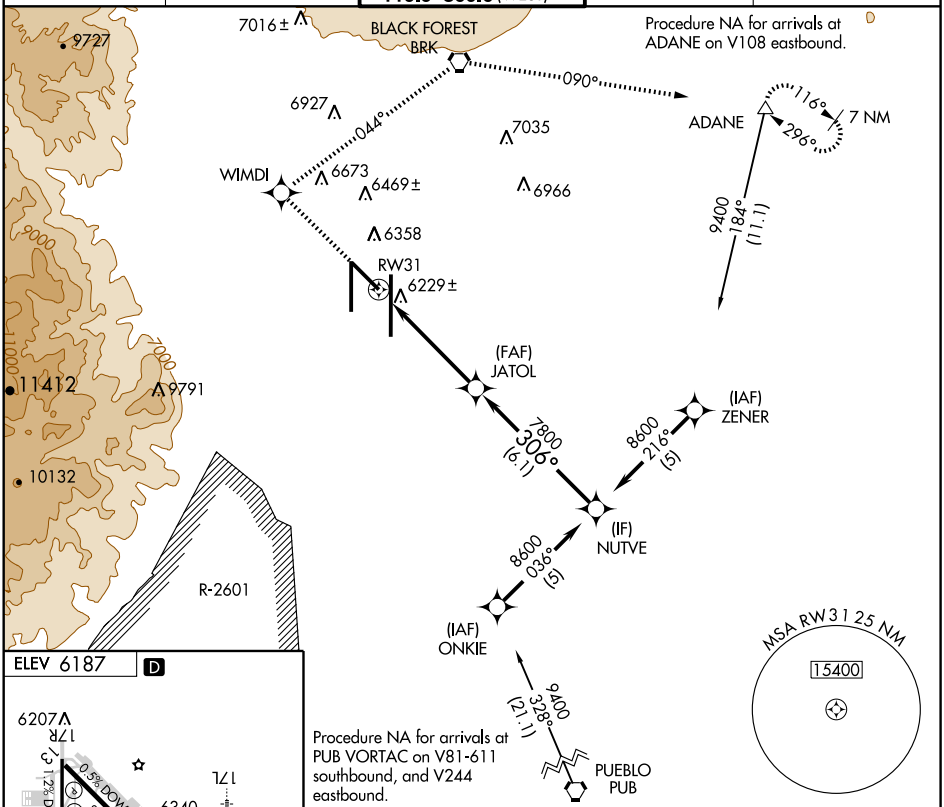
RNAV (GPS) RWY 31

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct WIMDI and right turn on track 044° to BRK VORTAC and on track 090° to ADANE and hold.

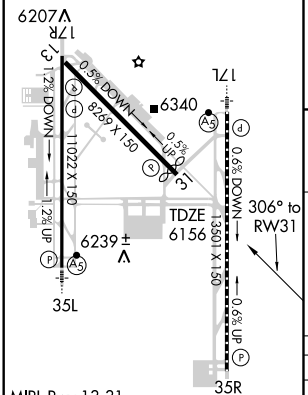
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



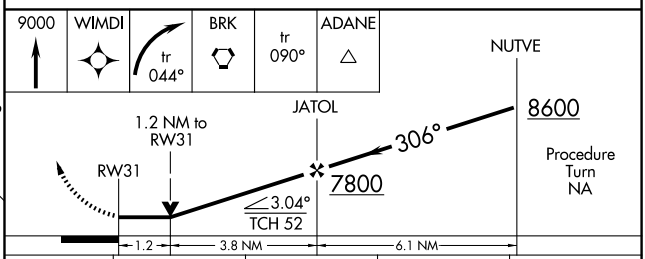
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ELEV 6187 D



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
LNAV MDA	6580-1	424 (400-1)	6580-1¼	424 (400-1¼)
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)

WAAS	APP CRS	Rwy Idg	13501
CH 69618	171°	TDZE	6187
W17A		Apt Elev	6187

RNAV (GPS) Y RWY 17L

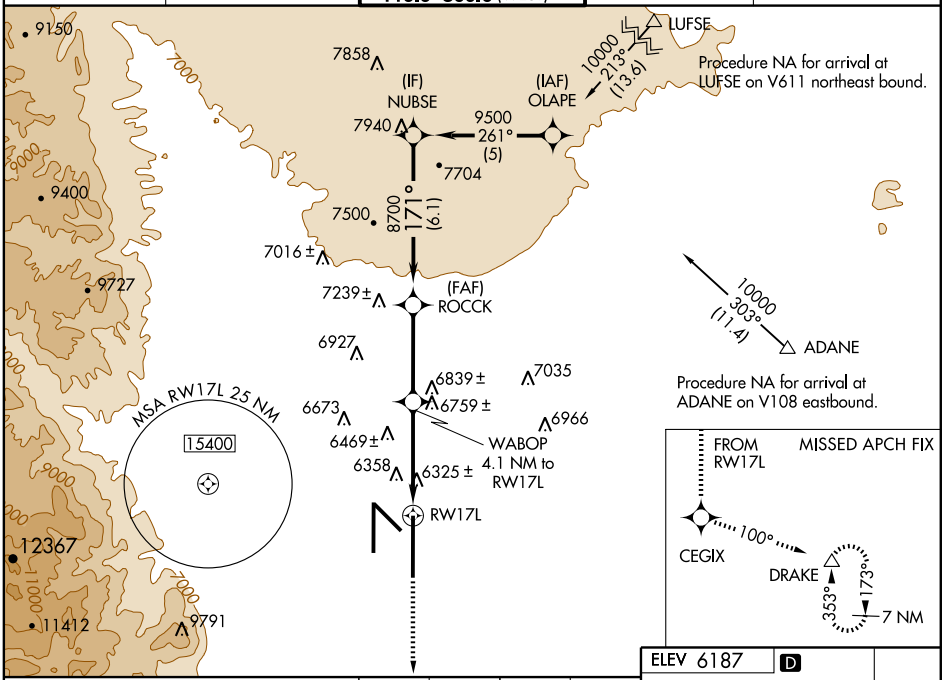
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP- 0.3 NA. For inoperative MALSR increase visibility LNAV Cat A to RVR 5000. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -27°C (-16°F) or above 37°C (98°F).

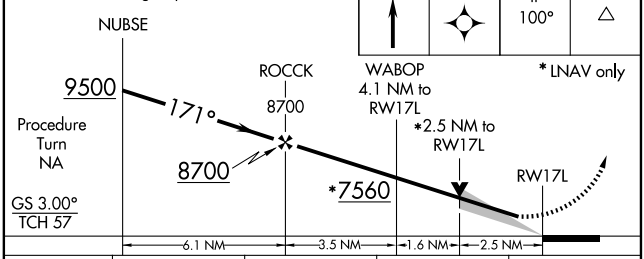
MALSR

MISSED APPROACH: Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



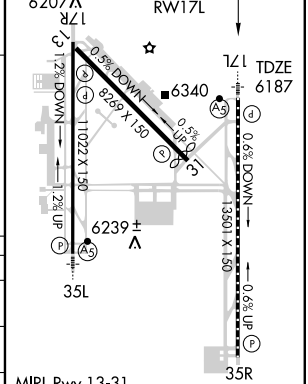
VGSI and RNAV glidepath not coincident.



9000	CEGIX	tr 100°	DRAKE

* LNAV only

CATEGORY	A	B	C	D
LPV DA	6387/24	200 (200-½)		
LNAV/VNAV DA	6671/60	484 (500-1¼)		
LNAV MDA	7020/40	833 (900-¾)	7020-2 833 (900-2)	7020-2¼ 833 (900-2¼)
CIRCLING	7020-1 833 (900-1)	7020-1¼ 833 (900-1¼)	7020-2½ 833 (900-2½)	7020-2¾ 833 (900-2¾)



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11022
CH 72800	171°	TDZE	6177
W17B		Apt Elev	6187

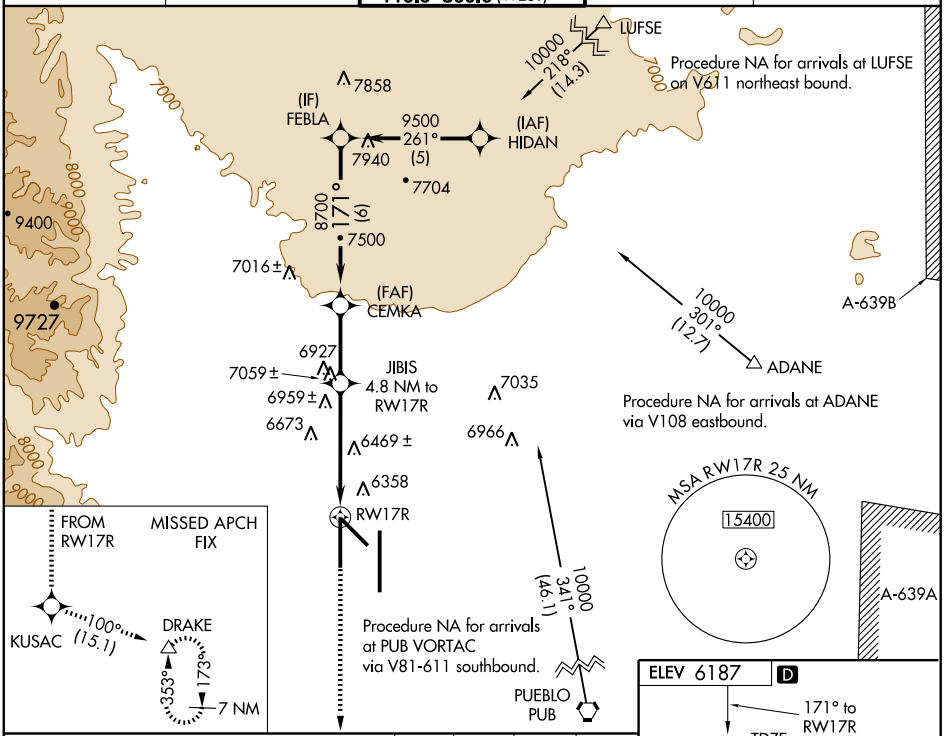
RNAV (GPS) Y RWY 17R

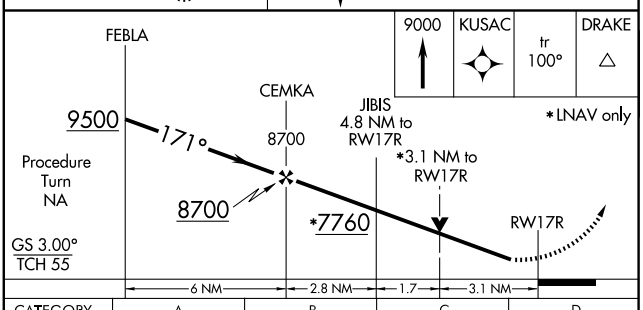
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

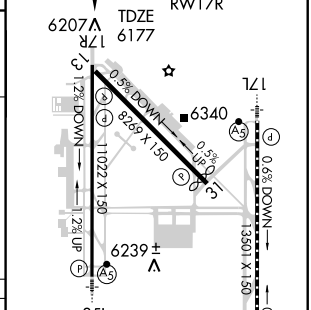
MISSED APPROACH: Climb to 9000 direct KUSAC and on track 100° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





CATEGORY	A	B	C	D
LPV DA	6377-¾ 200 (200-¾)			
LNAV MDA	7220-1¼ 1043 (1100-1¼)	7220-1½ 1043 (1100-1½)	7220-3 1043 (1100-3)	
CIRCLING	7220-1¼ 1033 (1100-1¼)	7220-1½ 1033 (1100-1½)	7220-3 1033 (1100-3)	



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11022
CH 49112	351°	TDZE	6075
W35A		Apt Elev	6187

RNAV (GPS) Y RWY 35L

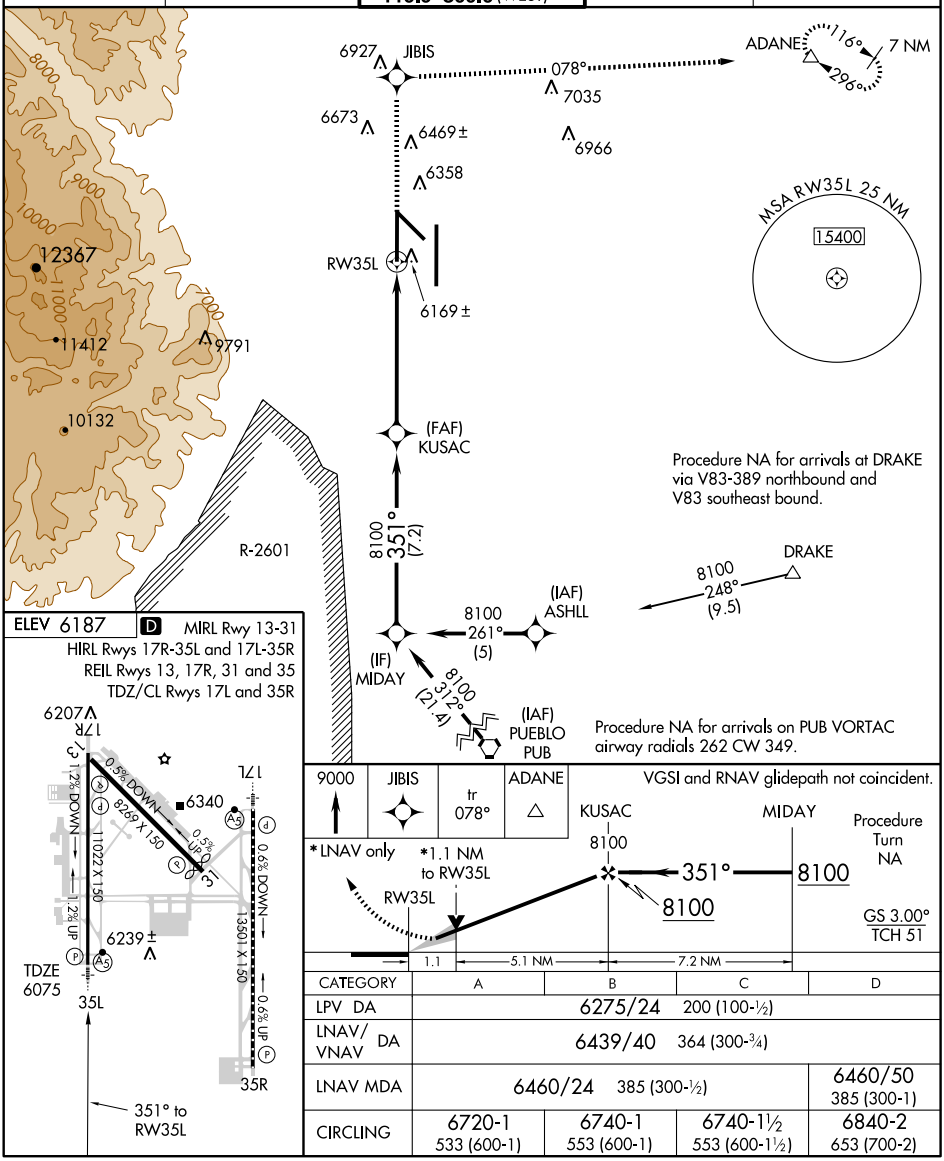
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP- 0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Radar monitoring required when R-2601 in use.

MALSR

MISSED APPROACH: Climb to 9000 direct JIBIS and on track 078° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



9000	JIBIS	tr 078°	ADANE

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	6275/24 200 (100-½)			
LNAV/VNAV DA	6439/40 364 (300-¾)			
LNAV MDA	6460/24 385 (300-½)			6460/50 385 (300-1)
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	13501
CH 53602	351°	TDZE	6118
W35B		Apt Elev	6187

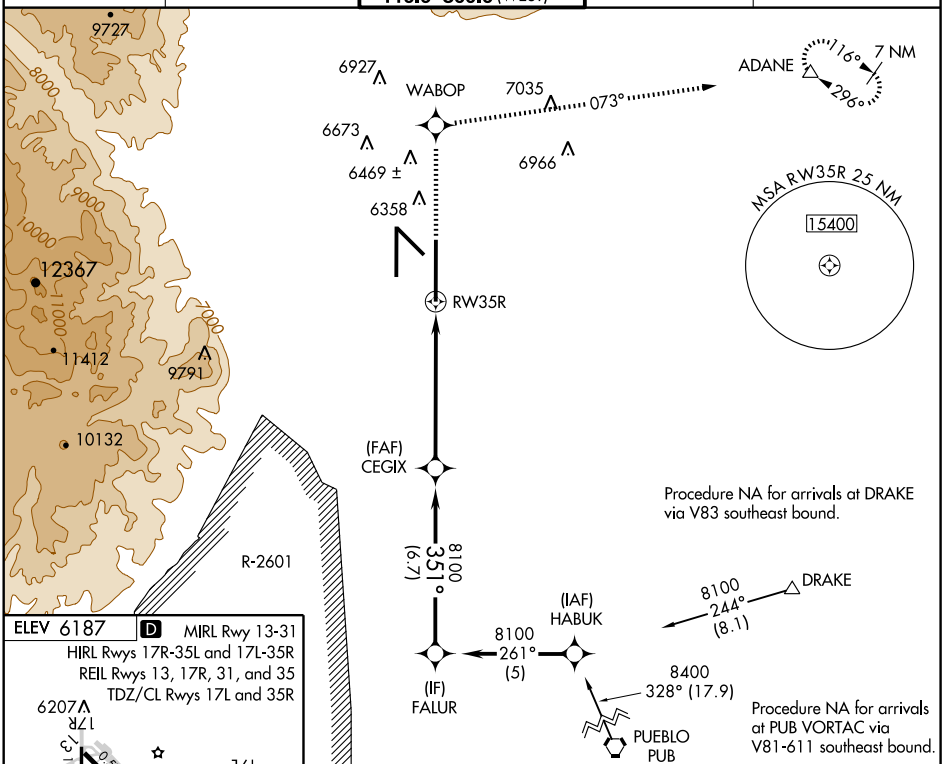
RNAV (GPS) Y RWY 35R

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

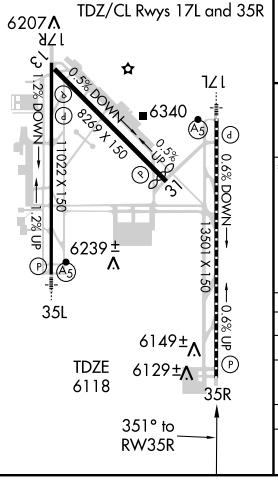
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA.
Radar monitoring required when R-2601 in use.

MISSED APPROACH: Climb to 9000 direct WABOP and on track 073° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125

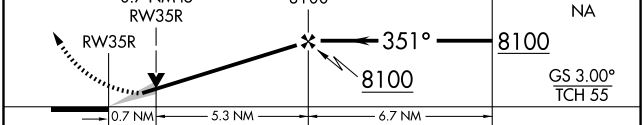


ELEV 6187 D MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35
TDZ/CL Rwys 17L and 35R



9000	WABOP	tr 073°	ADANE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	6318-¾ 200 (200-¾)			
LNAV/VNAV DA	6399-1 281 (300-1)			
LNAV MDA	6400-1 282 (300-1)			
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	13501
171°	TDZE	6187
	Apt Elev	6187

RNAV (RNP) Z RWY 17L

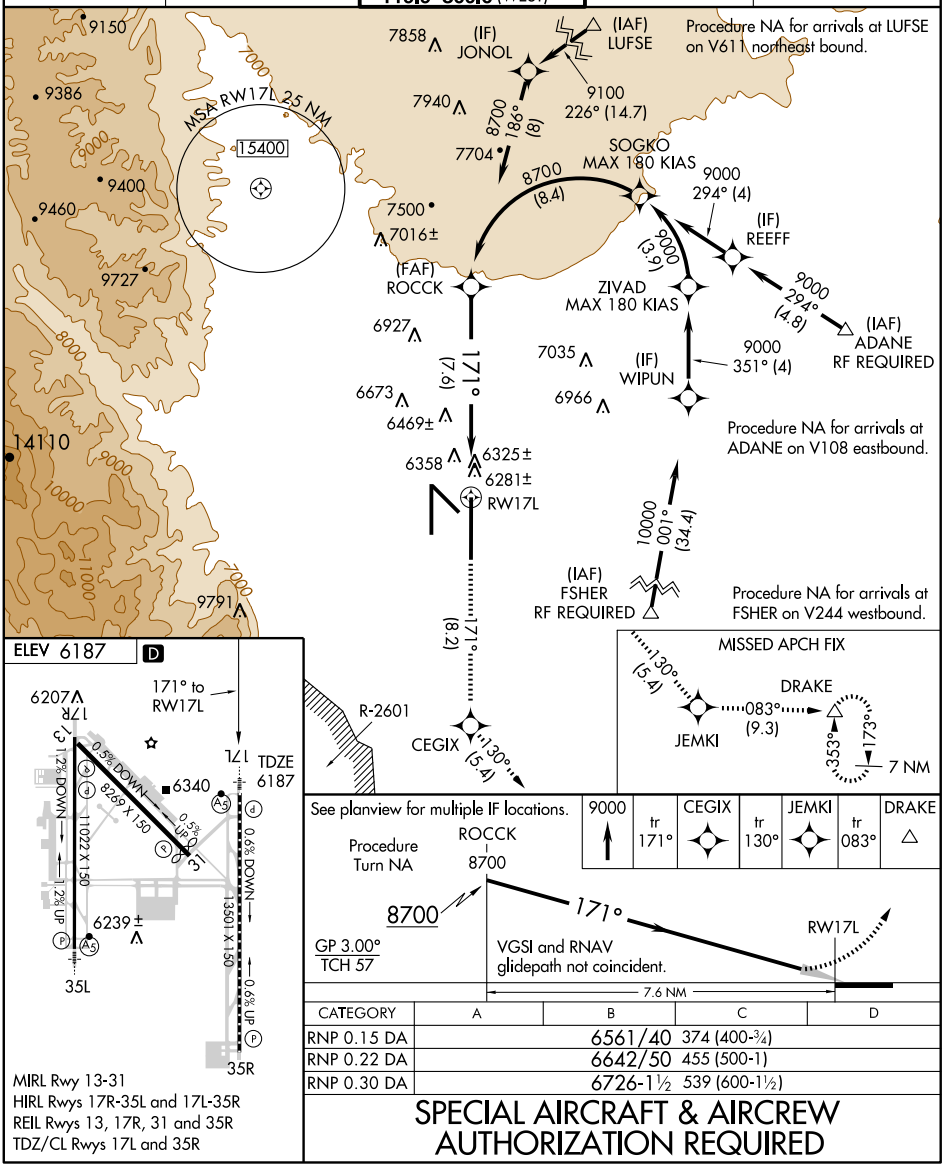
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (99°F). For inoperative MALSR increase RNP 0.15 visibility all Cats to RVR 6000, RNP 0.22 visibility all Cats to 1½ mile, and RNP 0.30 visibility all Cats to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 9000 on track 171° to CEGIX and on track 130° to JEMKI, and on track 083° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



CATEGORY	A	B	C	D
RNP 0.15 DA	6561/40 374 (400-¾)			
RNP 0.22 DA	6642/50 455 (500-1)			
RNP 0.30 DA	6726-1½ 539 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11022
171°	TDZE	6177
	Apt Elev	6187

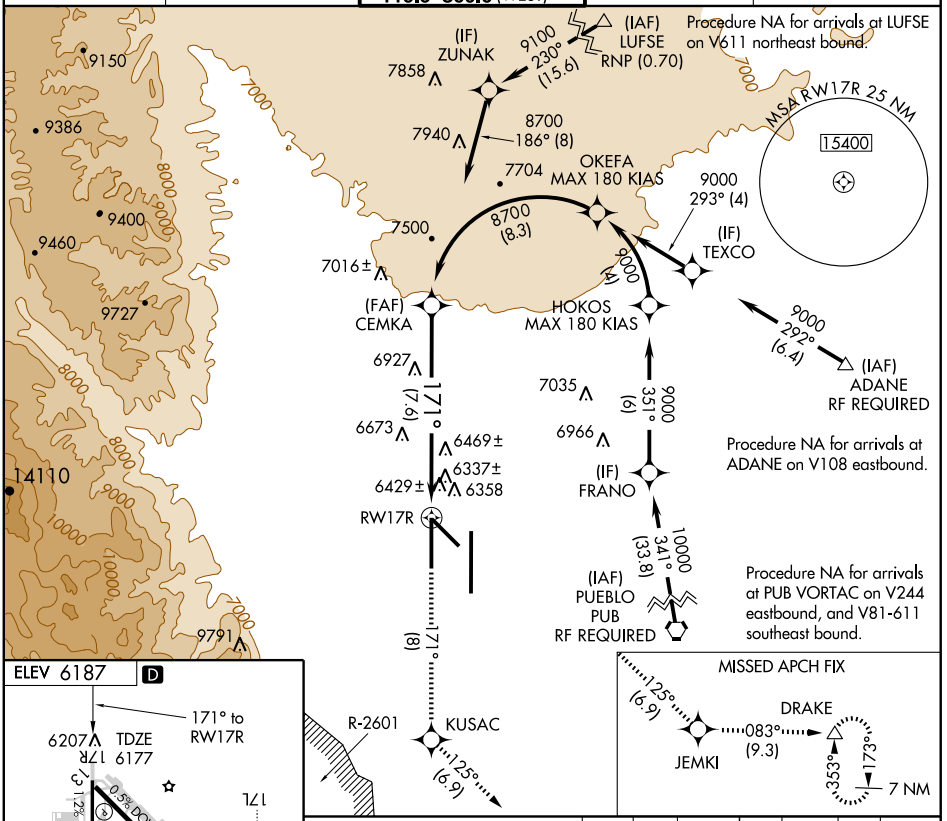
RNAV (RNP) Z RWY 17R

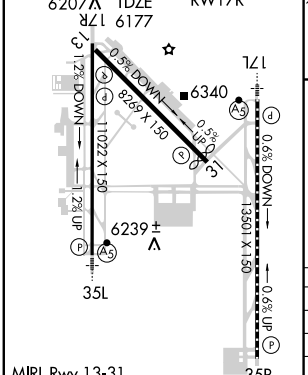
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (99°F).

MISSED APPROACH: Climb to 9000 on track 171° to KUSAC and on track 125° to JEMKI, and on track 083° to DRAKE and hold.

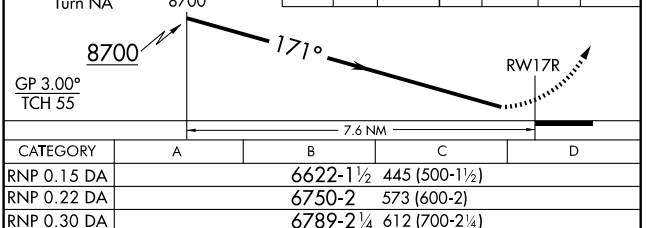
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





See planview for multiple IF locations.

9000	tr 171°	KUSAC	tr 125°	JEMKI	tr 083°	DRAKE



CATEGORY	A	B	C	D
RNP 0.15 DA	6622-1½ 445 (500-1½)			
RNP 0.22 DA	6750-2 573 (600-2)			
RNP 0.30 DA	6789-2¼ 612 (700-2¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
351°	11022	6075	6187

RNAV (RNP) Z RWY 35L

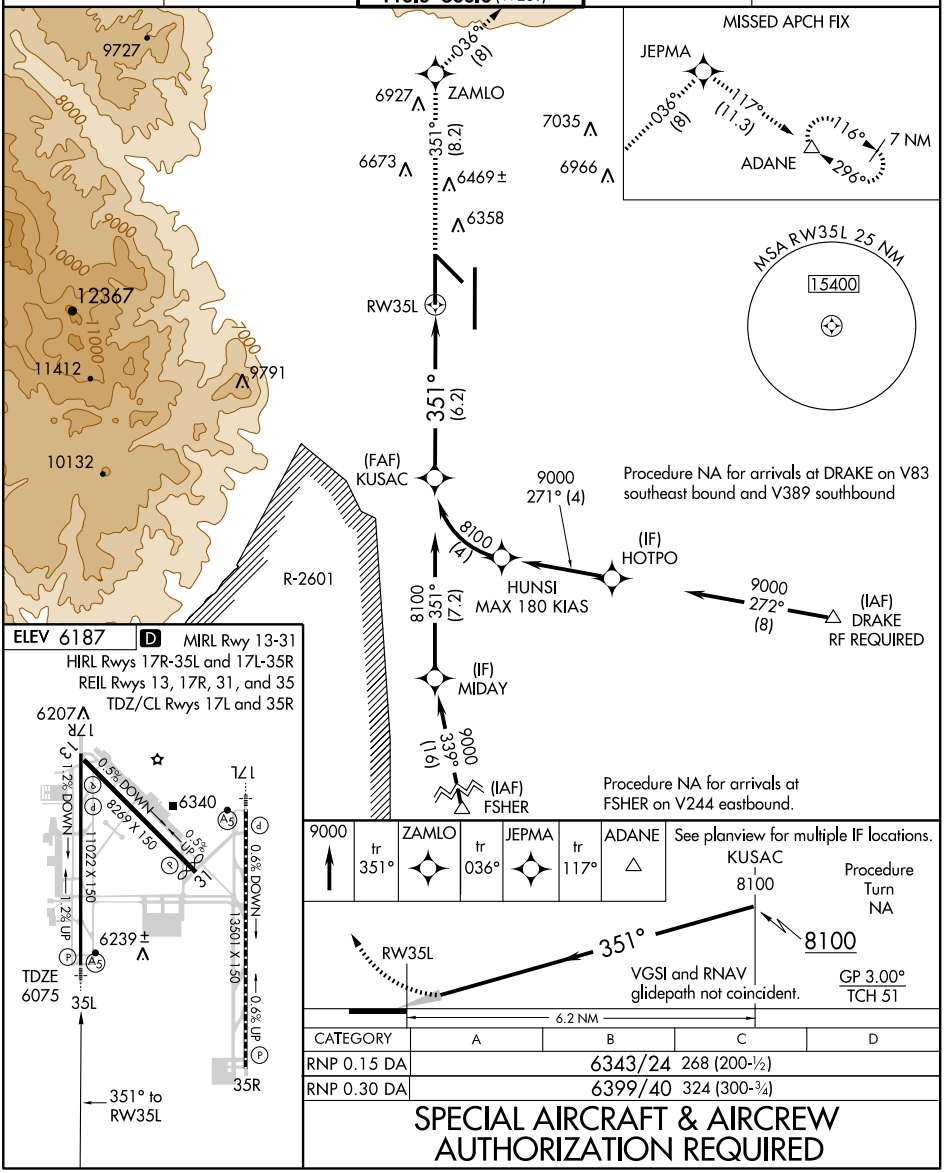
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (99°F). For inoperative MALSR increase RNP 0.15 visibility all Cats to RVR 5000, and RNP 0.30 visibility all Cats to RVR 6000. Radar monitoring required when R-2601 in use.

MALSR

MISSED APPROACH: Climb to 9000 on track 351° to ZAMLO and on track 036° to JEPMA, and on track 117° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



ELEV 6187 D MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35
TDZ/CL Rwys 17L and 35R

9000	tr 351°	ZAMLO	tr 036°	JEPMA	tr 117°	ADANE

See planview for multiple IF locations.

KUSAC
8100

Procedure Turn NA

CATEGORY	A	B	C	D
RNP 0.15 DA	6343/24 268 (200-½)			
RNP 0.30 DA	6399/40 324 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 35R

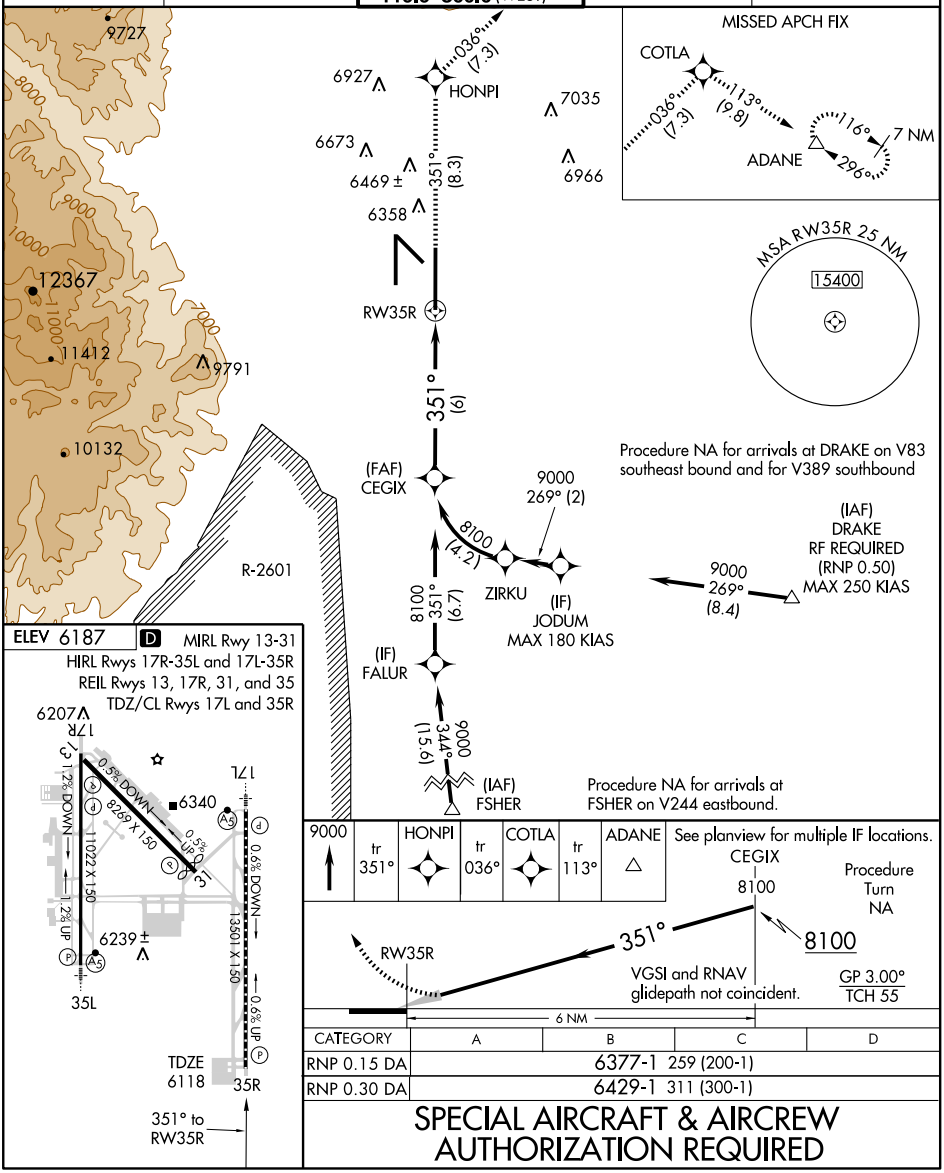
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

APP CRS	Rwy Idg	TDZE	Apt Elev
351°	13501	6118	6187

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (98°F)

MISSED APPROACH: Climb to 9000 on track 351° to HONPI and on track 036° to COTLA, and on track 113° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



CATEGORY	A	B	C	D
RNP 0.15 DA	6377-1 259 (200-1)			
RNP 0.30 DA	6429-1 311 (300-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

SPRINGS THREE DEPARTURE

(COS3.BRK) 10266

COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

COLORADO SPRINGS, COLORADO

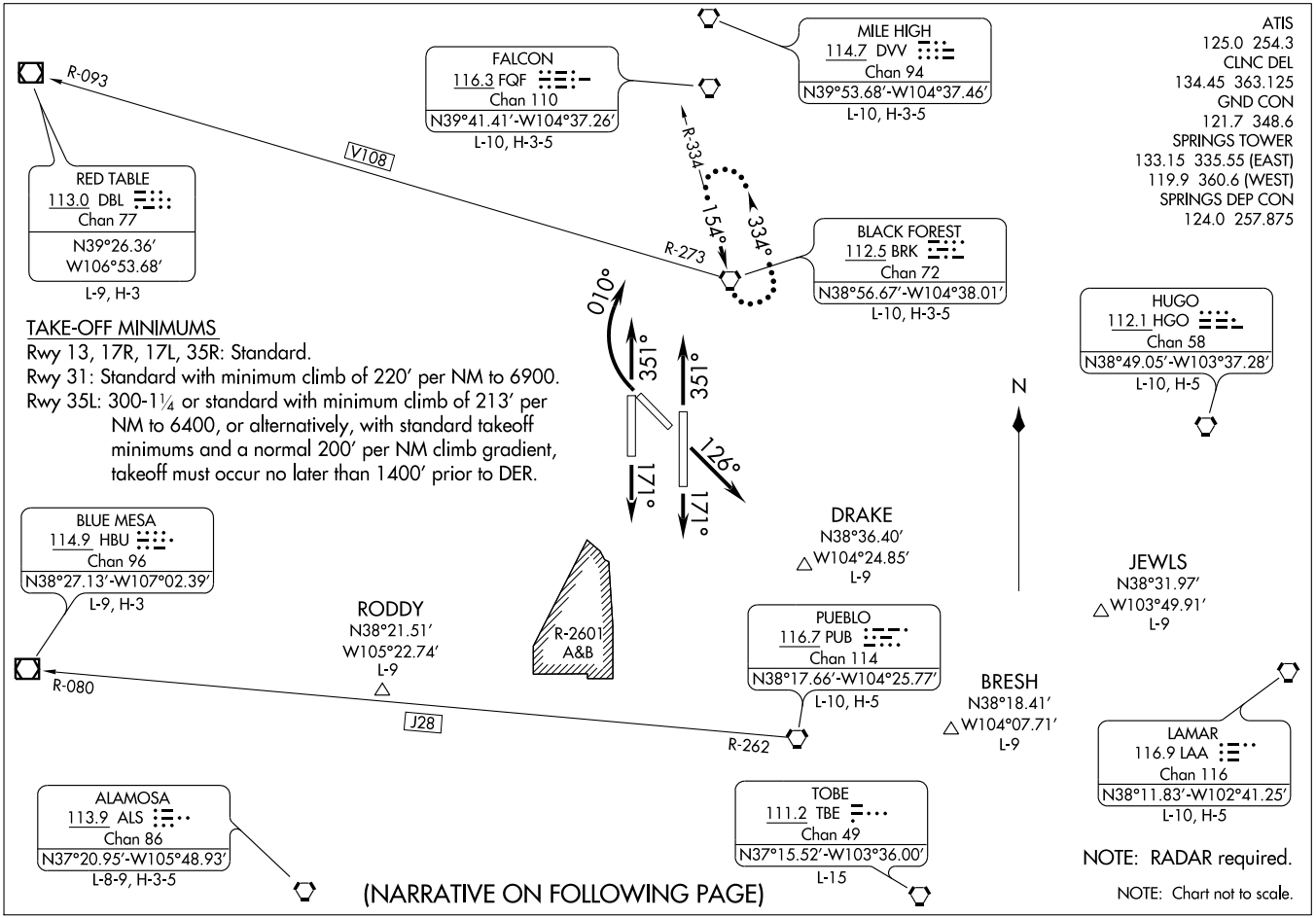
SPRINGS THREE DEPARTURE

(COS3.BRK) 10266

COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

SL-87 (FAA)

COLORADO SPRINGS, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb heading 126° for radar vectors to filed/assigned route. Thence. . . .
TAKE-OFF RUNWAY 17L: Climb heading 171° for radar vectors to filed/assigned route. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb heading 171° for radar vectors to filed/assigned route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 351° for radar vectors to filed/assigned route. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb heading 351° for radar vectors to filed/assigned route. Thence. . . .
TAKE-OFF RUNWAY 31: Climbing right turn heading 010° for radar vectors to filed/assigned route. Thence. . . .

. . . . Maintain 10000′. Expect clearance to filed altitude/flight level ten minutes after departure.

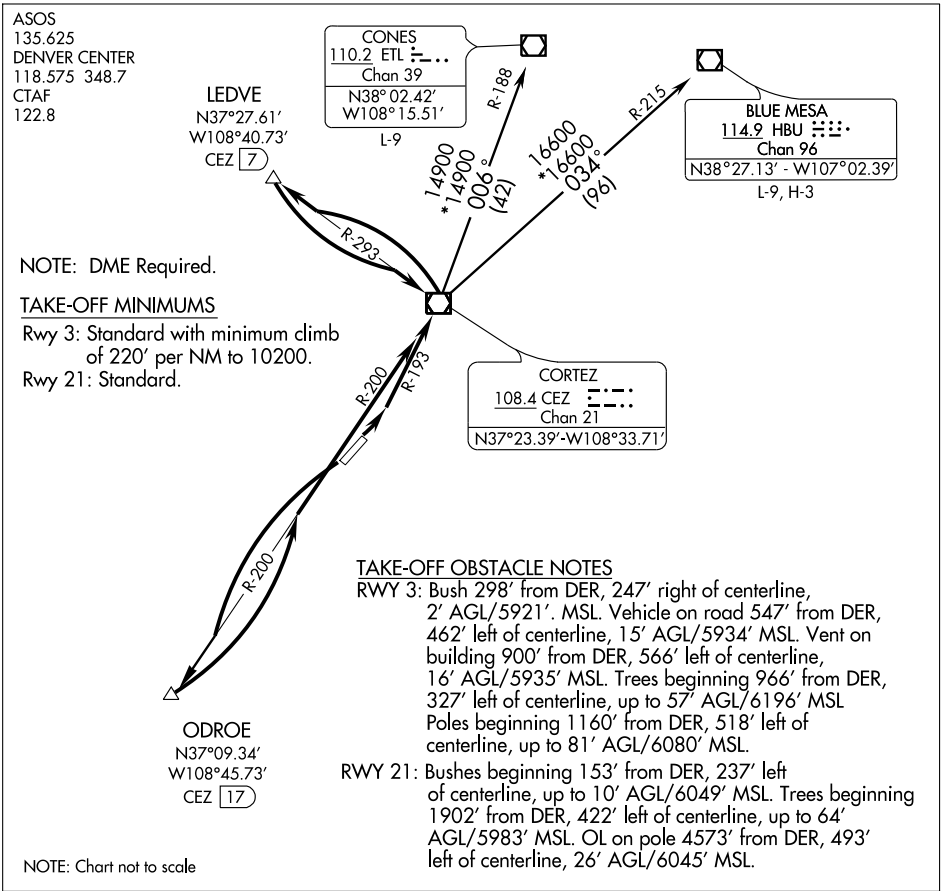
LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runways 31 and 35L/R turn right. All aircraft climb to filed altitude via direct BRK VORTAC, thence via filed/assigned route. Aircraft filed V108 westbound: continue climb in holding pattern to cross BRK VORTAC at or above 14000′.

TAKE-OFF OBSTACLE NOTES
Rwy 13: Multiple trees beginning 126′ from DER, 235′ left of centerline, up to 30′ AGL/6196′ MSL.
Multiple trees beginning 171′ from DER, 371′ right of centerline, up to 30′ AGL/6183′ MSL.
Rwy 17R: Tree 956′ from DER, 573′ left of centerline, 30′ AGL/6091′ MSL.
Tree 1074′ from DER, 181′ right of centerline, 30′ AGL/6094′ MSL.
Rwy 35L: Multiple trees beginning 535′ from DER, 416′ right of centerline, up to 30′ AGL/6337′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

CORTEZ ONE DEPARTURE

SL-112 (FAA)



TAKE-OFF OBSTACLE NOTES

RWY 3: Bush 298' from DER, 247' right of centerline, 2' AGL/5921'. MSL. Vehicle on road 547' from DER, 462' left of centerline, 15' AGL/5934' MSL. Vent on building 900' from DER, 566' left of centerline, 16' AGL/5935' MSL. Trees beginning 966' from DER, 327' left of centerline, up to 57' AGL/6196' MSL Poles beginning 1160' from DER, 518' left of centerline, up to 81' AGL/6080' MSL.

RWY 21: Bushes beginning 153' from DER, 237' left of centerline, up to 10' AGL/6049' MSL. Trees beginning 1902' from DER, 422' left of centerline, up to 64' AGL/5983' MSL. OL on pole 4573' from DER, 493' left of centerline, 26' AGL/6045' MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 7100 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8600 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 10200 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence....

TAKE-OFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 10200 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence . . . .

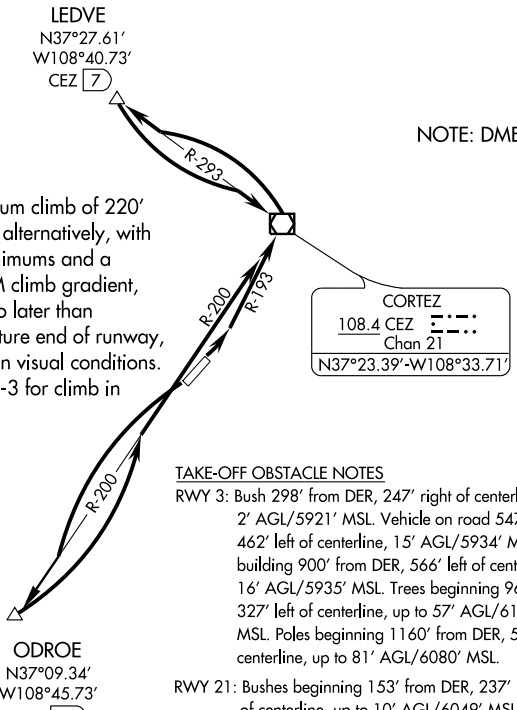
. . . .via (transition) or (assigned route).

CONES TRANSITION (CEZ1.ETL): From over CEZ VOR/DME via CEZ R-006 and ETL R-188 to ETL VOR/DME.

BLUE MESA TRANSITION (CEZ1.HBU): From over CEZ VOR/DME via CEZ R-034 and HBU R-215 to HBU VOR/DME.

LEDVE ONE DEPARTURE (OBSTACLE)

ASOS
135.625
DENVER CENTER
118.575 348.7
CTAF
122.8



NOTE: DME required.

TAKE-OFF MINIMUMS

RWY 3: Standard with minimum climb of 220' per NM to 6300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway, or 4300-3 for climb in visual conditions.

RWY 21: Standard, or, 4300-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 3: Bush 298' from DER, 247' right of centerline, 2' AGL/5921' MSL. Vehicle on road 547' from DER, 462' left of centerline, 15' AGL/5934' MSL. Vent on building 900' from DER, 566' left of centerline, 16' AGL/5935' MSL. Trees beginning 966' from DER, 327' left of centerline, up to 57' AGL/6196' MSL. Poles beginning 1160' from DER, 518' left of centerline, up to 81' AGL/6080' MSL.

RWY 21: Bushes beginning 153' from DER, 237' left of centerline, up to 10' AGL/6049' MSL. Trees beginning 1902' from DER, 422' left of centerline, up to 64' AGL/5983' MSL. OL on pole 4573' from DER, 493' left of centerline, 26' AGL/6045' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

TAKE-OFF RWY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

.... via (assigned route).

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7205
024°	TDZE	5918
	Apt Elev	5918

RNAV (GPS) RWY 3

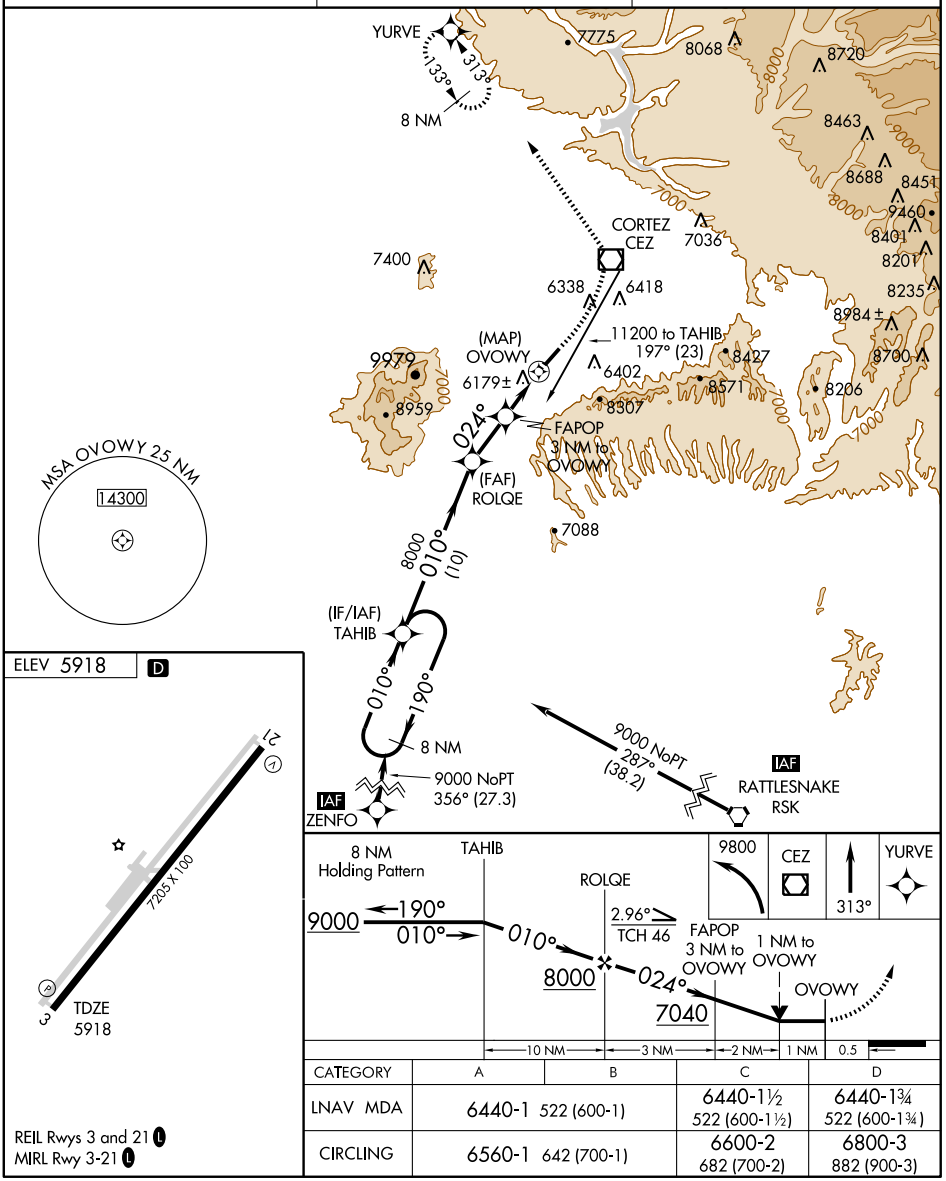
CORTEZ MUNI (CEZ)

T A NA

IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6440-1 522 (600-1)		6440-1½ 522 (600-1½)	6440-1¾ 522 (600-1¾)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7205
210°	TDZE	5913
	Apt Elev	5918

RNAV (GPS) Y RWY 21

CORTEZ MUNI (CEZ)

▼ DME/DME RNP-0.3 NA.
▲ When VGSI inop, procedure NA at night.

MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

YURVE
313°
133°
8 NM
10500
091°
(6.5)
7775
DOLRR
10500
119°
(5)
HAVWU
12200
185° (25)
8068
8720
[IAF]
REMAE
9100
108°
(5.1)
(IF)
OKALE
8463
8688
8500
210°
(3.8)
7226
PAMUE
8000
210°
(3.2)
7036
9100
312°
(10)
8451
9460
8491
8201
(FAF)
ATEMY
6338
6291±
6418
NATGE
2.5 NM to
RW21
6404
RW21
7400
(IAF)
TANRE
8984±
8429
8571
8307
8206
11000
(4.6)
8700
MANCA
9979
8959
MSA RW21 25 NM
14500

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

ELEV 5918 D

210° to RW21

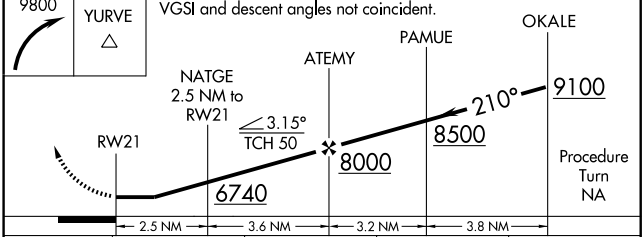
TDZE 5913

7205 X 100

7088

9800 YURVE

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010

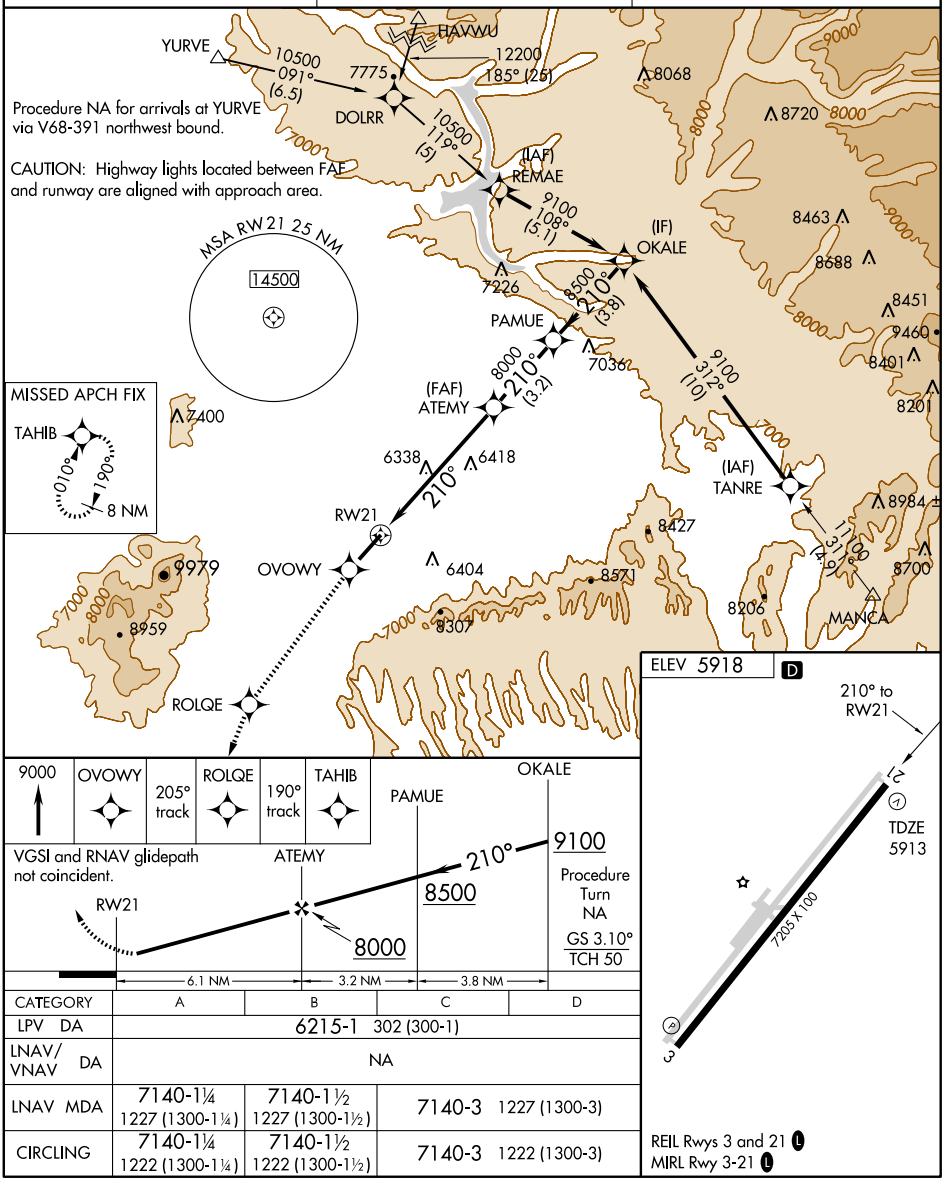
WAAS	APP CRS	Rwy Idg	7205
CH 99699	210°	TDZE	5913
W21A		Apt Elev	5918

RNAV (GPS) Z RWY 21
CORTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	6215-1 302 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	7140-1¼ 1227 (1300-1¼)	7140-1½ 1227 (1300-1½)	7140-3 1227 (1300-3)	
CIRCLING	7140-1¼ 1222 (1300-1¼)	7140-1½ 1222 (1300-1½)	7140-3 1222 (1300-3)	

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

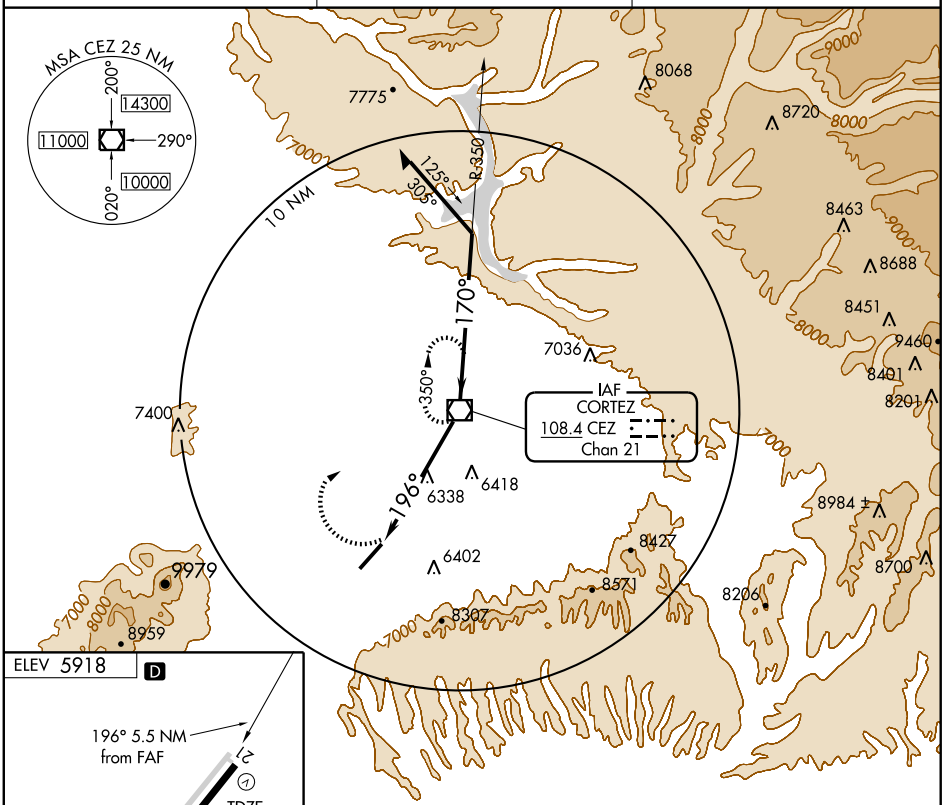
VOR/DME CEZ	APP CRS	Rwy Idg	7205
108.4	196°	TDZE	5913
Chan 21		Apt Elev	5918

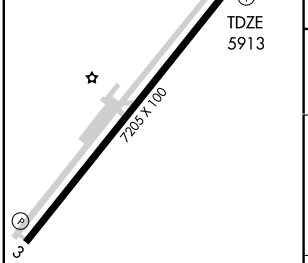
VOR RWY 21
CORTEZ MUNI (CEZ)

CAUTION: Highway lights located between facility and runway are aligned with approach area.

MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

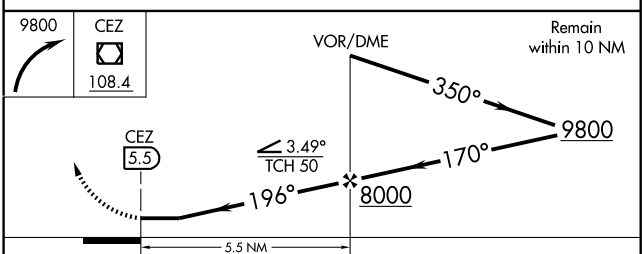
ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-21	6600-1 687 (700-1)		6600-2 687 (700-2)	6600-2¼ 687 (700-2¼)
CIRCLING	6600-1 682 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

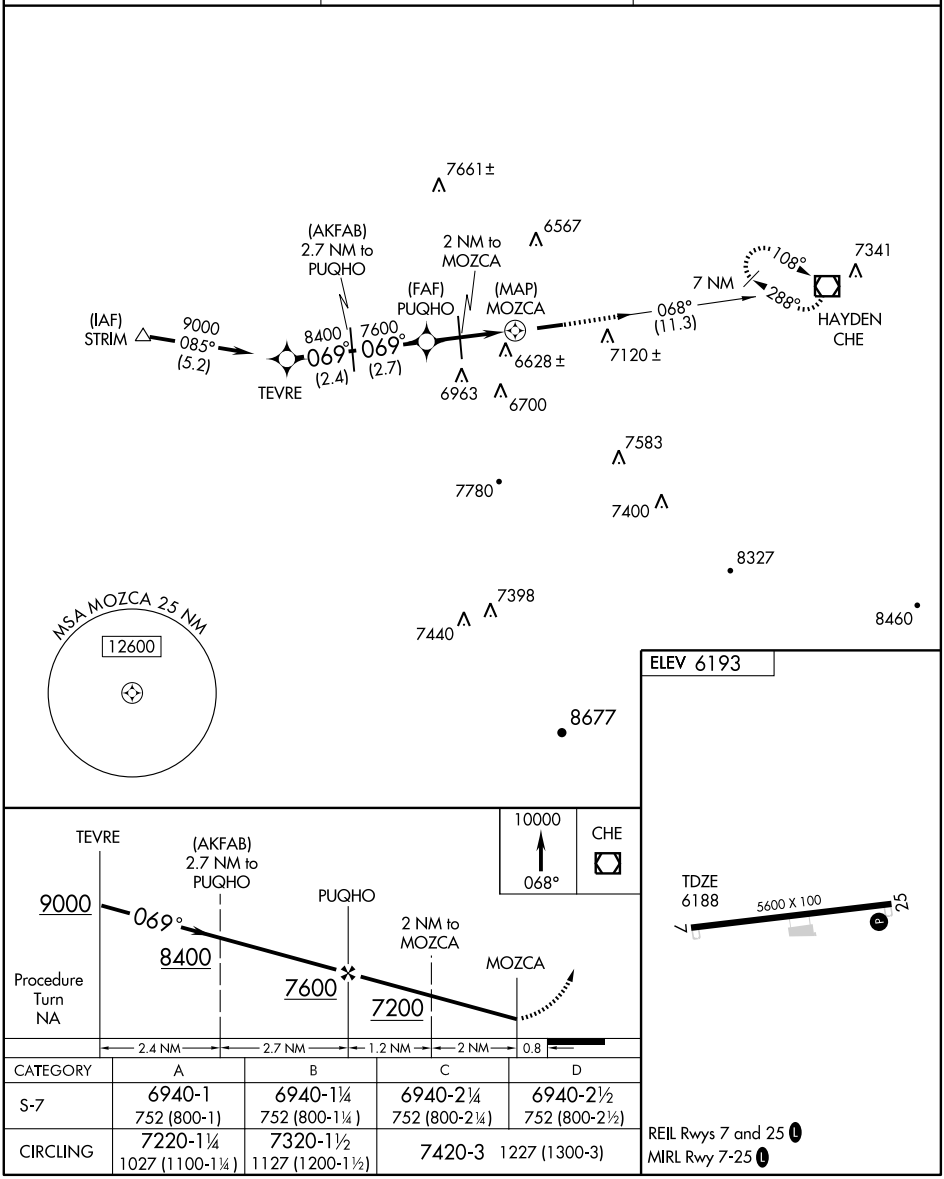
APP CRS	Rwy Idg	5600
069°	TDZE	6188
	Apt Elev	6193

GPS RWY 7
CRAIG-MOFFAT (CAG)

NA

MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-7	6940-1 752 (800-1)	6940-1¼ 752 (800-1¼)	6940-2¼ 752 (800-2¼)	6940-2½ 752 (800-2½)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3 1227 (1300-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5600
249°	TDZE	6193
	Apt Elev	6193

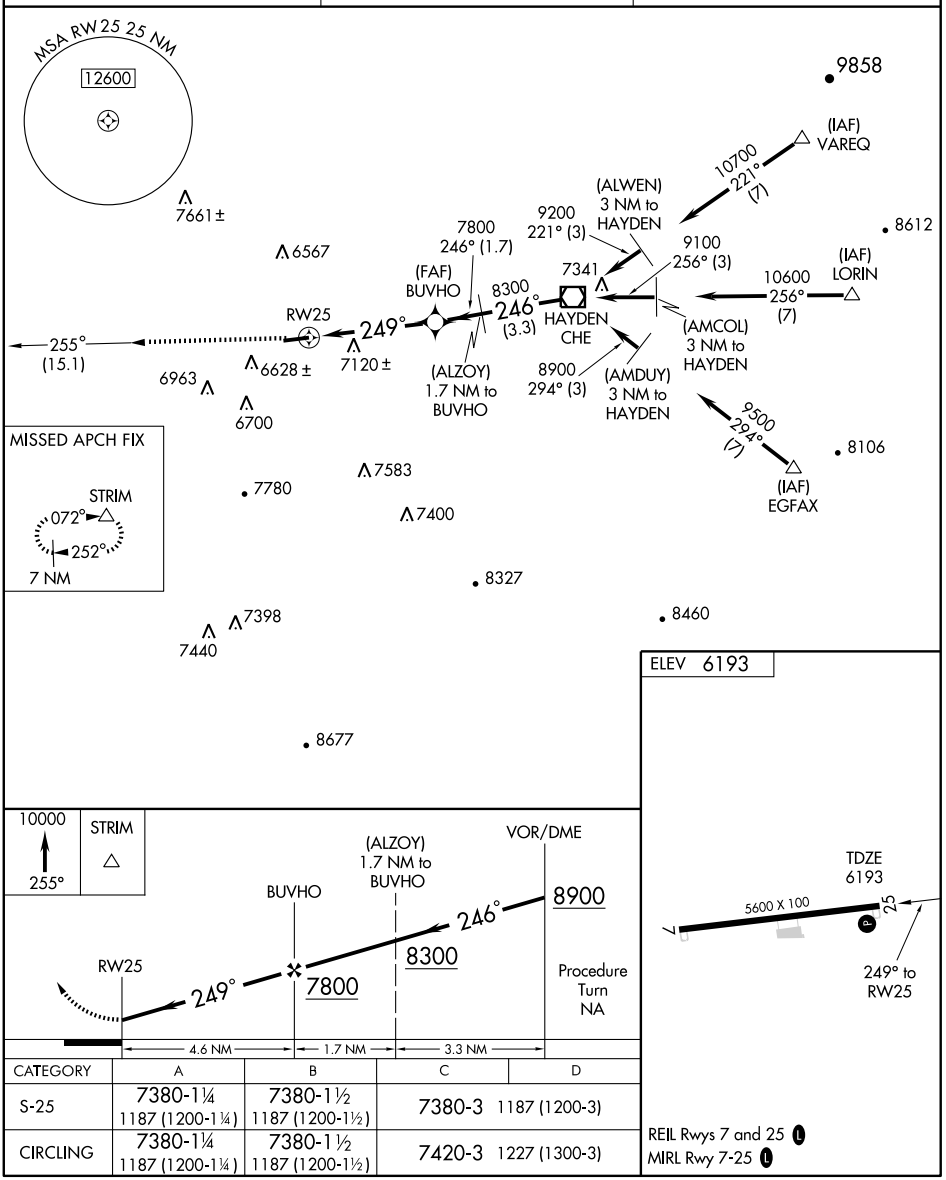
GPS RWY 25
CRAIG-MOFFAT (CAG)

NA

MISSED APPROACH: Climb to 10000 via 255° course to STRIM WP and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L

SW-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-25	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7380-3 1187 (1200-3)	
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3 1227 (1300-3)	

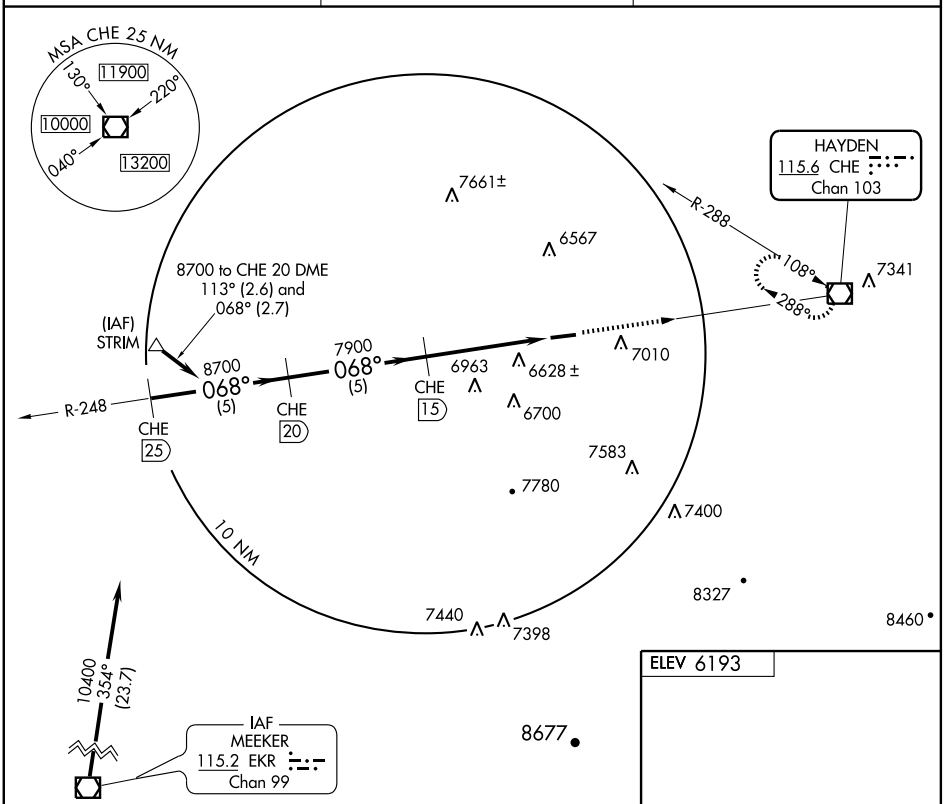
VOR/DME CHE 115.6 Chan 103	APP CRS 068°	Rwy Idg 5600 TDZE 6193 Apt Elev 6193

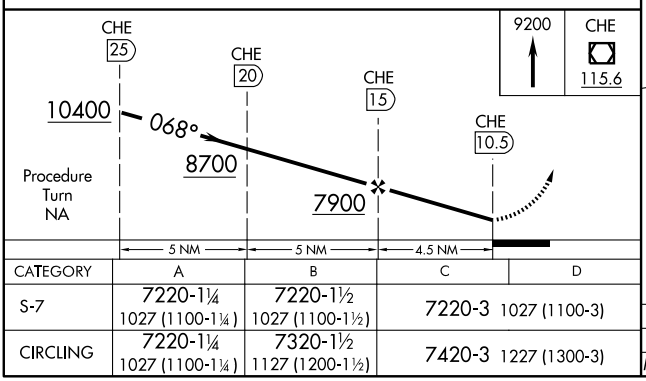
VOR/DME RWY 7

CRAIG-MOFFAT (CAG)

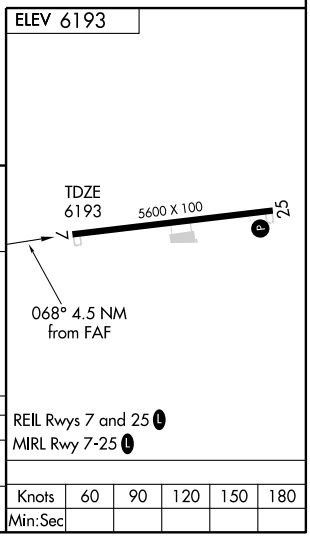
MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-7	7220-1¼ 1027 (1100-1¼)	7220-1½ 1027 (1100-1½)	7220-3 1027 (1100-3)	
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3 1227 (1300-3)	



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

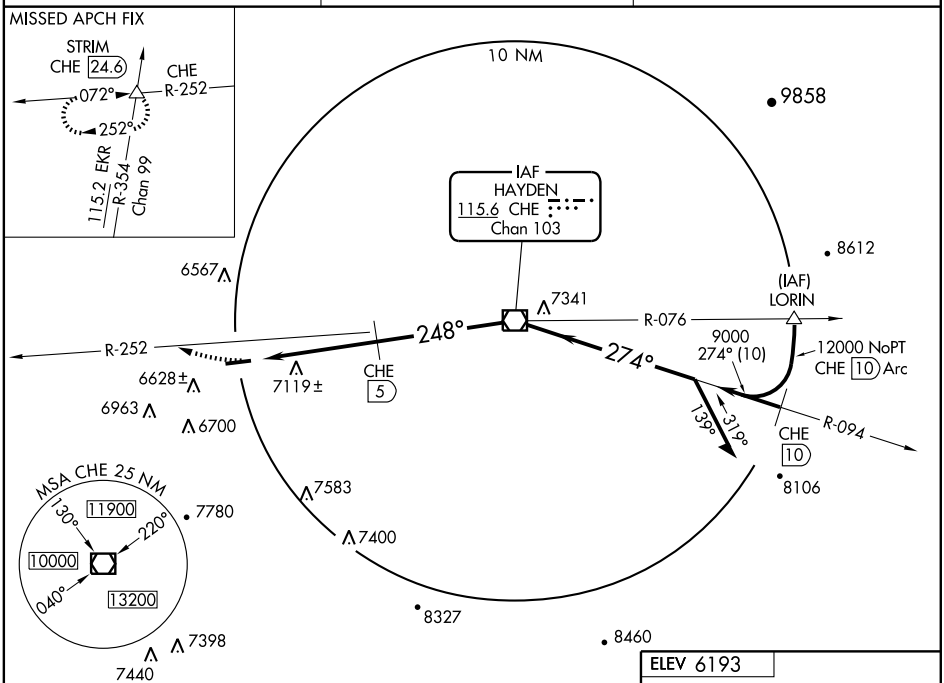
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

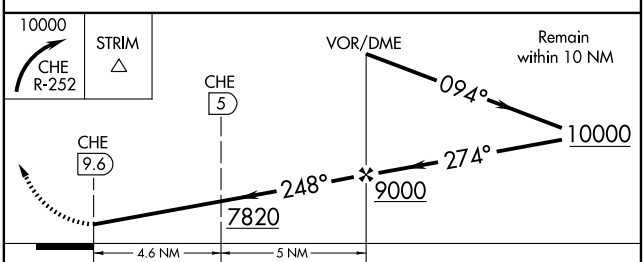
VOR/DME CHE 115.6 Chan 103	APP CRS 248°	Rwy Idg 5600 TDZE 6192 Apt Elev 6193

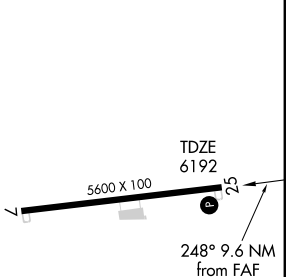
VOR RWY 25
CRAIG-MOFFAT (CAG)

MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM Int and hold.

ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	7820-1¼ 1628 (1700-1¼)	7820-1½ 1628 (1700-1½)	7820-3 1628 (1700-3)	
CIRCLING	7820-1¼ 1627 (1700-1¼)	7820-1½ 1627 (1700-1½)	7820-3 1627 (1700-3)	
DME MINIMA				
S-25	7380-1¼ 1188 (1200-1¼)	7380-1½ 1188 (1200-1½)	7380-3 1188 (1200-3)	
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3 1227 (1300-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

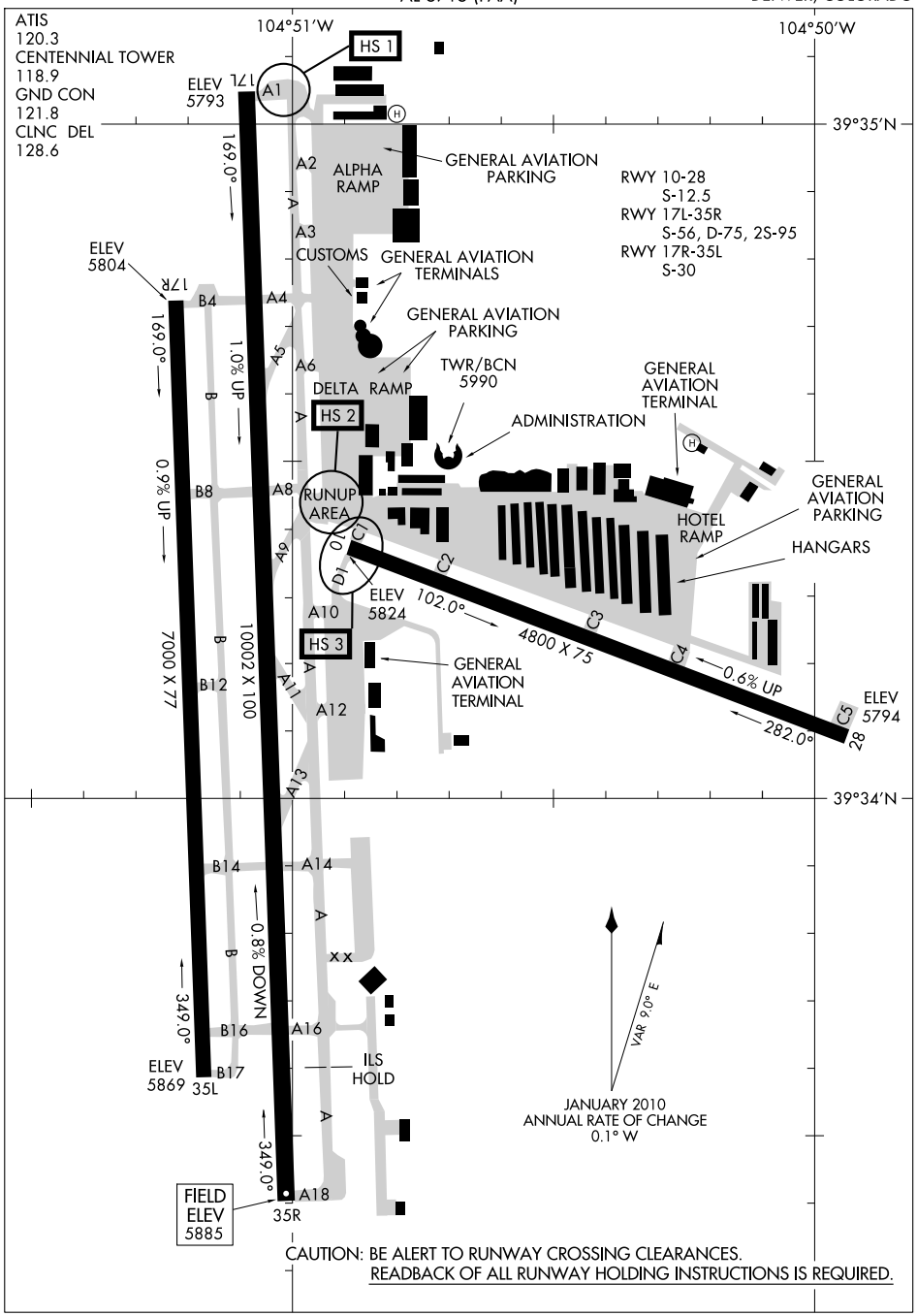
FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DENVER/ CENTENNIAL (APA)
DENVER, COLORADO

AL-5715 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

DENVER, COLORADO
DENVER/ CENTENNIAL (APA)

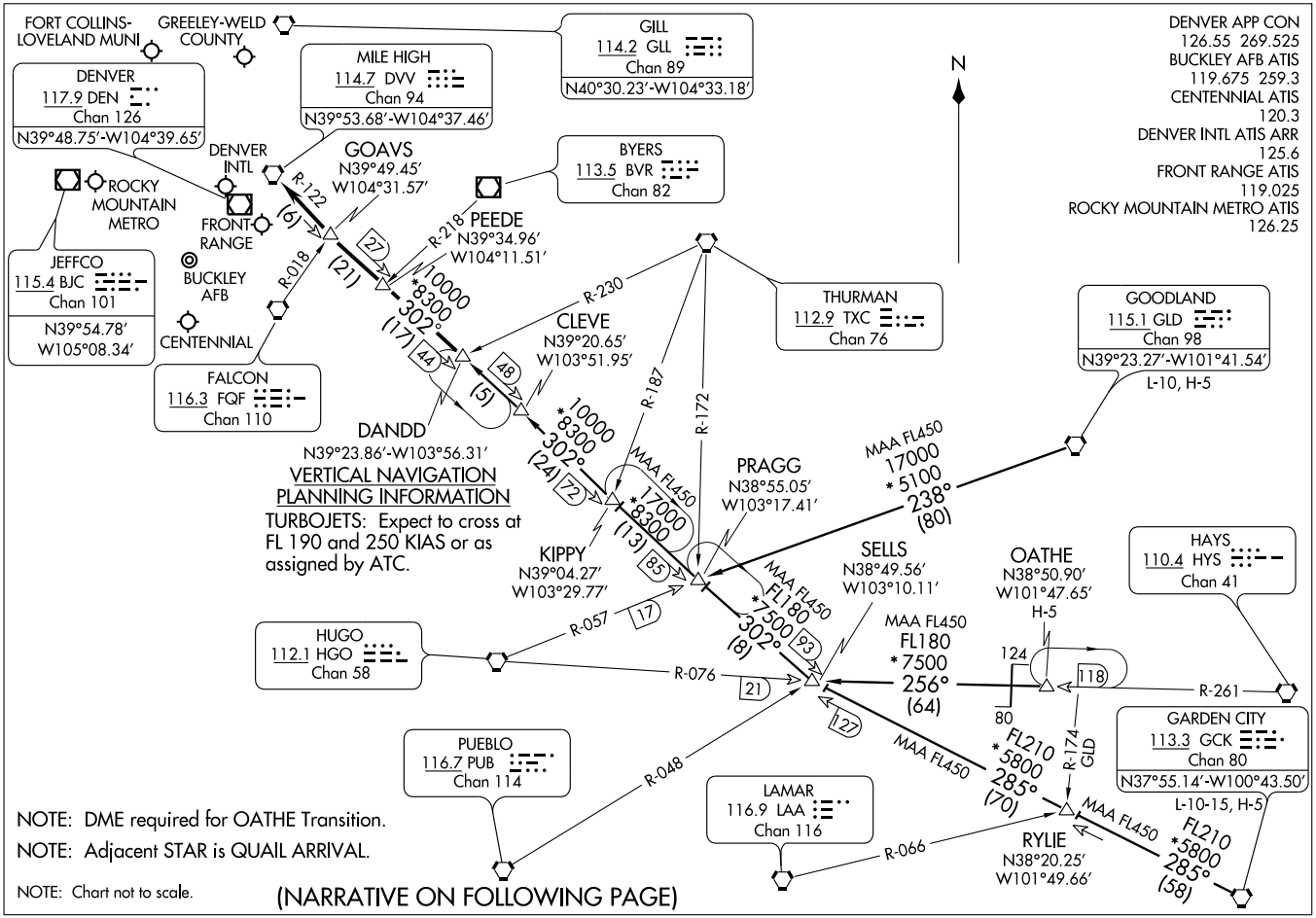
10266

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

(DENVR5.DENVR) 10042

DENVER, COLORADO
DENVER/ CENTENNIAL (APA)

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L, 35R: Standard.
Rwy 17L, 17R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE
(DENVR5.DENVR) 10042
DENVER/ CENTENNIAL (APA)
DENVER, COLORADO

SL-5715 (FAA)

SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-APA	APP CRS	Rwy Idg 35R	Rwy Idg 35L
111.3	347°	10002	7000
Chan 50		TDZE 5885	TDZE 5869
		Apt Elev 5885	Apt Elev 5885

ILS or LOC RWY 35R

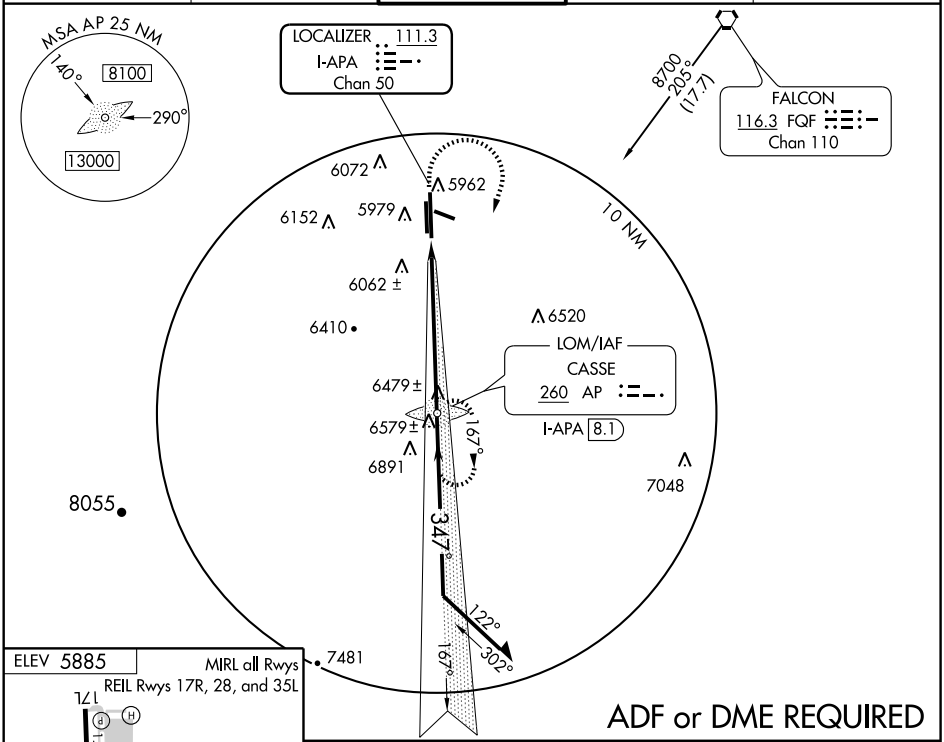
DENVER/ CENTENNIAL (APA)

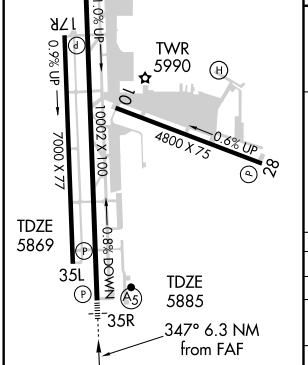
For inoperative MALSR, increase S-LOC CAT A visibility to 1 mile.
Circling to Rwy 10 not authorized at night.
ADF required until established on localizer inbound, maintain 9000 until 13 DME.

MALSR

MISSED APPROACH: Climb to 6900, then climbing right turn to 9000 to intercept I-APA South course to CASSE LOM/I-APA 8.1 DME and hold.

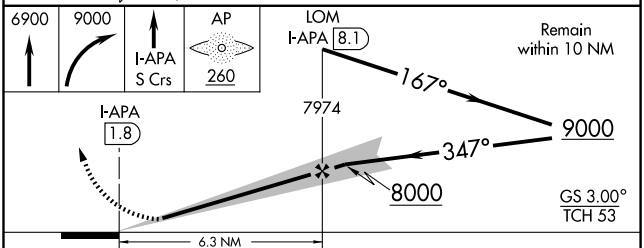
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6





FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 35R	6085-½ 200 (200-½)			
S-LOC 35R	6760-¾ 875 (900-¾)		6760-2 875 (900-2)	6760-2¼ 875 (900-2¼)
SIDESTEP RWY 35L	6760-1¼ 891 (900-1¼)		6760-2¾ 891 (900-2¾)	6760-3 891 (900-3)
CIRCLING	6760-1 875 (900-1)	6760-1¼ 875 (900-1¼)	6760-2½ 875 (900-2½)	6760-2¾ 875 (900-2¾)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOM AP	APP CRS	Rwy Idg	10002
260	347°	TDZE	5885
		Apt Elev	5885

NDB RWY 35R

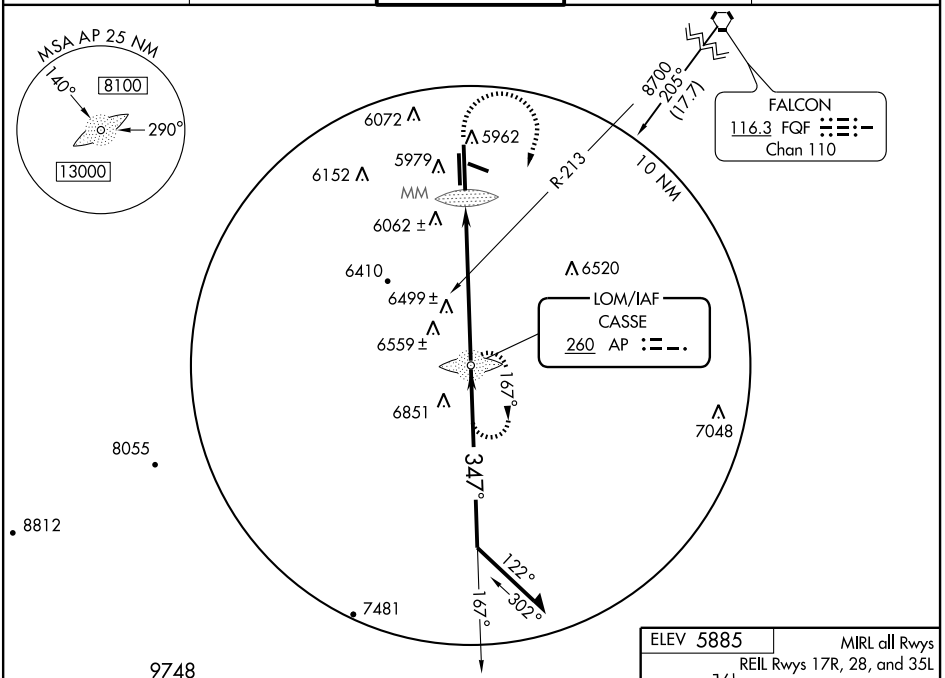
DENVER/ CENTENNIAL (APA)

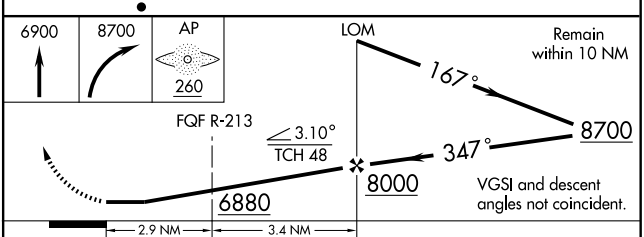
*For inoperative MALSR, increase S-35R Cat A visibility to 1¼, increase S-35R Cat B visibility to 1½.
#For inoperative MALSR, increase S-35R Cat A, B visibility to 1¼. Circling to Rwy 10 not authorized at night.

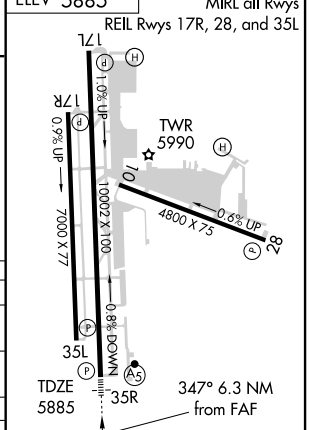
MALSR

MISSED APPROACH: Climb to 6900, then climbing right turn to 8700 direct AP LOM and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6







CATEGORY	A	B	C	D
S-35R*	6880-¾ 995 (1000-¾)	6880-1 995 (1000-1)	6880-2½ 995 (1000-2½)	6880-2¾ 995 (1000-2¾)
CIRCLING	6880-1¼ 995 (1000-1¼)	6880-1½ 995 (1000-1½)	6880-3 995 (1000-3)	
VOR MINIMUMS				
S-35R #	6780-¾ 895 (900-¾)		6780-2¼ 895 (900-2¼)	6780-2¾ 895 (900-2¾)
CIRCLING	6780-1¼ 895 (900-1¼)		6780-2¾ 895 (900-2¾)	6780-3 895 (900-3)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

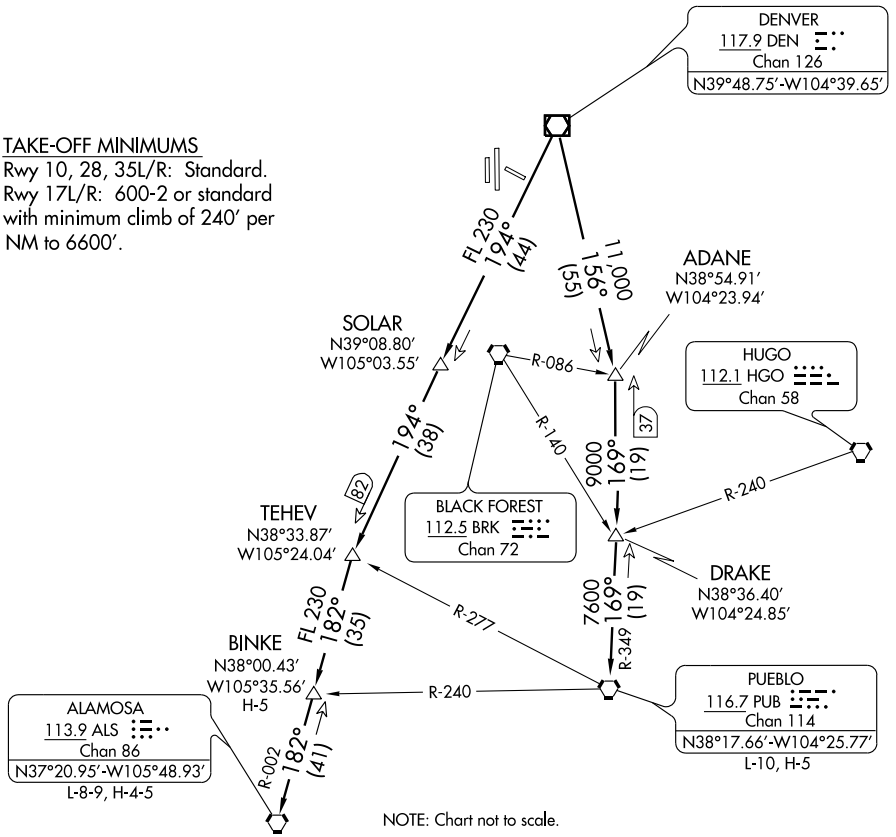
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE

SL-5715 (FAA)

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L/R: Standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER, COLORADO
DENVER/CENTENNIAL (APA)

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.79'
L-10, H-5

ASHBY
N40°19.03'
W102°00.09'
L-10,H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

MC COOK
115.3 MCK
Chan 100
N40°12.23'-W100°35.65'
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.65'

THURMAN
112.9 TXC
Chan 76
N39°41.90'-W103°12.90'
L-10, H-5

EEONS
N40°01.29'
W103°46.18'

EMMYS
N39°53.03'
W103°44.09'

EXTAN
N39°44.60'-W103°45.43'

EPKEE
N39°35.57'
W103°47.97'

TEKMY
N39°58.57'
W102°21.21'

BELKE
N40°01.38'
W102°00.51'
H-5

CABET
N39°35.65'
W102°00.65'
H-5

WEEDS
N39°06.72'
W102°00.78'

6500
066°
(55)

R-250

(50)

061°
(28)

R-241

8000
062°
(43)

FL 210
073°
(43)

8000
084°
(42)

FL 230
097°
(42)

073°
(64)

107

FL 210
073°
(16)

FL 210
073°
(66)

R-253

084°
(25)

R-264

7000
084°
(56)

7000
092°
(73)

R-298

R-273

097°
(88)

130

FL 230
129°
(94)

R-309

N

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L/R: standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240' per NM to 6600'.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

SL-5715 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

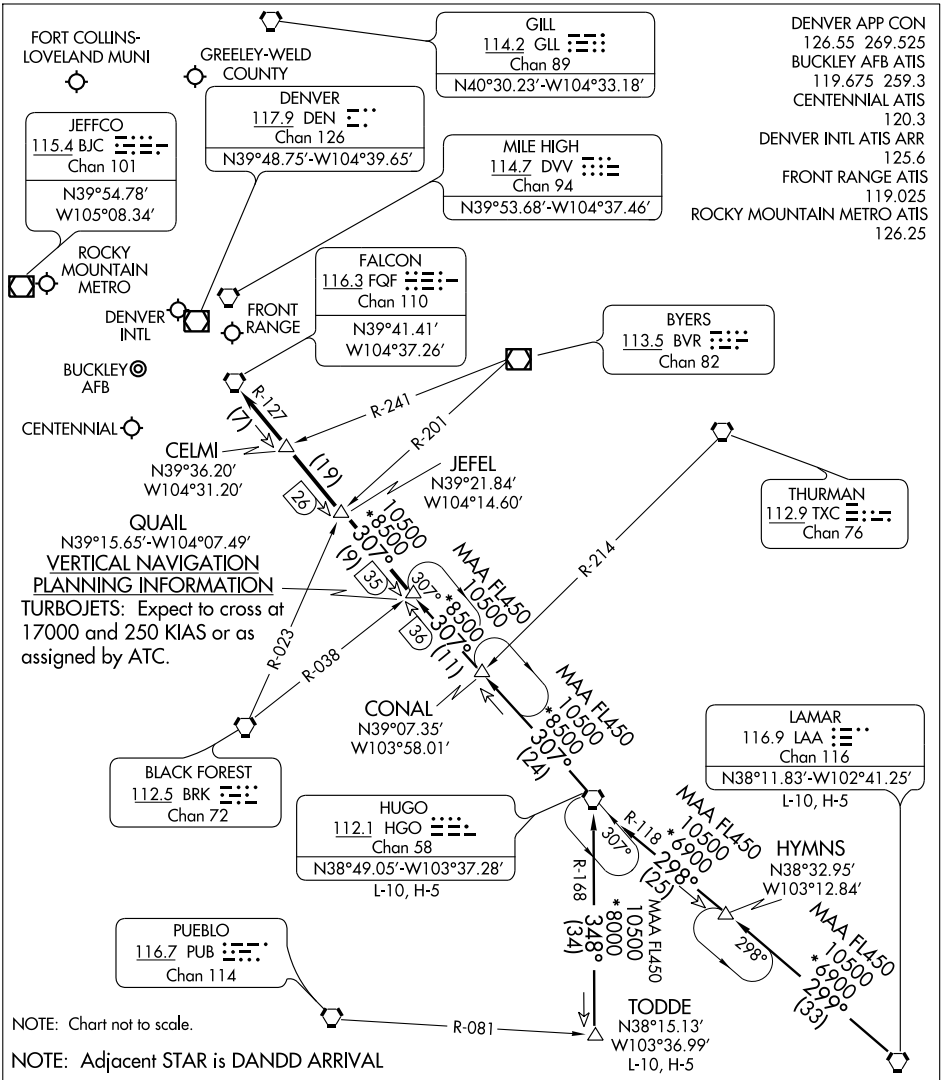
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

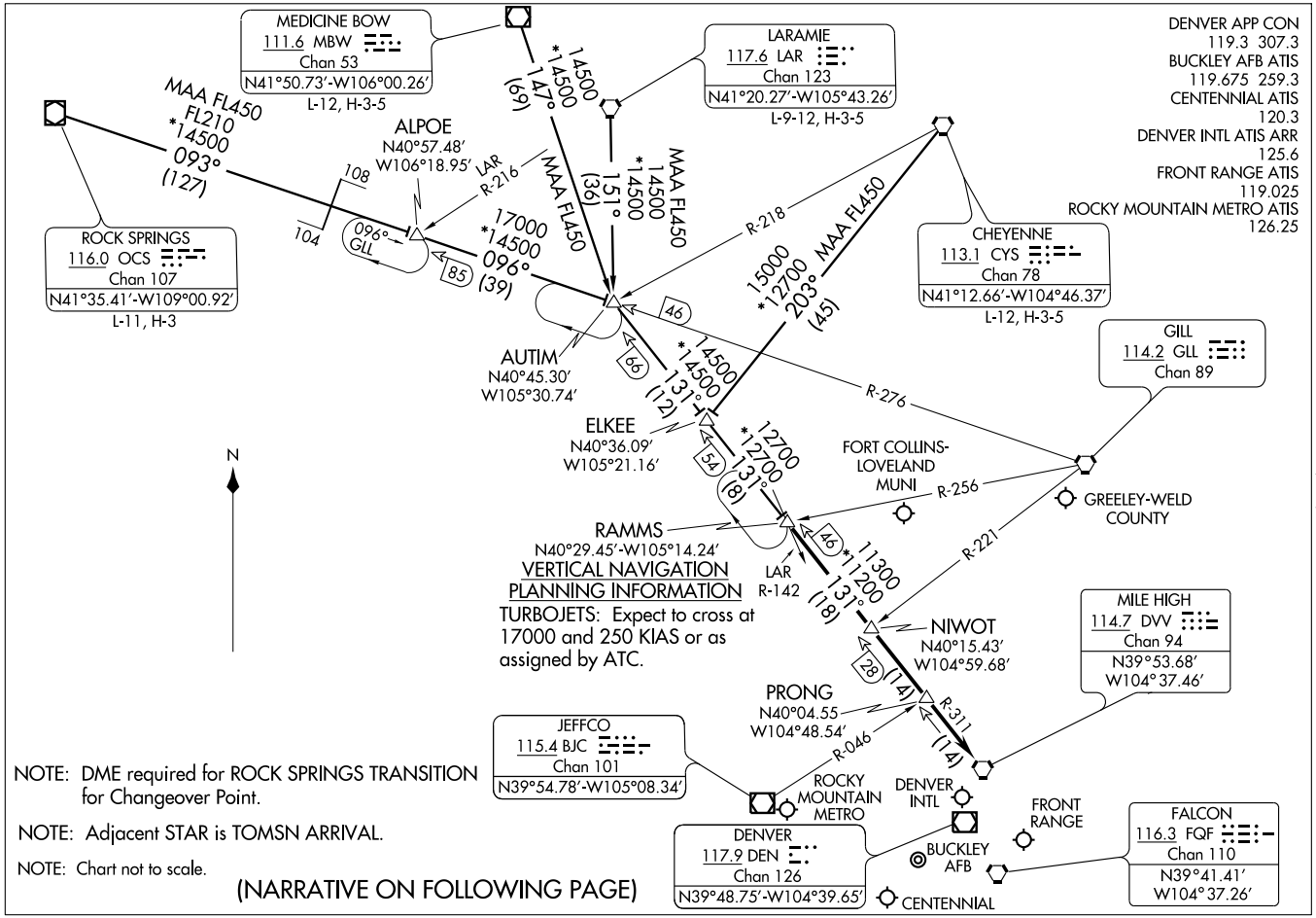
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4800
CH 82107	280°	TDZE	5813
W28A		Apt Elev	5885

RNAV (GPS) RWY 28

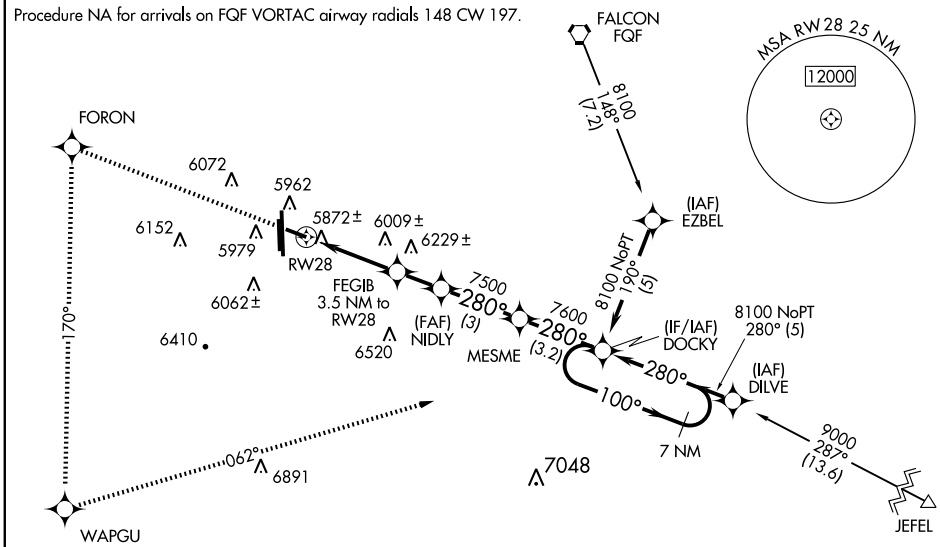
DENVER/ CENTENNIAL (APA)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile and circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). VDP and Baro VNAV NA when using Denver Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

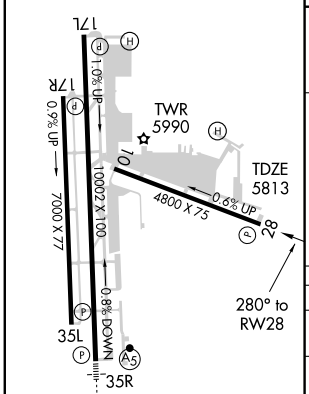
MISSED APPROACH: Climb to 9000 direct FORON and left turn via 170° track to WAPGU and left turn via 062° track to DOCKY and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6

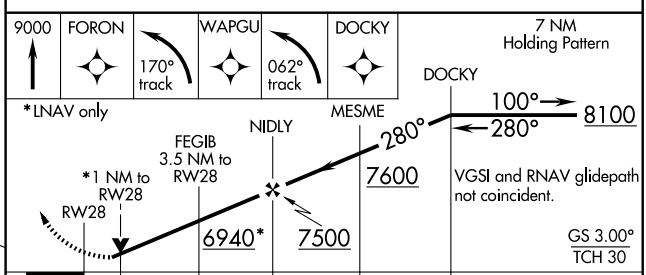
Procedure NA for arrivals on FQF VORTAC airway radials 148 CW 197.



ELEV 5885



MIRL all Rwys
REIL Rwys 17R, 28, and 35L



CATEGORY	A	B	C	D
LPV DA	6104-1¼ 291 (300-1¼)			
LNAV/VNAV DA	6152-1¼ 339 (300-1¼)			
LNAV MDA	6260-1 447 (400-1)		6260-1¼ 447 (400-1¼)	6260-1½ 447 (400-1½)
CIRCLING	6440-1 555 (600-1)		6440-1½ 555 (600-1½)	6560-2¼ 675 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10002
CH 93508	347°	TDZE	5885
W35A		Apt Elev	5885

RNAV (GPS) RWY 35R

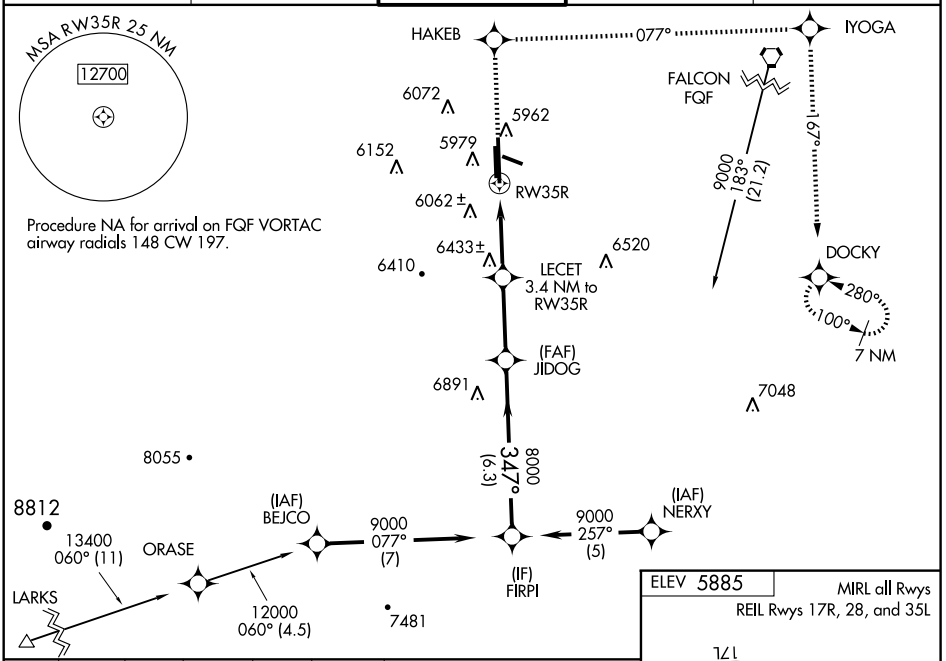
DENVER/ CENTENNIAL (APA)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LNAV Cat C/D visibility ¼ mile and circling Cats A/C/D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR increase LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). Inoperative table does not apply to LPV and LNAV/VNAV. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Denver Intl altimeter setting.
Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA.

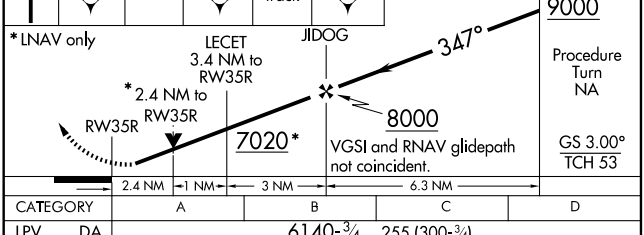
MALSR

MISSED APPROACH: Climb to 8100 direct HAKEB and via 077° track to IYOGA and via 167° track to DOCKY and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



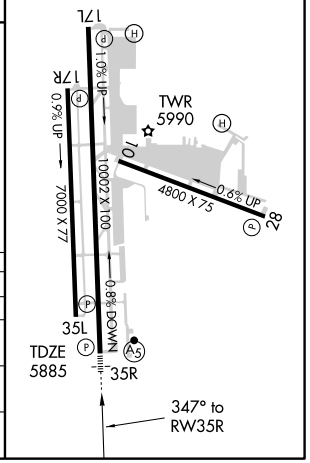
8100	HAKEB	077° track	IYOGA	167° track	DOCKY



CATEGORY	A	B	C	D
LPV DA	6140-¾ 255 (300-¾)			
LNAV/VNAV DA	6925-4 1040 (1100-4)			
LNAV MDA	6700-¾ 815 (900-¾)		6700-2 815 (900-2)	6700-2¼ 815 (900-2¼)
CIRCLING	6700-1 815 (900-1)	6700-1¼ 815 (900-1¼)	6700-2½ 815 (900-2½)	6700-2¾ 815 (900-2¾)

ELEV 5885

MIRL all Rwys
REIL Rwys 17R, 28, and 35L



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

DENVER, COLORADO

DENVER/CENTENNIAL (APA)

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

KREMMLING
113.8 RLG
Chan 85
N40°00.16′-W106°26.55′
L-9-11, H-3-5

ZIMMR
N40°01.78′
W105°39.93′

16000
260°
(68)
R-078

16000
253°
(36)
R-073

16000
275°
(48)

RIFLE
110.6 RIL
Chan 43
N39°31.69′ - W107°42.98′

R-344

R-148

CONNR
N39°41.94′
W105°39.95′

16300
251°
(47)

16500
242°
(59)
R-062

FL 200
240°
(47)

N

RED TABLE
113.0 DBL
Chan 77
N39°26.36′-W106°53.68′
L-9, H-3

R-134

FL 200
240°
(28)
75

BAYLR
N39°33.20′
W105°37.10′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

TEHRU
N39°14.56′
W106°43.25′

FL 280
240°
(27)
102

BOBBA
N39°23.70′
W106°11.17′

FL 280
219°
(71)

FL 200
201°
(69)

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L, 35R: Standard.
Rwy 17R: Standard with minimum climb of 370′ per NM to 6900′.
Rwy 17L: Standard with minimum climb of 253′ per NM to 6900′.

DOVE CREEK
114.6 DVC
Chan 93
N37°48.52′-W108°55.88′
L-9, H-3

R-039

R-021

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

FL 280
218°
(64)

MONTROSE
117.1 MTJ
Chan 118
N38°30.39′-W107°53.96′
L-9, H-3

R-035

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROCKIES SEVEN DEPARTURE
(ROCKI7.DEN) 09239
DENVER/CENTENNIAL (APA)
DENVER, COLORADO

SL-5715 (FAA)

SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

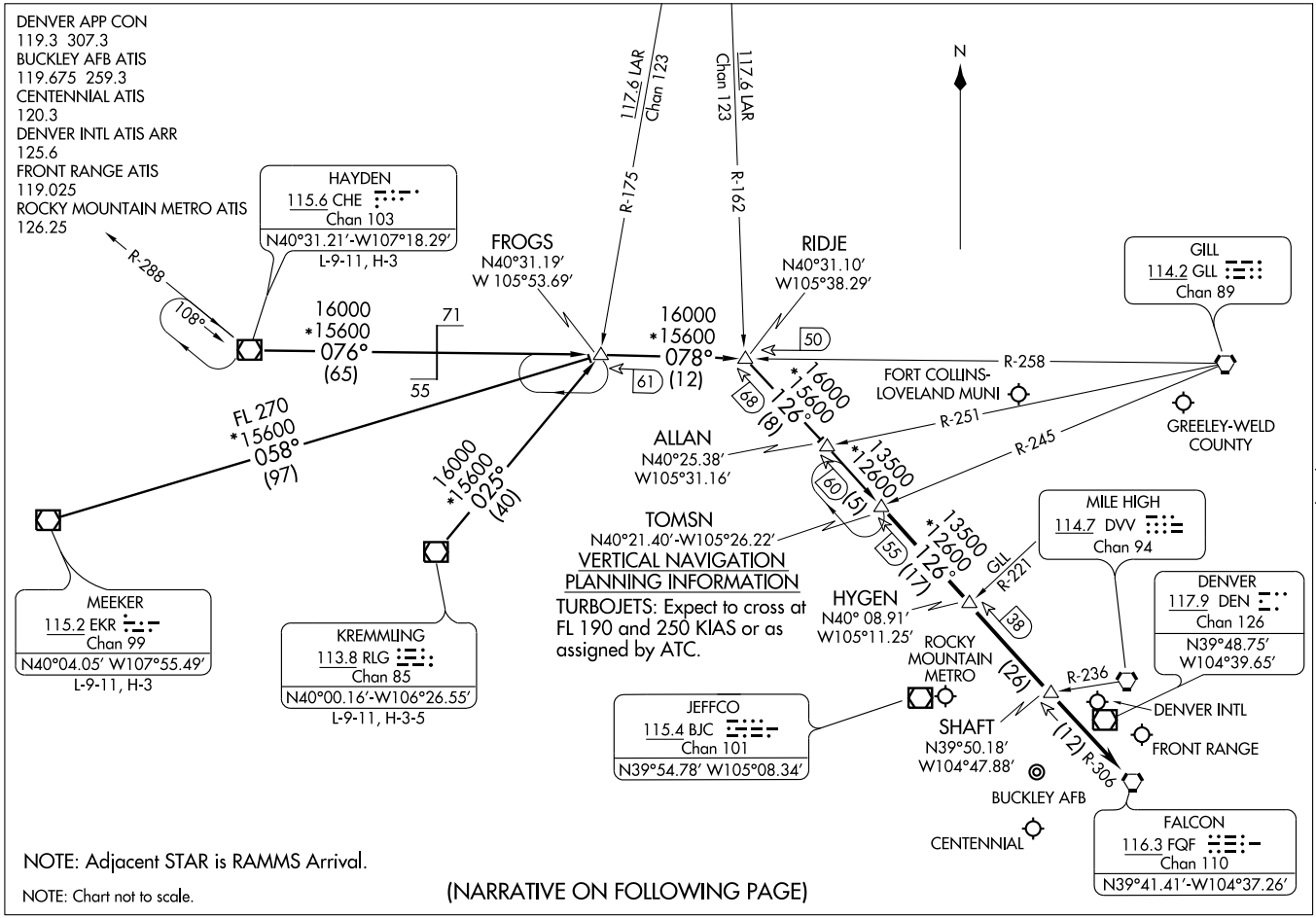
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

DENVER/CENTENNIAL (APA)
DENVER, COLORADO

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

MEDICINE BOW
111.6 MBW
Chan 53
N41°50.73′-W106°00.26′
L-12, H-3-5

RAPID CITY
112.3 RAP
Chan 70
N43°58.56′-W103°00.74′
L-12, H-2

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

NATTI
N41°30.81′
W106°29.02′
L-9-11

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

HANKI
N41°37.92′
W102°55.81′
H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

YALES
N40°47.66′
W104°44.34′

YAMMI
N40°45.90′
W105°04.08′

COPLA
N40°49.67′
W104°05.76′

YOKES
N40°34.62′
W104°14.24′

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

R-213
R-133
12000
313°
(77)
13000
273°
(36)
R-125
11000
305°
(45)
R-194
R-163
10000
343°
(25)
FL230
005°
(219)
R-186
9000
011°
(70)
R-191
CYS
R-060
100
FL210
034°
(71)
R-034
66
(16)
10000
346°
(59)
11000
331°
(60)
R-174
9000
356°
(42)
9000
012°
(50)

N

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L, 35R: Standard.
Rwy 17R: Standard with minimum climb of 370′ per NM to 6900′.
Rwy 17L: Standard with minimum climb of 253′ per NM to 6900′.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

YELLOWSTONE SIX DEPARTURE
(YELLO6.DEN) 09127
DENVER/CENTENNIAL (APA)
DENVER, COLORADO

SL-5715 (FAA)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

10266
AIRPORT DIAGRAM
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO

AL-5612 (FAA)
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

39°55′N
39°54′N
105°08′W
105°07′W
105°06′W

ATIS
126.25
METRO TOWER★
118.6 233.7
GND CON
121.7

FIELD ELEV 5673

ELEV 5660

ELEV 5600

HS 1

U.S. FOREST SERVICE

NCAR

STEVENS AVIATION

FIRE STATION

US CUSTOMS: PARK ON NORTHWEST SIDE OF TERMINAL RAMP.

TWR

TERMINAL

DENVER AIR

HANGARS

WATER TANKS

TWR UNDER CONSTRUCTION

ELEV 5616

ELEV 5595

ELEV 5566

5697

115.1°

0.9% DOWN

7002 X 75

1.1% UP

3600 X 75

205.1°

0.4% UP

9000 X 100

025.1°

295.1°

1.2% UP

295.1°

VAR 9.2° E

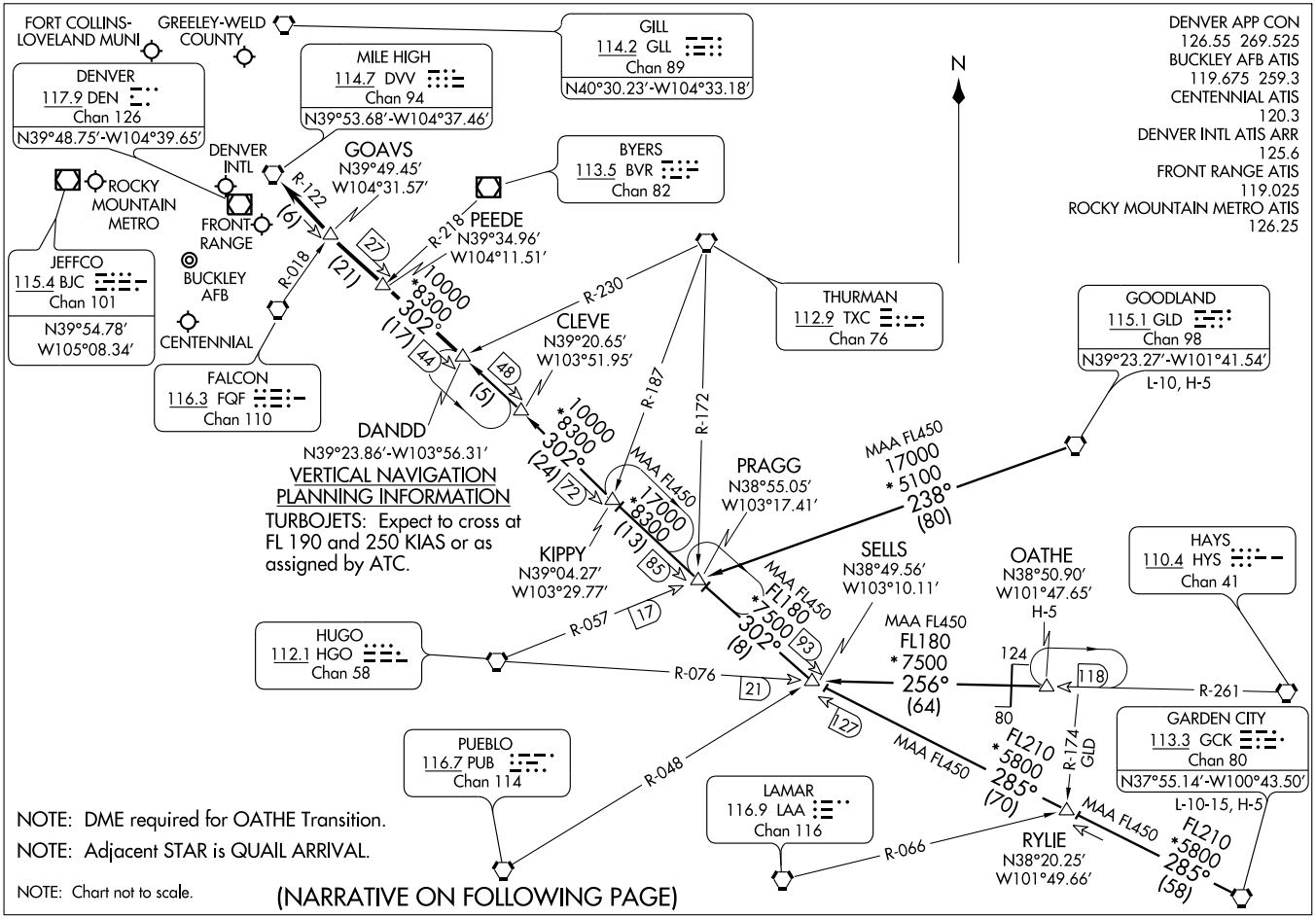
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 02-20
S-40, D-45, 2D-65
RWY 11L-29R
S-55, D-75, 2S-95
RWY 11R-29L
S-12.5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE
(DENVR5.DENVR) 10042
DENVER, COLORADO
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7002
292°	TDZE	5628
	Apt Elev	5673

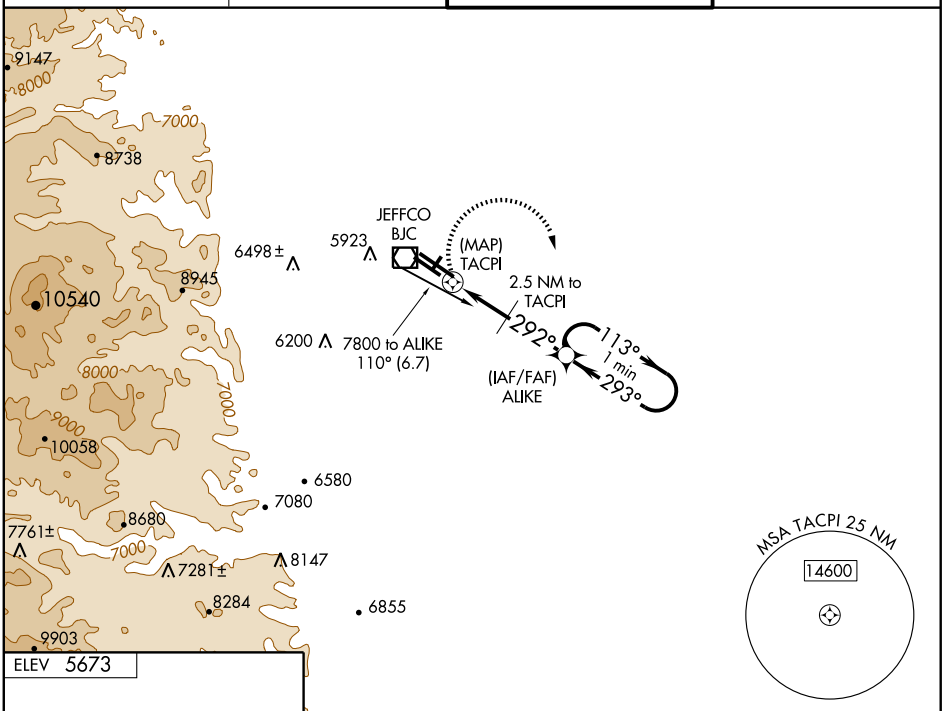
GPS RWY 29L

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

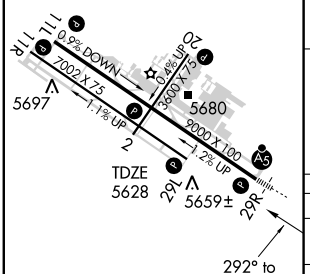
NA When control tower closed, use Denver Intl altimeter setting. DME/DME RNP-0.3 NA

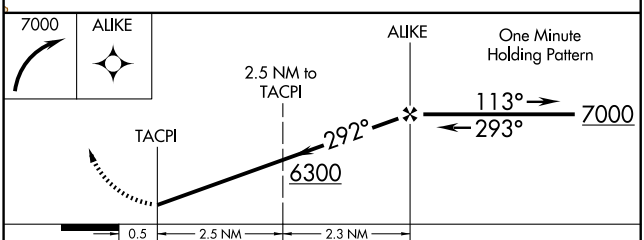
MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

ATIS	DENVER APP CON	METRO TOWER*	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7



ELEV 5673





CATEGORY	A	B	C	D
S-29L	6040-1	412 (400-1)	6040-1¼	412 (400-1¼)
CIRCLING	6180-1	507 (600-1)	6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29L	6120-1	492 (500-1)	6120-1¼ 492 (500-1¼)	6120-1½ 492 (500-1½)
CIRCLING	6260-1	587 (600-1)	6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
293°	TDZE	5599
	Apt Elev	5673

GPS RWY 29R

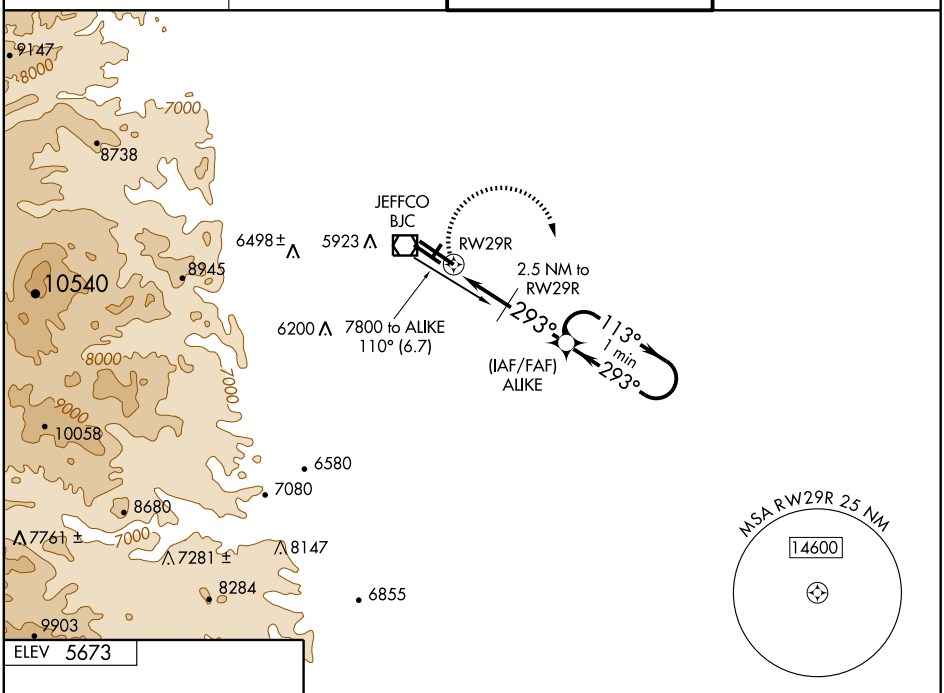
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

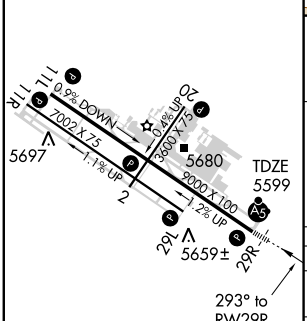
When control tower closed, use Denver Intl altimeter setting.
For inoperative MALSR, increase S-29R Cat. D visibility to 1¼ mile.
Inoperative table does not apply to S-29R Cat. D.
DME/DME RNP -0.3 NA.

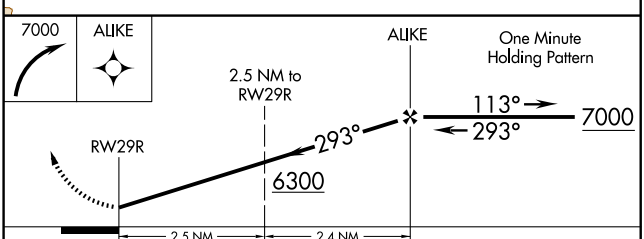
MALSR

MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

ATIS	DENVER APP CON	METRO TOWER★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7







CATEGORY	A	B	C	D
S-29R	6000-½ 401 (400-½)		6000-¾ 401 (400-¾)	6000-1 401 (400-1)
CIRCLING	6180-1 507 (600-1)		6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	6100-½ 501 (500-½)		6100-1 501 (500-1)	
CIRCLING	6260-1 587 (600-1)		6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-BJC	APP CRS				
111.7	293°	Rwy 29R ldg 9000	TDZE 5595	Apt Elev 5670	Rwy 29L ldg 7002	TDZE 5625	Apt Elev 5670

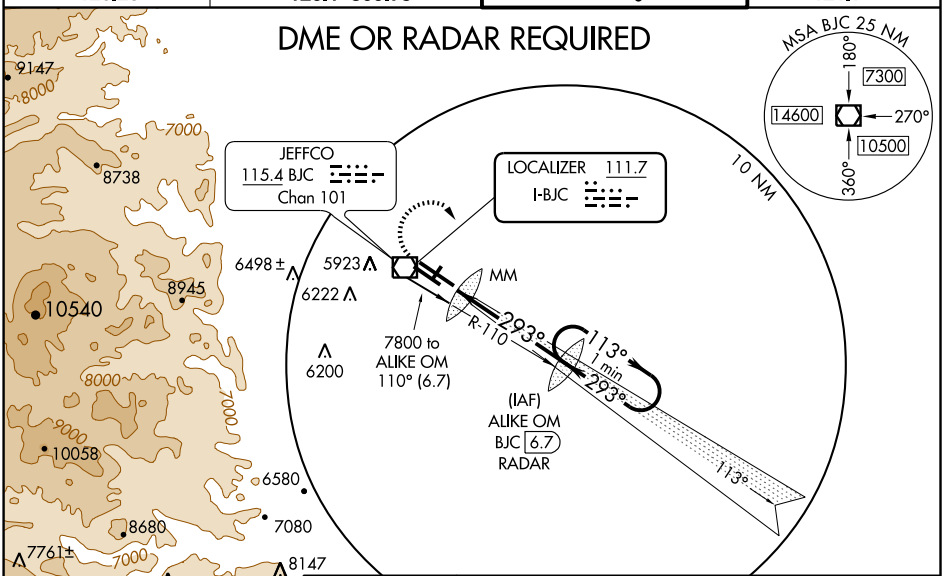
DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC) ILS or LOC RWY 29R

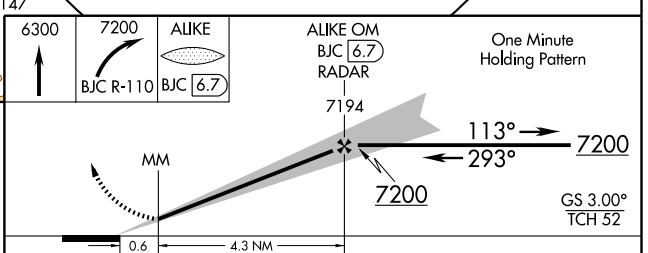
When control tower closed use Denver Intl altimeter setting. For inoperative MALSR, increase S-LOC 29R Cat. D visibility ¼ mile; and increase Denver Intl altimeter setting S-ILS 29R Cats. A, B, C, D visibility ½ mile.

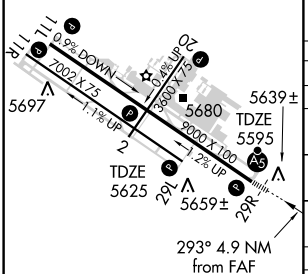
MALSR

MISSED APPROACH: Climb to 6300 then climbing right turn to 7200 via BJC VOR/DME R-110 to Alike OM/BJC 6.7 DME/RADAR and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7







REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 29R	5795-½ 200 (200-½)			
S-LOC 29R	5900-½ 305 (300-½)			5900-¾ 305 (300-¾)
SIDESTEP 29L	5920-1 295 (300-1)		5920-1½ 295 (300-1½)	5920-2 295 (300-2)
CIRCLING	6180-1 510 (600-1)		6240-1½ 570 (600-1½)	6240-2 570 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-ILS 29R	5877-½ 282 (300-½)			
S-LOC 29R	5980-½ 385 (400-½)			5980-¾ 385 (400-¾)
SIDESTEP 29L	6000-1 375 (400-1)		6000-1½ 375 (400-1½)	6000-2 375 (400-2)
CIRCLING	6260-1 590 (600-1)		6320-1¾ 650 (700-1¾)	6320-2 650 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

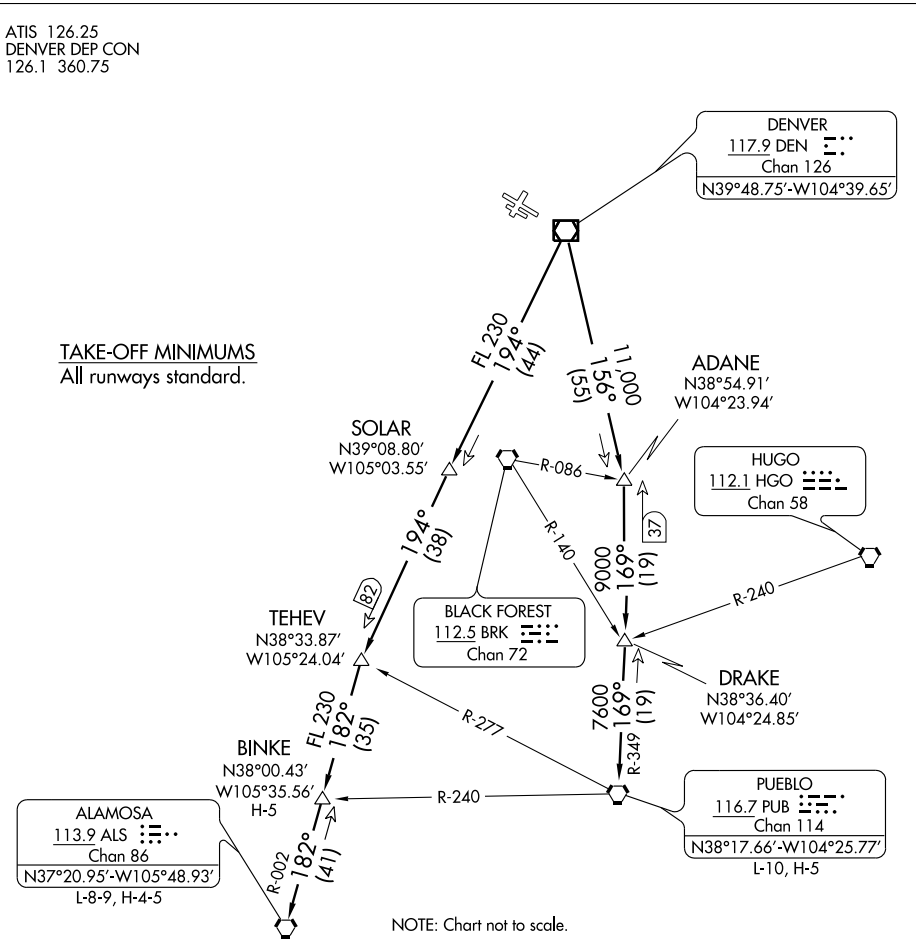
PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

DENVER, COLORADO

ATIS 126.25
DENVER DEP CON
126.1 360.75

AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.79'
L-10, H-5

ASHBY
N40°19.03'
W102°00.09'
L-10,H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

EEONS
N40°01.29'
W103°46.18'

EMMYS
N39°53.03'
W103°44.09'

TEKMY
N39°58.57'
W102°21.21'

BELKE
N40°01.38'
W102°00.51'
H-5

MC COOK
115.3 MCK
Chan 100
N40°12.23'-W100°35.65'
L-10, H-5

EXTAN
N39°44.60'-W103°45.43'

CABET
N39°35.65'
W102°00.65'
H-5

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.65'

EPKEE
N39°35.57'
W103.47.97'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90'-W103°12.90'
L-10, H-5

WEEDS
N39°06.72'
W102°00.78'

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5

TAKE-OFF MINIMUMS
All runways standard

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

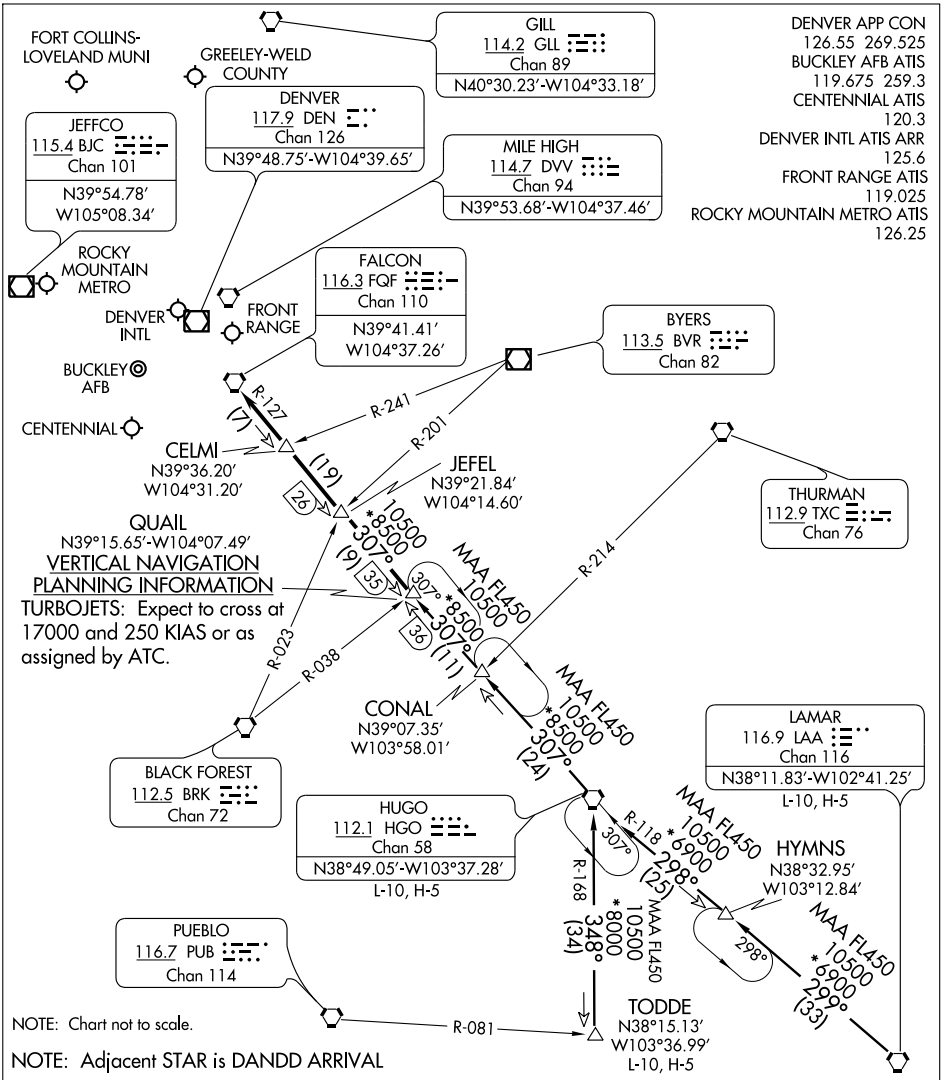
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

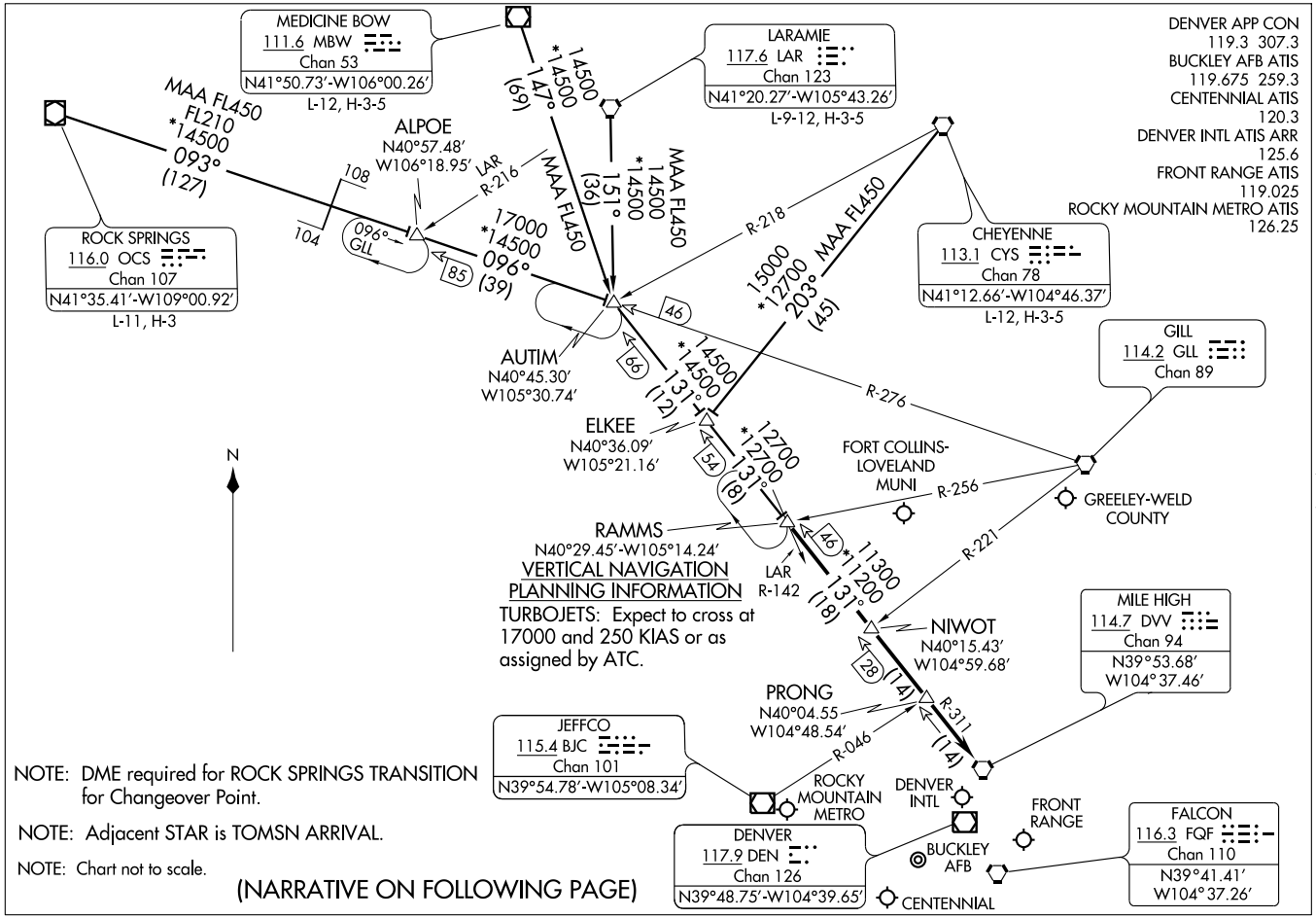
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)

DENVER, COLORADO

ATIS 126.25
DENVER DEP CON
126.1 360.75

TAKE-OFF OBSTACLE NOTES

RWY 29L: Terrain beginning 45′ from DER, 292′ left of centerline, up to 5839′ MSL.
Fence 1015′ from DER, 392′ left of centerline, 15′ AGL/5725′ MSL.
Fence 982′ from DER, 303′ left of centerline, 14′ AGL/5714′ MSL.
Multiple trees beginning 687′ from DER, 615′ right of centerline, up to 70′ AGL/5839′ MSL.
Tree 3196′ from DER, 1337′ left of centerline, 70′ AGL/5839′ MSL.
RWY 2: Pole 432′ from DER, 370′ right of centerline, 49′ AGL/5619′ MSL.

KREMMLING
113.8 RLG
Chan 85
N40°00.16′-W106°26.55′
L-9-11, H-3-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

RIFLE
110.6 RIL
Chan 43
N39°31.69′ - W107°42.98′

RED TABLE
113.0 DBL
Chan 77
N39°26.36′-W106°53.68′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.52′-W108°55.88′
L-9, H-3

MONTROSE
117.1 MTJ
Chan 118
N38°30.39′-W107°53.96′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ZIMMR
N40°01.78′
W105°39.93′

CONNR
N39°41.94′
W105°39.95′

BAYLR
N39°33.20′
W105°37.10′

TEHRU
N39°14.56′
W106°43.25′

BOBBA
N39°23.70′
W106°11.17′

R-078 16000 260° (68)
R-073 16000 253° (36)
16000 275° (48)
R-344
R-148
16300 251° (47)
16500 242° (59)
FL 200 240° (47)
R-062
R-134
FL 200 240° (28)
75
FL 280 240° (27)
102
FL 280 219° (71)
FL 200 201° (69)
R-039
R-021
FL 280 218° (64)
R-035

N

TAKE-OFF MINIMUMS

Rwys 2, 11R, 11L, 20, 29R: Standard.
Rwy 29L: 200-1 or standard with minimum climb of 402′ per NM to 5900.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROCKIES SEVEN DEPARTURE
(ROCKI7.DEN) 09239
DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

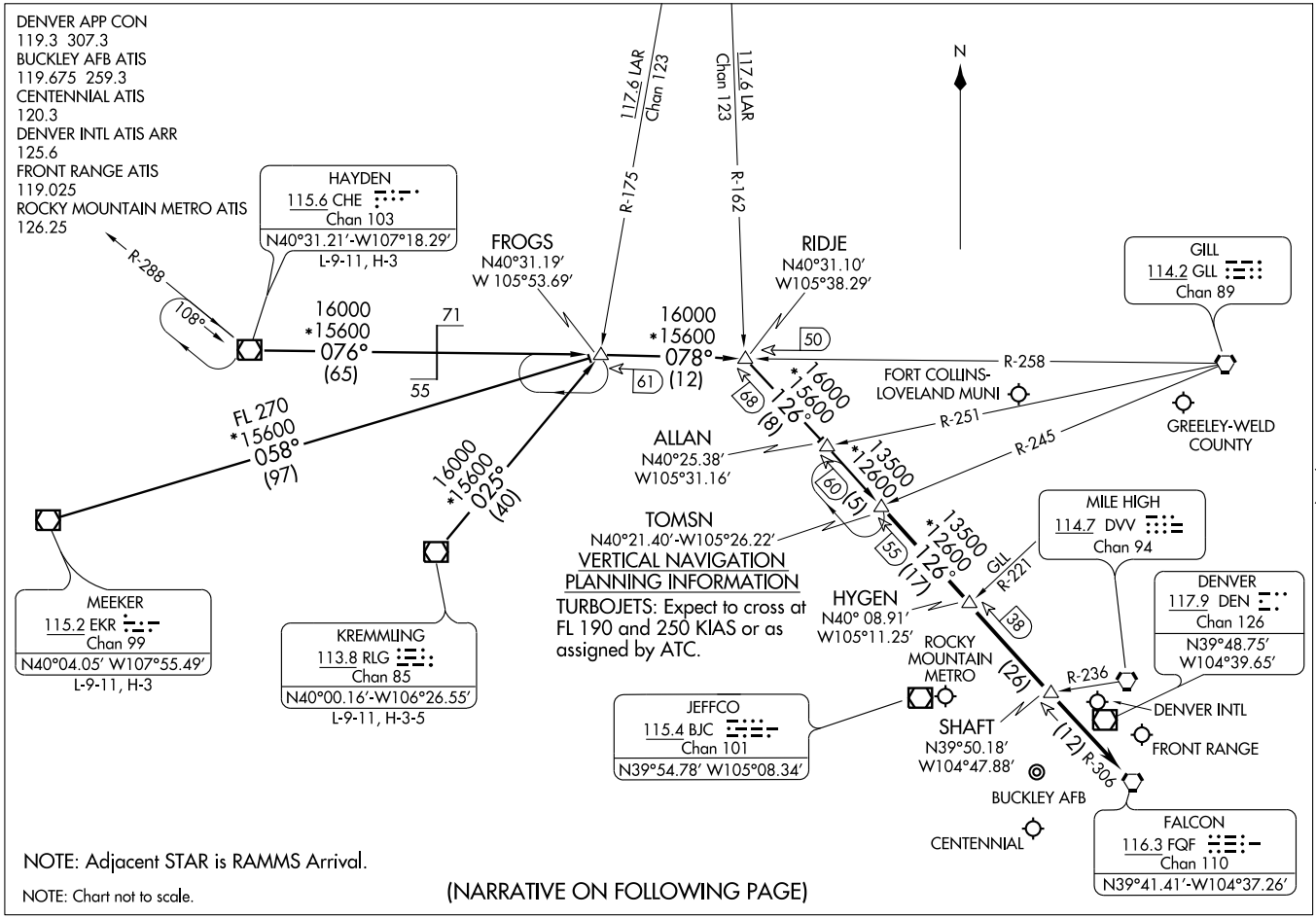
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 29L/R

DENVER/
ROCKY MOUNTAIN METROPOLITAN (BJC)

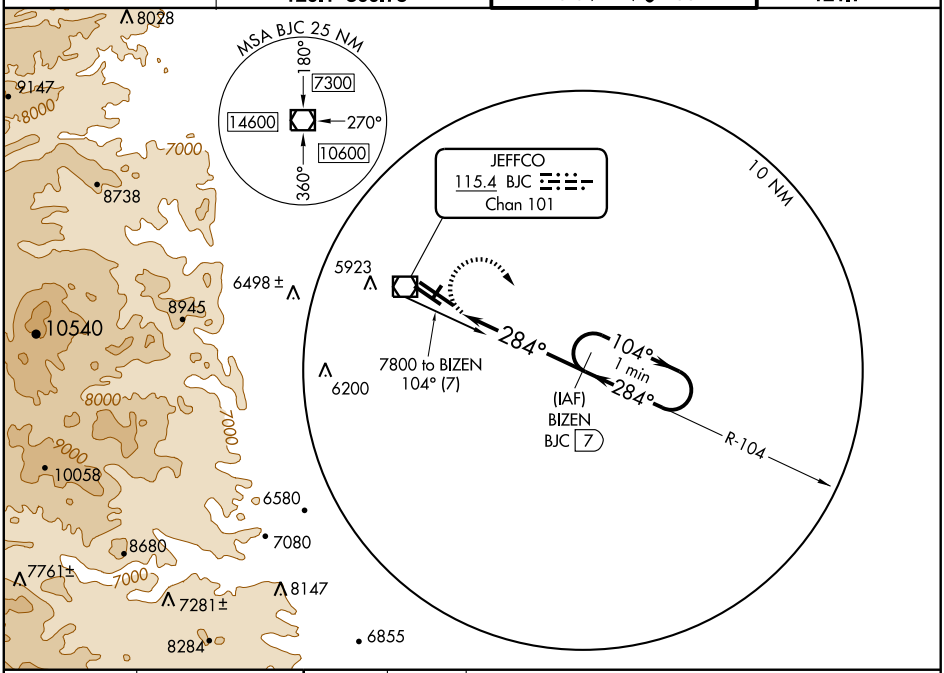
VOR/DME BJC	APP CRS	Rwy 29L Idg	7002	Rwy 29R Idg	9000
115.4	284°	TDZE	5625	TDZE	5595
Chan 101		Apt Elev	5670	Apt Elev	5670

When control tower closed, use Denver Intl altimeter setting. For inoperative MALSR, increase Denver Intl altimeter setting S-29R Cat. D visibility to 1¼ mile. Inoperative table does not apply to local altimeter setting S-29R Cat. D.

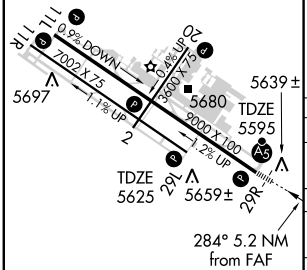
MALSR 29R

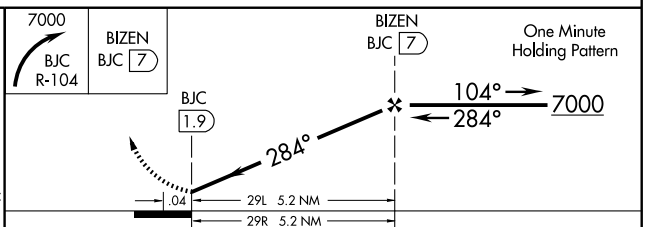
MISSED APPROACH: Climbing right turn to 7000 via BJC R-104 to BIZEN/7 DME and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7



ELEV 5670





CATEGORY	A	B	C	D
S-29R	5900-½ 305 (300-½)			5900-1 305 (300-1)
S-29L	5920-1 295 (300-1)			
CIRCLING	6180-1 510 (600-1)		6240-1½ 570 (600-1½)	6240-2 570 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	5980-½ 385 (400-½)			5980-1 385 (400-1)
S-29L	6000-1 375 (400-1)			6000-1¼ 375 (400-1¼)
CIRCLING	6260-1 590 (600-1)		6320-1¾ 650 (700-1¾)	6320-2 650 (700-2)

REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

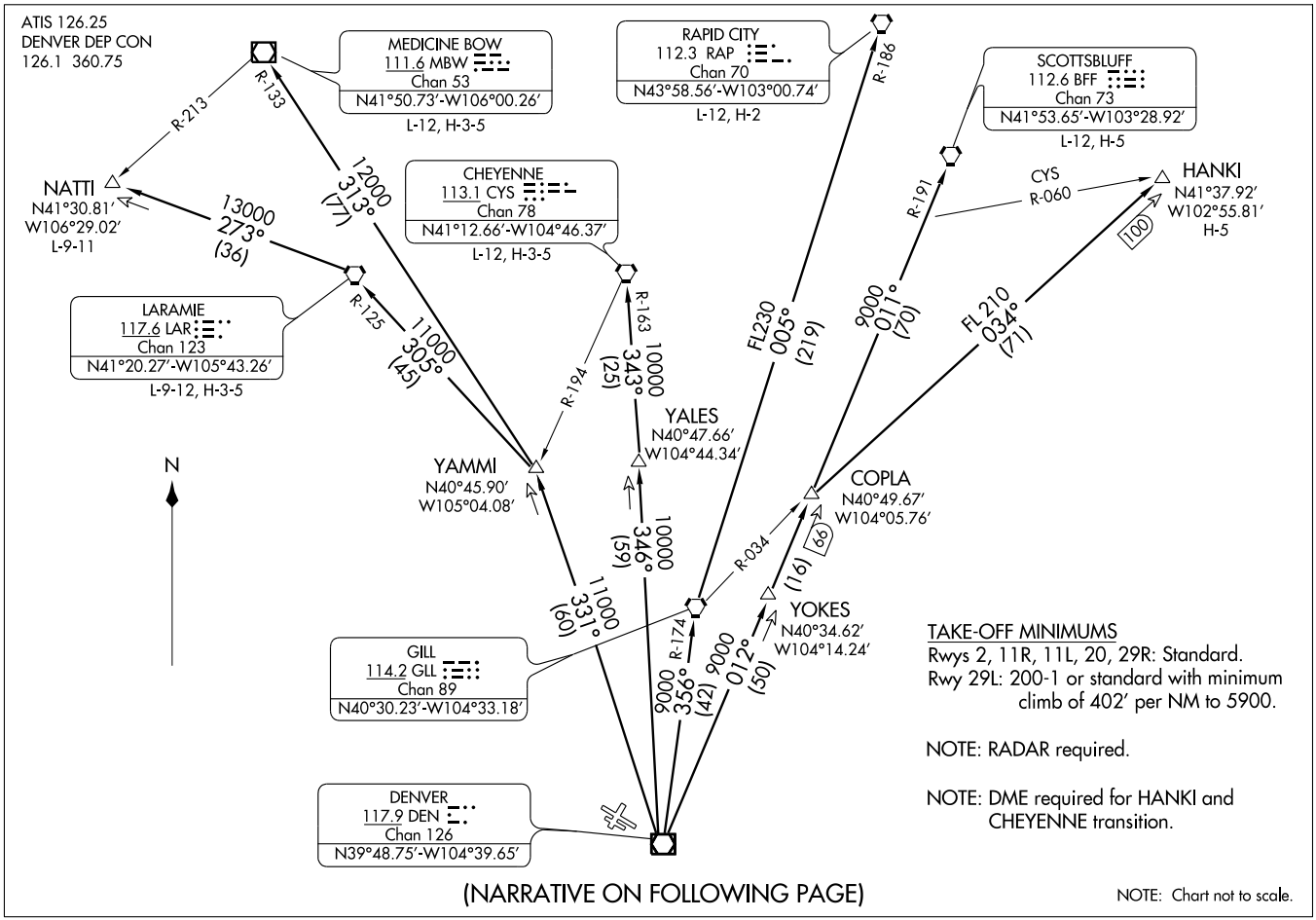
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)

DENVER, COLORADO



(YELLO6.DEN) 09127

YELLOWSTONE SIX DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)

SL-5612 (FAA)

DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 29L: Terrain beginning 45′ from DER, 292′ left of centerline, up to 5839′ MSL.
Fence 1015′ from DER, 392′ left of centerline, 15′ AGL/5725′ MSL.
Fence 982′ from DER, 303′ left of centerline, 14′ AGL/5714′ MSL.
Multiple trees beginning 687′ from DER, 615′ right of centerline, up to 70′ AGL/5839′ MSL.
Tree 3196′ from DER, 1337′ left of centerline, 70′ AGL/5839′ MSL.
RWY 2: Pole 432′ from DER, 370′ right of centerline, 49′ AGL/5619′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

AIRPORT DIAGRAM

ATIS
125.6 379.9
DENVER TOWER
135.3 351.95 RWY 16L-34R and 16R-34L
132.35 273.55 RWY 07-25
124.3 256.85 RWY 08-26 and 17L-35R
133.3 322.45 RWY 17R-35L
GND CON
127.5 379.175 RWY 07-25, 16L-34R and 16R-34L
121.85 377.1 RWY 08-26, 17L-35R, and 17R-35L
CLNC DEL
118.75

D

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

RWY 07-25, 08-26, 16L-34R, 16R-34L, 17L-35R, 17R-35L
S-100, D-200, 2S-175, 2D-380, 2D/2D2-850

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

104°42'W 104°41'W 104°40'W 104°39'W 104°38'W 104°37'W 104°36'W
39°54'N 39°53'N 39°52'N 39°51'N 39°50'N

ELEV 5347 19L F12 WE F F10 F9 WD F F6 WC ZN F4 G ZS DN F3 F2 F1 F DS CN CN J CS WB WB G D DE-ICE H D3 PADS G H G D2 WA F AA AS AN BS BN BN CS J L M10 M9 M8 M7 M6 M5 M4 M3 M2 M1 L1 M L EA EC ED 17L 17R 16L 16R 34R 34L 35L 35R 25 7 8 B B4 B3 B2 B1 P P9 P8 P7 P6 P5 P4 P3 P2 P1 Z R9 R8 R7 R6 R5 R4 R3 R2 R1 261 A A2 SC SA

ELEV 5319 171.5° 12000 X 150 D12 D11 D D9 D8 D7 D6 D5 D4 16000 X 200 351.5° TANK FARM FIRE STATION #2 FIRE STATION #4 RON PAD TWR 5701 DE-ICE PADS FIRE STATION #1 FIRE STATION #3 GENERAL AVIATION PARKING CARGO CARGO DE-ICE FIELD ELEV 5431

ELEV 5351 081.5° 12000 X 150 261.6° 0.5% UP ELEV 5291

ELEV 5325 ELEV 5374 ELEV 5324 ELEV 5347 081.5° 12000 X 150 261.5° ELEV 5352 ELEV 5367

VAR 9.0° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

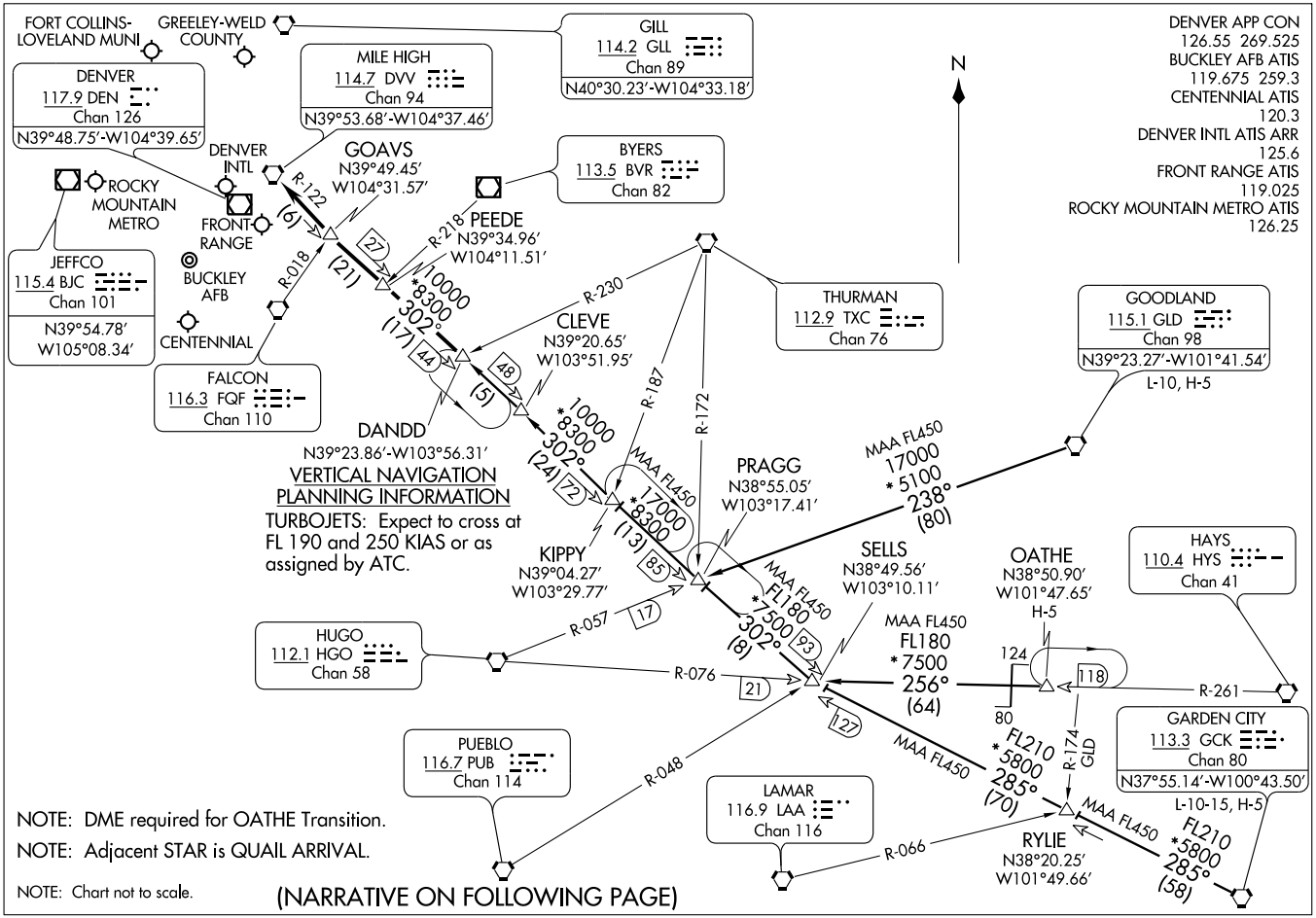
AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DENVER, COLORADO
DENVER INTL (DEN)

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

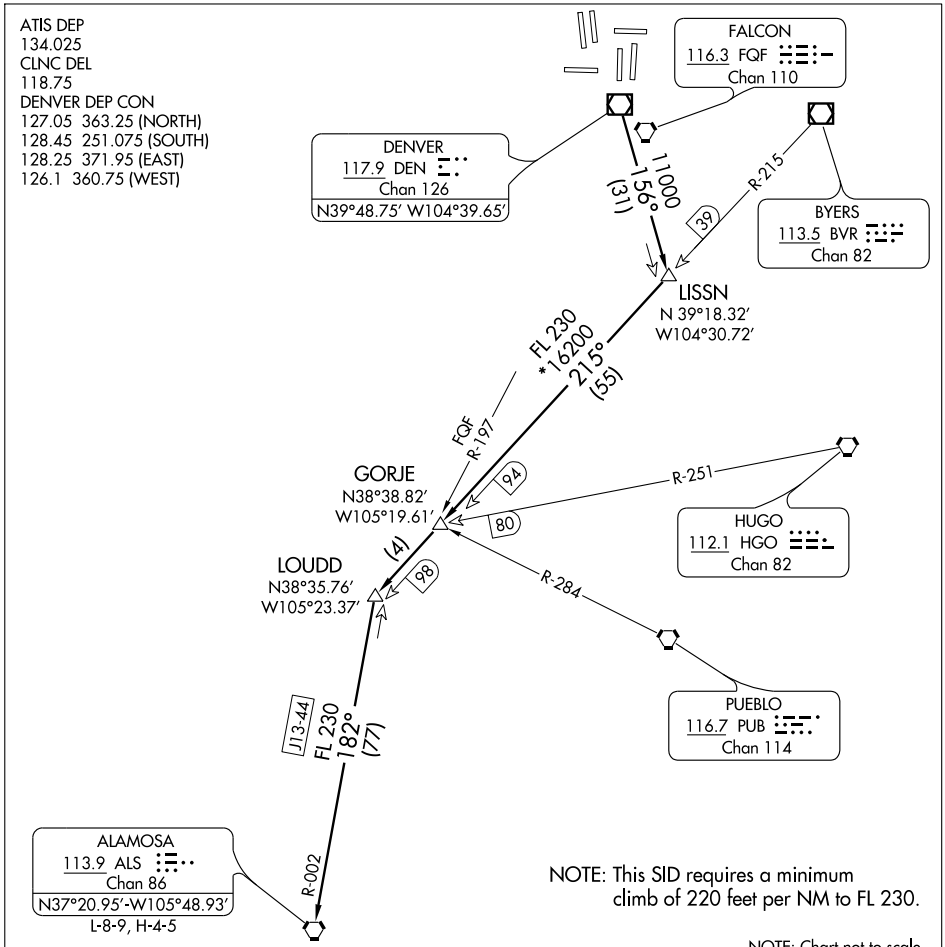
DENVER, COLORADO

DENVER, COLORADO

DECI-BELLE TWO DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned route. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (DCBEL2.ALS): From over DEN VOR/DME via DEN R-156 to LISSN INT, then via BVR R-215 and ALS R-002 to ALS VORTAC.

DENVER FIVE DEPARTURE

(DENVR5.DENVR) 10042

DENVER, COLORADO
DENVER INTL (DEN)

TAKE-OFF MINIMUMS:
All runways standard.

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
127.05 363.25 (NORTH)
128.45 251.075 (SOUTH)
128.25 371.95 (EAST)
126.1 360.75 (WEST)

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(DENVR5.DENVR) 10042
DENVER FIVE DEPARTURE
SL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DZG	APP CRS	Rwy Idg	12000
111.55	079°	TDZE	5348
Chan 52 (Y)		Apt Elev	5431

ILS or LOC RWY 7

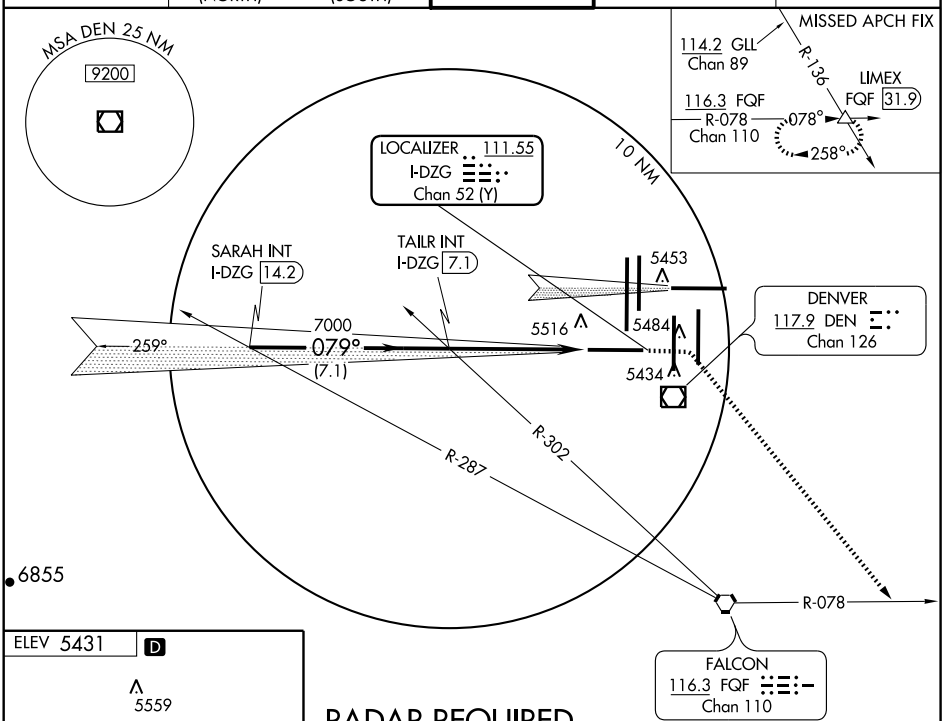
DENVER INTL (DEN)

T Simultaneous approaches authorized with Rwy 8.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

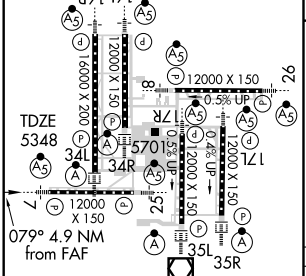
MALSR (A5)

MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 via 130° heading FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

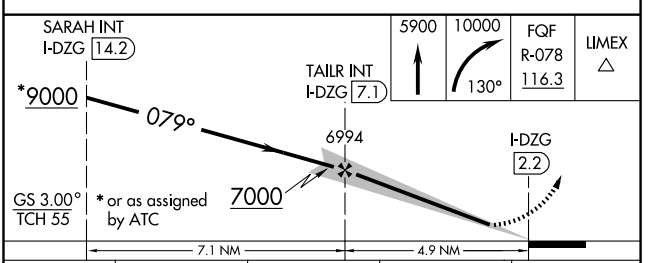


RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 7	5548/18 200 (200-½)			
S-LOC 7	5640/24 292 (300-½)			5640/40 292 (300-¾)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FUI	APP CRS	Rwy Idg	12000
108.9	080°	TDZE	5351
Chan 26		Apt Elev	5431

ILS or LOC RWY 8

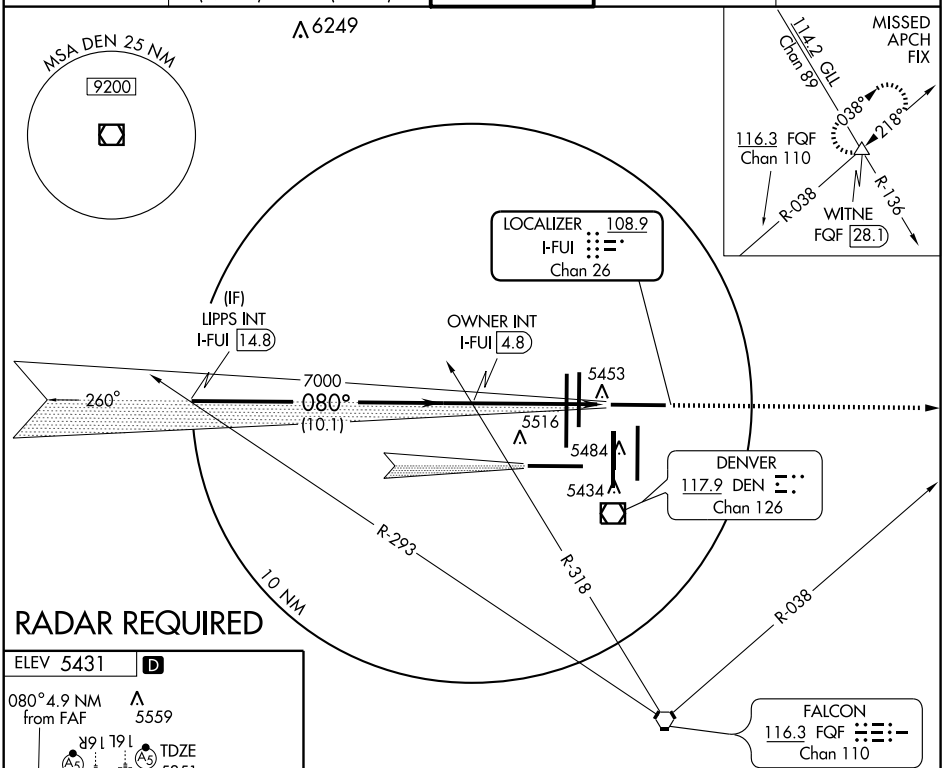
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 7.
S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

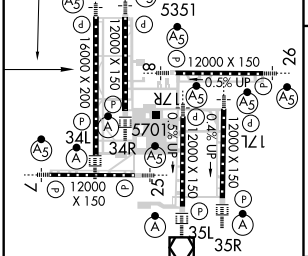
MISSED APPROACH: Climb to 10000 via 080° heading and FQF VORTAC R-038 to WITNE INT/ FQF 28.1 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75



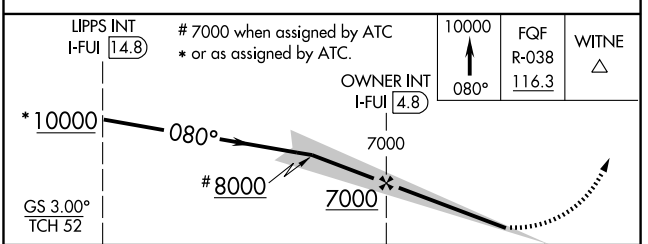
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 8	** 5551/24 200 (200-½)			
S-LOC 8	5700/24 349 (300-½)			5700/40 349 (300-¾)
CIRCLING	NA			

LOC/DME I-DQQ	APP CRS	Rwy Idg 16000
111.9	170°	TDZE 5323
Chan 56		Apt Elev 5431

ILS or LOC RWY 16R

DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 17L and 17R. S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 13000 via 220° heading and FQF VORTAC R-254 to BREWS INT/FQF 26 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

RADAR REQUIRED

MSA DEN 25 NM
9200

SAKIC INT
I-DQQ 15.8
RADAR

350°
170°
7000
(10.9)
10 NM
6249
R-043
115.4 BJC
Chan 101
R-068
115.4 BJC
Chan 101

JETSN INT
I-DQQ 4.9
RADAR

LOCALIZER 111.9
I-DQQ
Chan 56

5453
5516
5484
5434

DENVER
117.9 DEN
Chan 126

MISSED APCH FIX
115.4 BJC
R-176
Chan 101
074°
116.3 FQF
254°
R-254
Chan 110
BREWS
FQF 26

ELEV 5431 D
170° 5 NM from FAF
5559

TDZE 5323

16L	16R	17L	17R
12000 X 150	12000 X 150	12000 X 150	12000 X 150
0.5% UP	0.5% UP	0.5% UP	0.5% UP
34L	34R	25	7
12000 X 150	12000 X 150	12000 X 150	12000 X 150
35L	35R	26	

5701

HIRL All Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SAKIC INT
I-DQQ 15.8
RADAR
*or as assigned by ATC

JETSN INT
I-DQQ 4.9
RADAR

*10000
170°
7000
#8000
%7000
%LOC only

GS 3.00°
TCH 55
7000 when assigned by ATC

10.9 NM
5 NM

5900	13000	FQF R-254 116.3	BREWS
	220°		

CATEGORY	A	B	C	D
S-ILS 16R	5523/18 200 (100-½)			
S-LOC 16R	5680/24 357 (300-½)			5680/40 357 (300-¾)
CIRCLING	NA			

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BXP	APP CRS	Rwy Idg	12000
110.15	170°	TDZE	5335
Chan 38 (Y)		Apt Elev	5431

ILS or LOC RWY 17L

DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 16L and 17R. S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

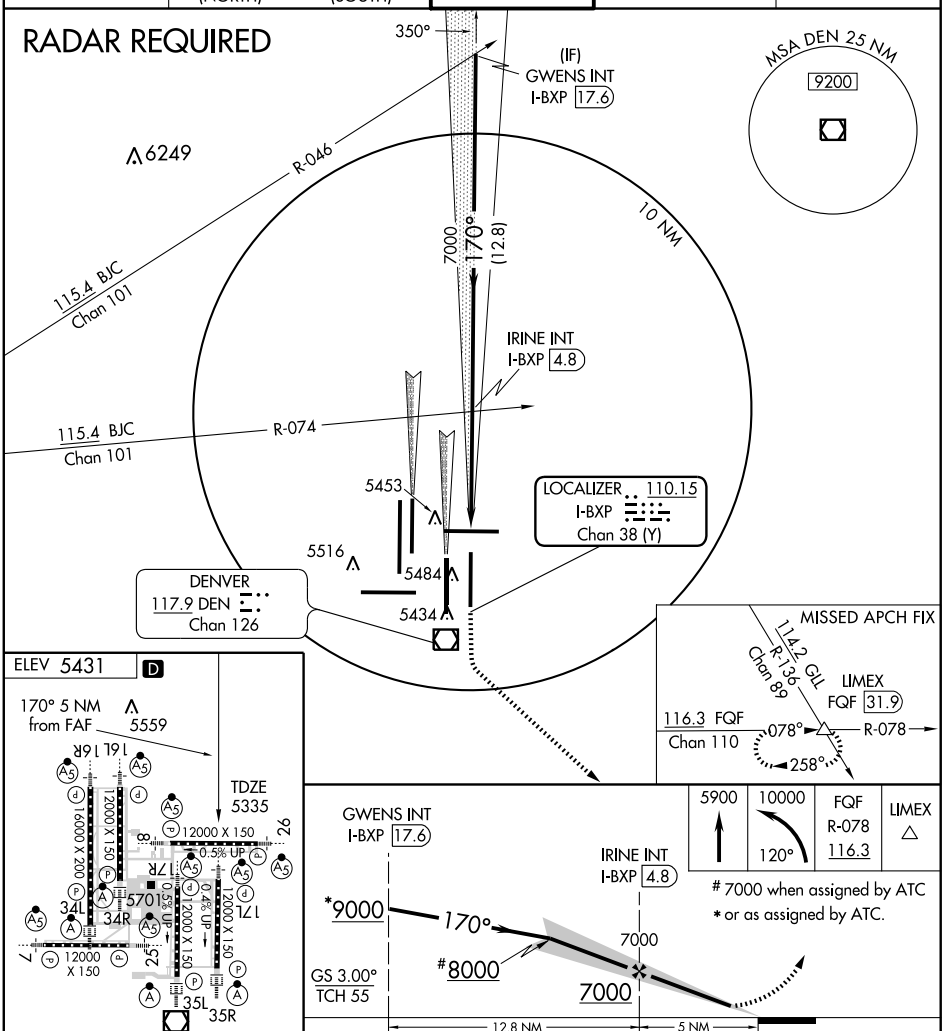
MALSR

MISSED APPROACH: Climb to 5900, then climbing left turn to 10000 via 120° heading and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75

SW-1, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 17L	** 5535/24 200 (200-½)			
S-LOC 17L	5700/24 365 (300-½)			5700/40 365 (300-¾)
CIRCLING	NA			

39°52'N-104°40'W

DENVER INTL (DEN)
ILS or LOC RWY 17L

LOC/DME I-ERP	APP CRS	Rwy Idg 12000
111.55	260°	TDZE 5352
Chan 52 (Y)		Apt Elev 5431

ILS or LOC RWY 25

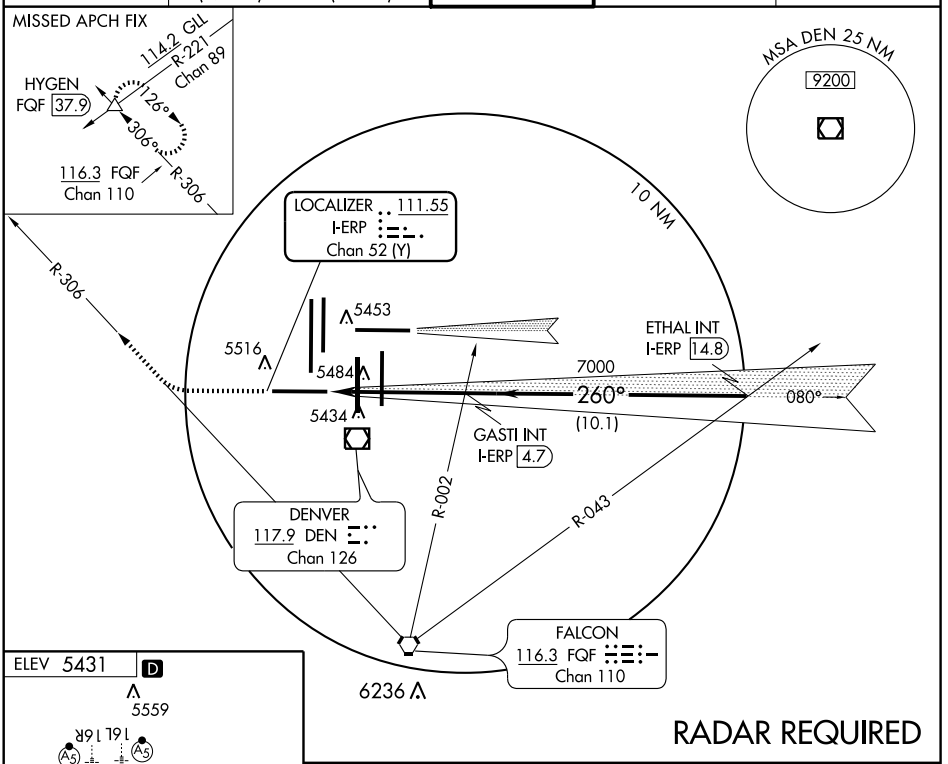
DENVER INTL (DEN)

T Simultaneous approach authorized with Rwy 26.
S-LOC minimums not authorized during simultaneous operations.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

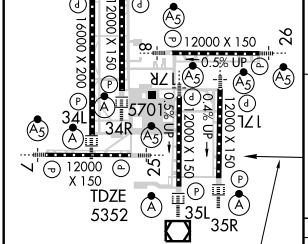
MALSR (A5)

MISSED APPROACH: Climb to 12000 via 260° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	132.35 273.55	127.5 379.175	118.75



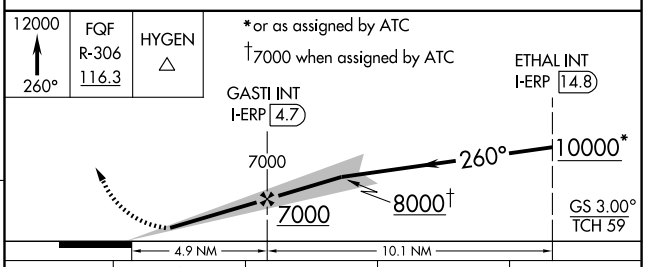
RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

260° 4.9 NM from FAF

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 25	# 5552/24 200 (200-½)			
S-LOC 25	5720/24 368 (300-½)			5720/40 368 (300-¾)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 34L

DENVER INTL (DEN)

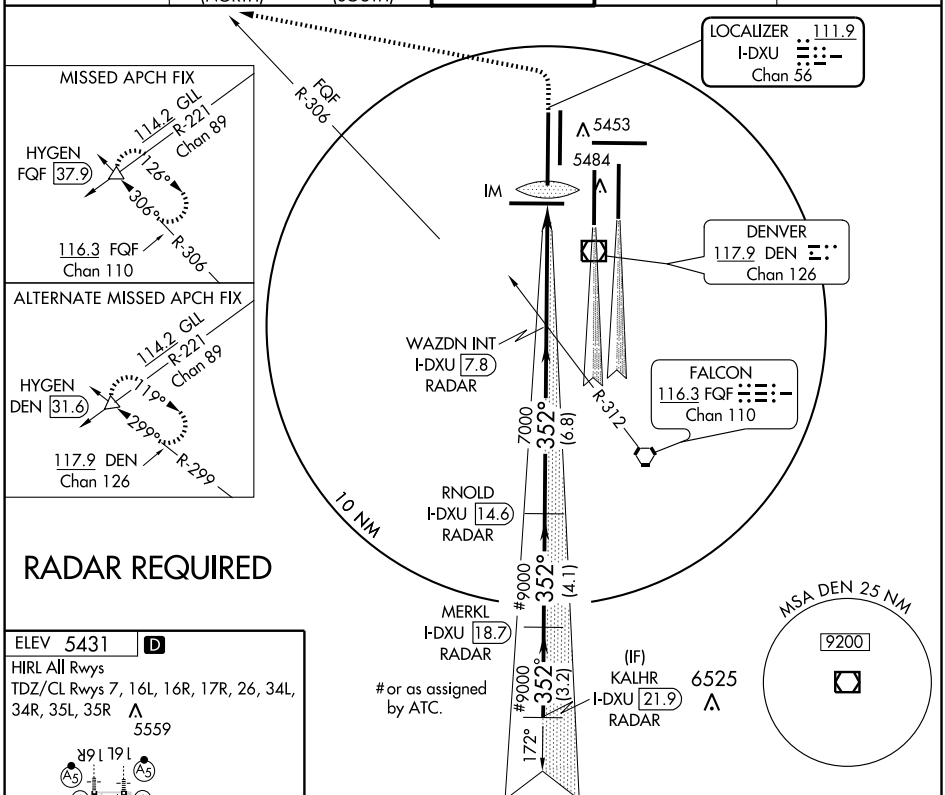
LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	352°	TDZE	5327
Chan 56		Apt Elev	5431

Simultaneous approach authorized with Rwy 35L/R. LOC procedure NA during simultaneous operations. S-LOC 34L DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



RADAR REQUIRED

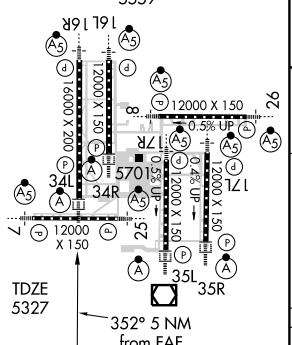
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

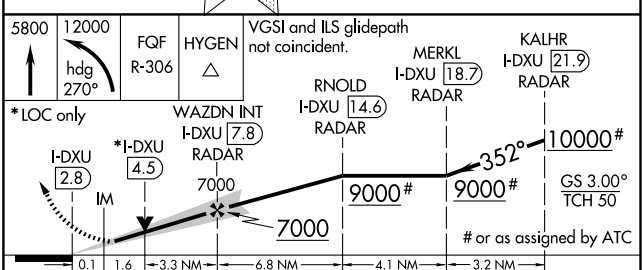
ELEV 5431 D

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5940/24 613 (600-½)		5940/60 613 (600-1¼)	5940-1½ 613 (600-1½)

ILS or LOC RWY 34R

DENVER INTL (DEN)

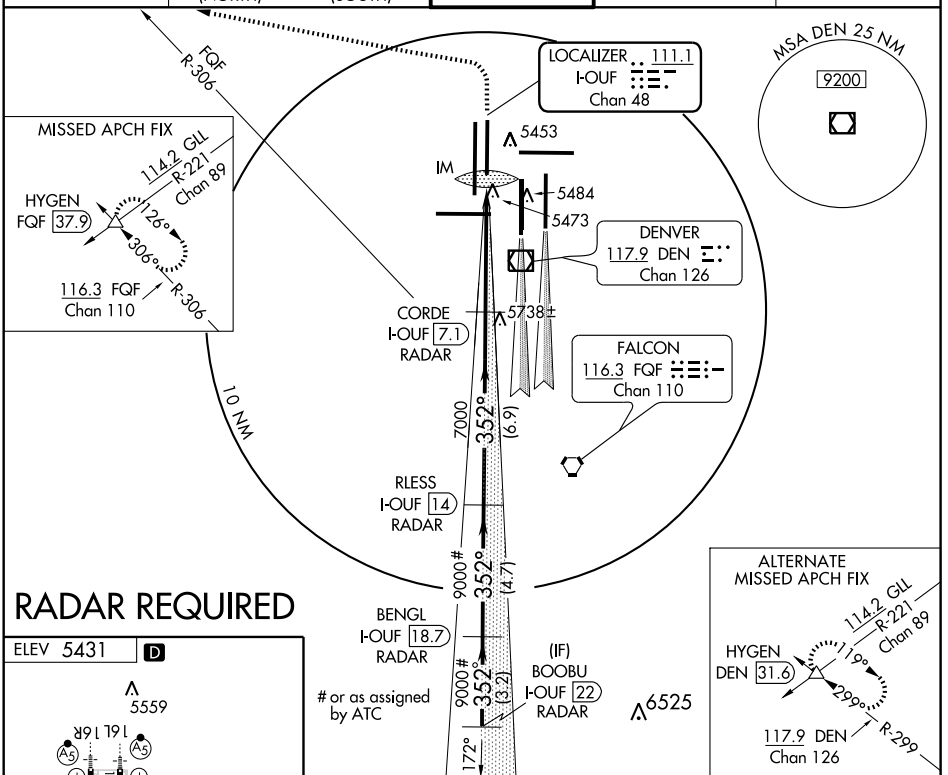
LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	352°	TDZE 5351
Chan 48		Apt Elev 5431

T Simultaneous approach authorized with Rwy 35L/R. LOC procedure NA during simultaneous operations. S-LOC 34R DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

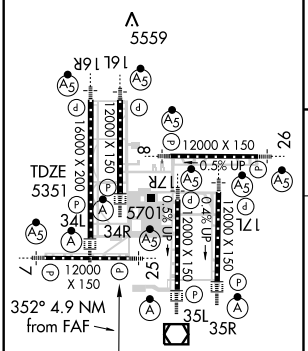


SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

ELEV 5431 D

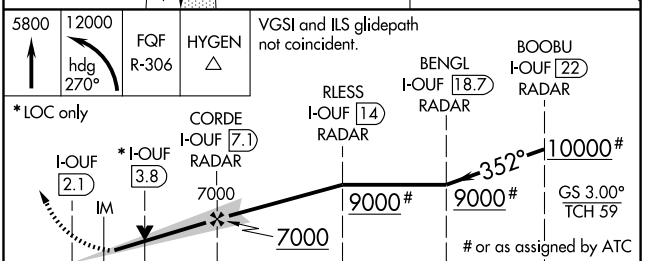


TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

5800	12000 hdg 270°	FQF R-306	HYGEN △

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34R	5551/18 200 (200-½)			
S-LOC 34R	5920/24 569 (500-½)		5920/50 569 (500-1)	5920/60 569 (500-1¼)

LOC/DME I-AQD	APP CRS	Rwy Idg	12000
108.5	352°	TDZE	5431
Chan 22		Apt Elev	5431

ILS or LOC RWY 35L

DENVER INTL (DEN)

T Simultaneous approach authorized with Rwy 34R and Rwy 35R. LOC procedure NA during simultaneous operations. S-LOC 35L DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	133.3 322.45	121.85 377.1	118.75

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

5453 5484 5434

DAPGE I-AQD 4.2 RADAR

IM

DENVER 117.9 DEN Chan 126

DYMON I-AQD 6.8 RADAR

7000 352° (6.5)

CELBI I-AQD 13.4 RADAR

9000# 352° (3.3)

CHOLA I-AQD 16.6 RADAR

10000# 352° (3.2)

(IF) CRUUP I-AQD 19.8 RADAR

172°

10 NM

RADAR REQUIRED

or as assigned by ATC

6566

MSA DEN 25 NM 9200

ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

016° 196° R-016

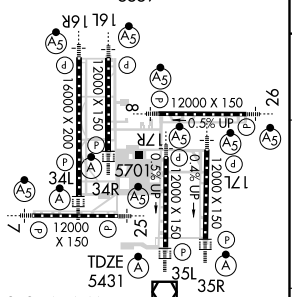
114.7 DVV Chan 94

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

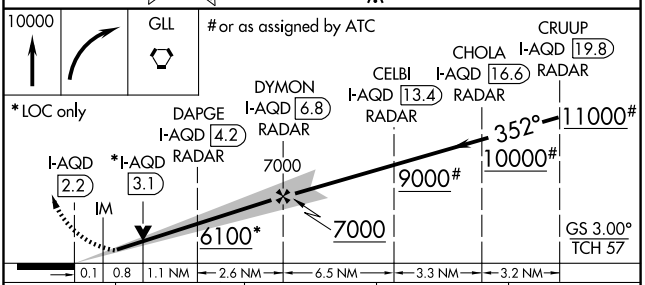
5559



352° 4.7 NM from FAF

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 35L	5631/18 200 (200-½)			
S-LOC 35L	5780/24 349 (400-½)			5780/40 349 (400-¾)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DPP	APP CRS	Rwy Idg	12000
110.15	352°	TDZE	5367
Chan 38 (Y)		Apt Elev	5431

ILS OR LOC RWY 35R

DENVER INTL (DEN)

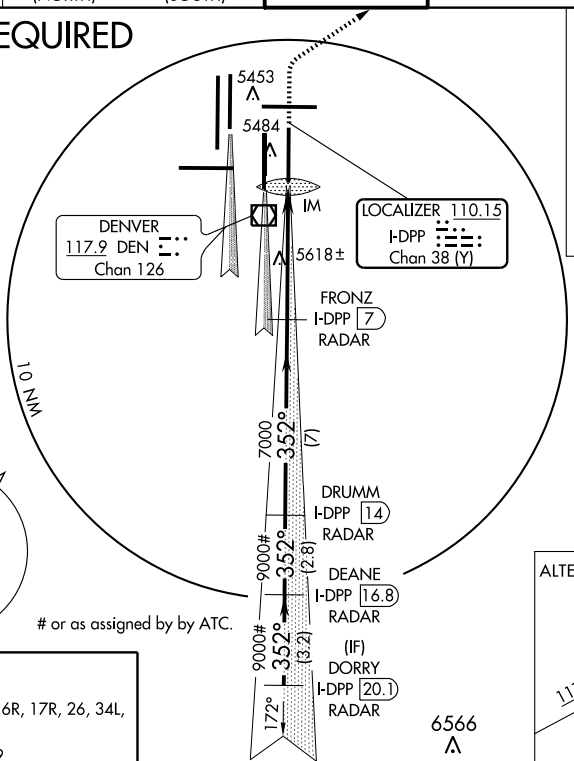
Simultaneous approach authorized with Rwy 34R and Rwy 35L. LOC procedure NA during simultaneous operations. S-LOC 35R DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75

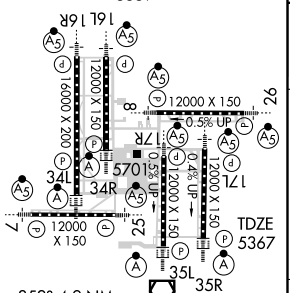
RADAR REQUIRED



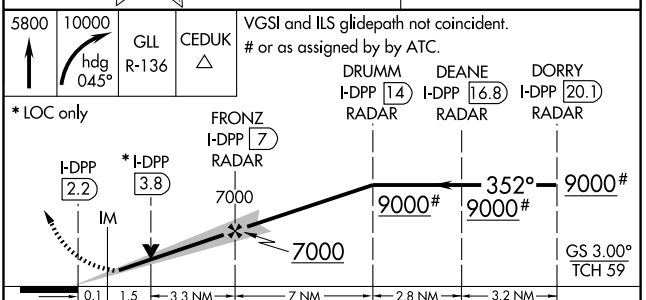
ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 35R	5567/18 200 (200-½)			
S-LOC 35R	5940/24 573 (600-½)		5940/50 573 (600-1)	5940/60 573 (600-1¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LTT	APP CRS	Rwy Idg	12000
111.1	170°	TDZE	5354
Chan 48		Apt Elev	5431

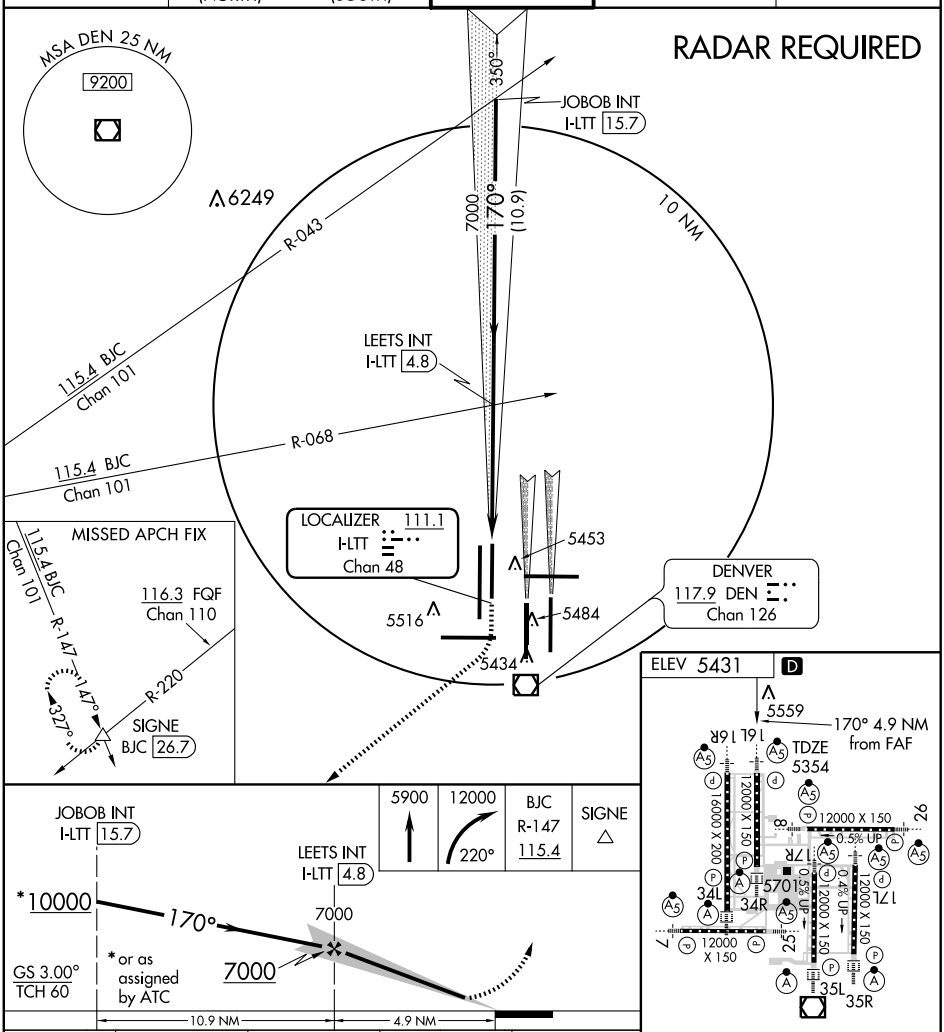
ILS RWY 16L
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 17L and 17R. S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 12000 via 220° heading and BJC VOR/DME R-147 to SIGNE INT/BJC 26.7 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 16L	5554/18 200 (200-½)			
S-LOC 16L	5820/24 466 (400-½)		5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA			

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACX	APP CRS	Rwy Idg 12000
108.5	170°	TDZE 5388
Chan 22		Apt Elev 5431

ILS RWY 17R
DENVER INTL (DEN)

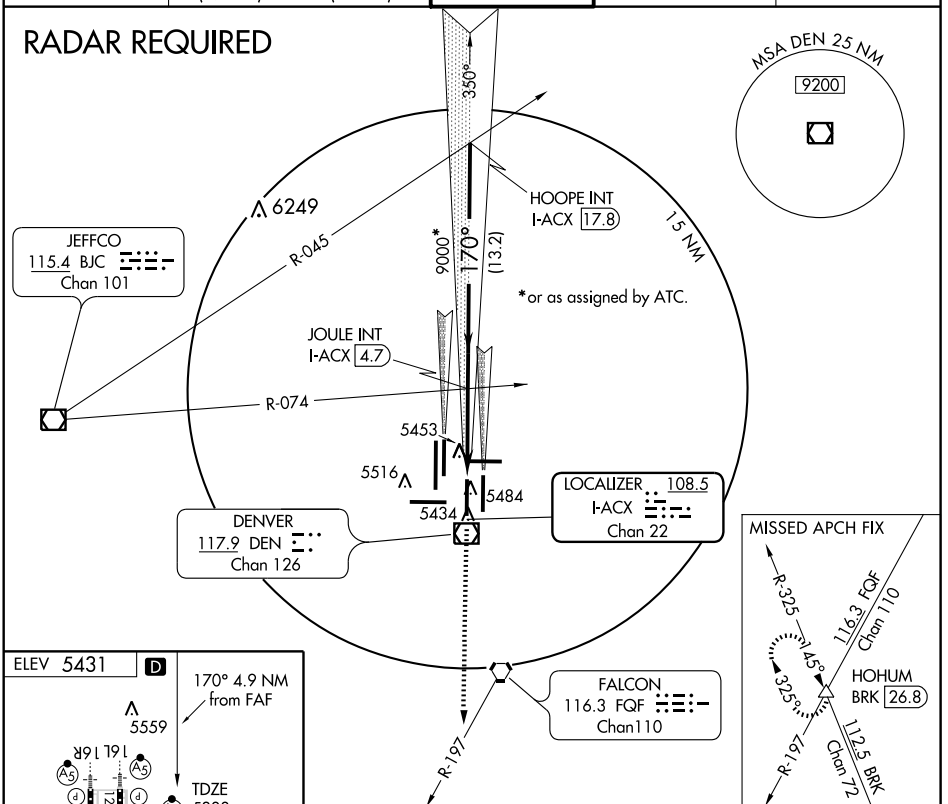
Simultaneous approaches authorized with Rwy 16L and 17L.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

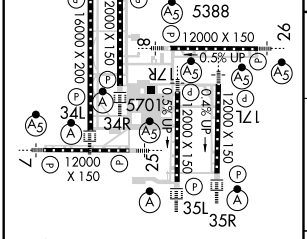
MALSR

MISSED APPROACH: Climb to 10000 via 170° heading and FQF VORTAC R-197 to HOHUM INT/BRK 26.8 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	133.3 322.45	121.85 377.1	118.75

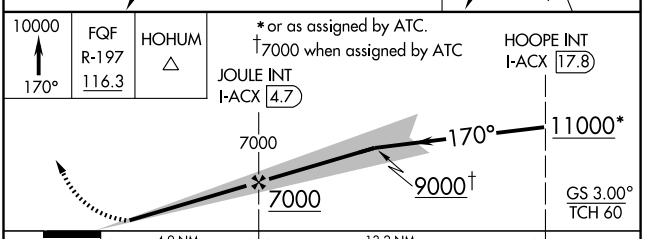
RADAR REQUIRED





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17R	5588/18 200 (200-½)			
S-LOC 17R	5680/24 292 (300-½)			5680/40 292 (300-¾)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JOY	APP CRS	Rwy Idg 12000
108.9	260°	TDZE 5306
Chan 26		Apt Elev 5431

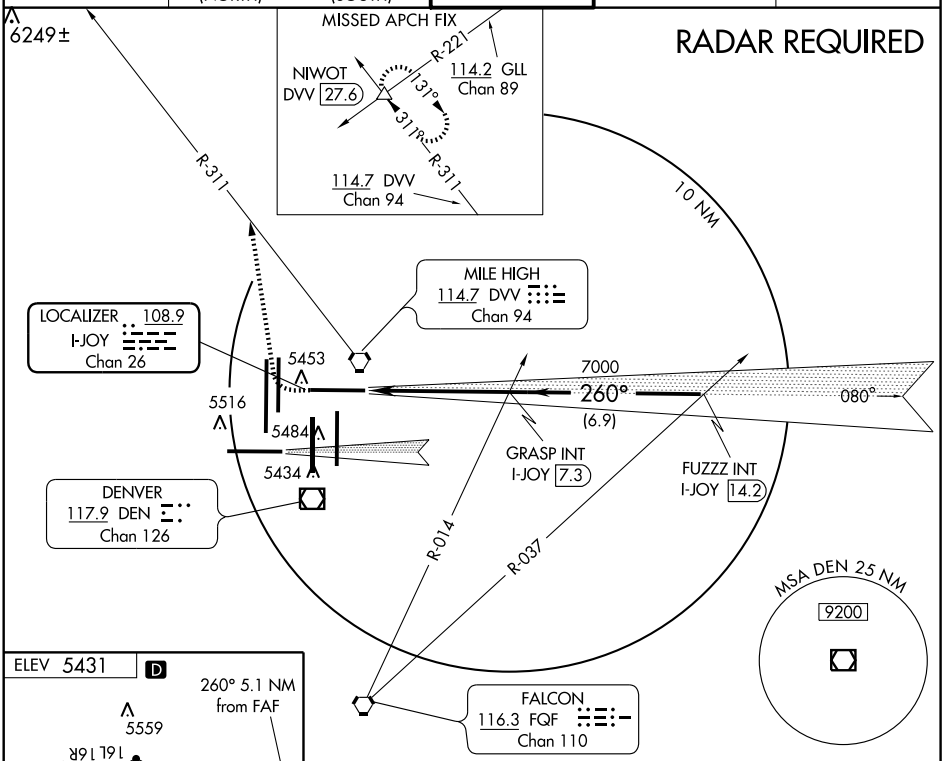
ILS RWY 26
DENVER INTL (DEN)

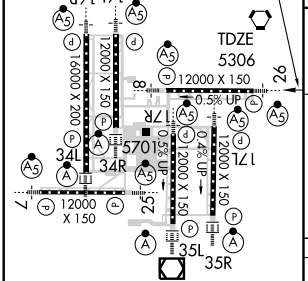
T Simultaneous approaches authorized with Rwy 25. S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 via 340° heading and DVV VORTAC R-311 to NIWOT INT/DVV 27.6 DME and hold.

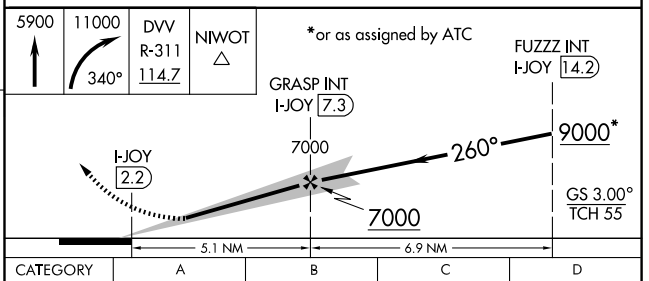
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 26	5506/18 200 (100-½)			
S-LOC 26	5700/24 394 (300-½)			5700/40 394 (300-¾)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	352°	TDZE	5327
Chan 56		Apt Elev	5431

ILS RWY 34L (CAT II)

DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

MISSED APCH FIX

HYGEN FQF 37.9

114.2 GLL R-221 Chan 89

126° 306°

116.3 FQF Chan 110 R-306

ALTERNATE MISSED APCH FIX

HYGEN DEN 31.6

114.2 GLL R-221 Chan 89

119° 299°

117.9 DEN Chan 126 R-299

FQF R-306

LOCALIZER 111.9 I-DXU Chan 56

5453

5484

IM

DENVER 117.9 DEN Chan 126

WAZDN INT I-DXU 7.8 RADAR

FALCON 116.3 FQF Chan 110

R-312

7000 352° (6.8)

RNOLD I-DXU 14.6 RADAR

10 NM

#9000 352° (4.1)

MERKL I-DXU 18.7 RADAR

#9000 352° (3.2)

(IF) KALHR I-DXU 21.9 RADAR 6525

172°

or as assigned by ATC.

MSA DEN 25 NM 9200

RADAR REQUIRED

ELEV 5431 D

5559

16L 16R 12000 X 150 26 8 17R 12000 X 150 0.5% UP 34L 34R 17L 12000 X 150 0.48% UP 7 25° 12000 X 150 35L 35R

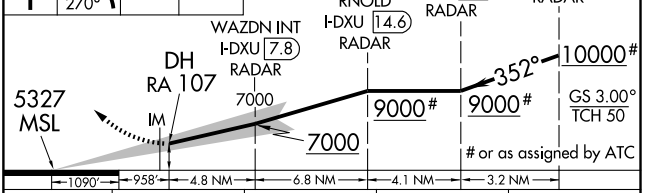
TDZE 5327

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

5800	12000 hdg 270°	FQF R-306	HYGEN △

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34L	RA 107/12 100 DA 5427			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	352°	TDZE	5327
Chan 56		Apt Elev	5431

ILS RWY 34L (CAT III)

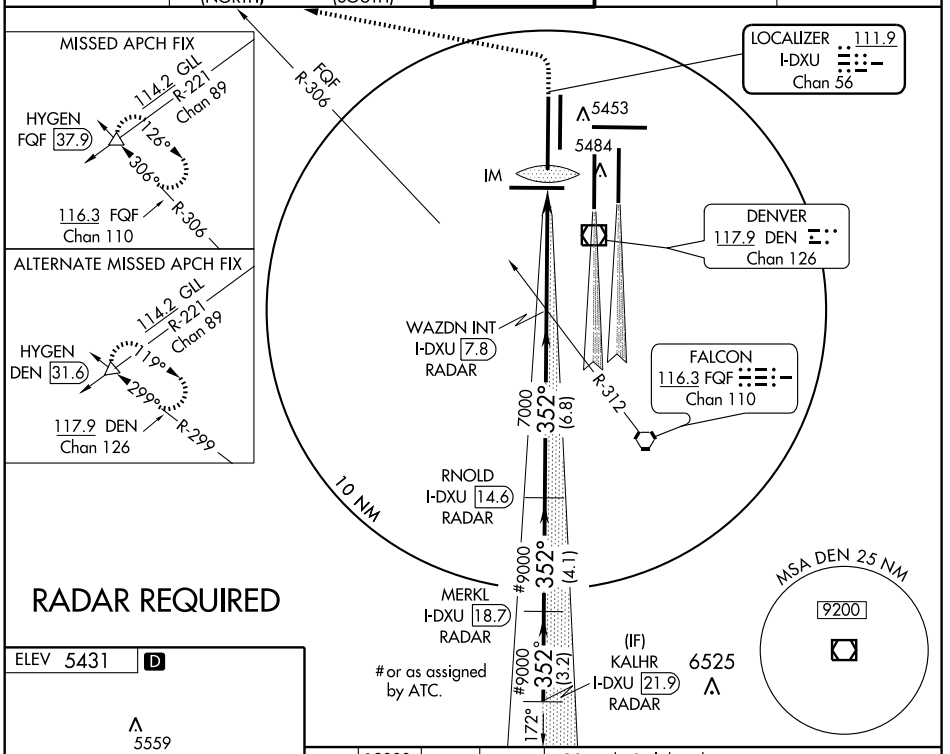
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 35L/R.

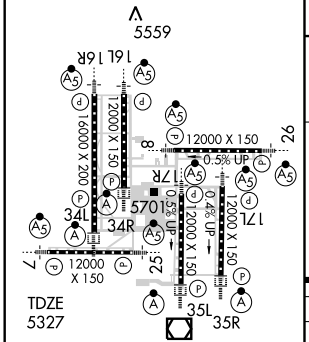
ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

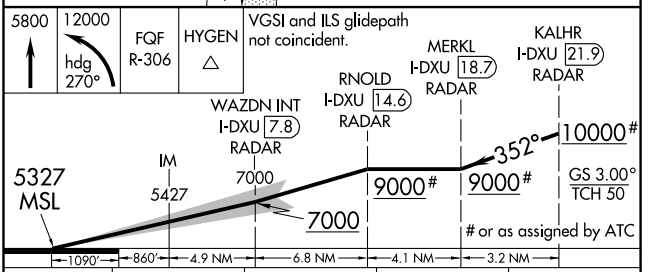
ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



ELEV 5431 D



HIRL All Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34L	CAT IIIa RVR 07			
S-ILS 34L	CAT IIIb RVR 03			
S-ILS 34L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	352°	TDZE 5351
Chan 48		Apt Elev 5431

ILS RWY 34R (CAT II)

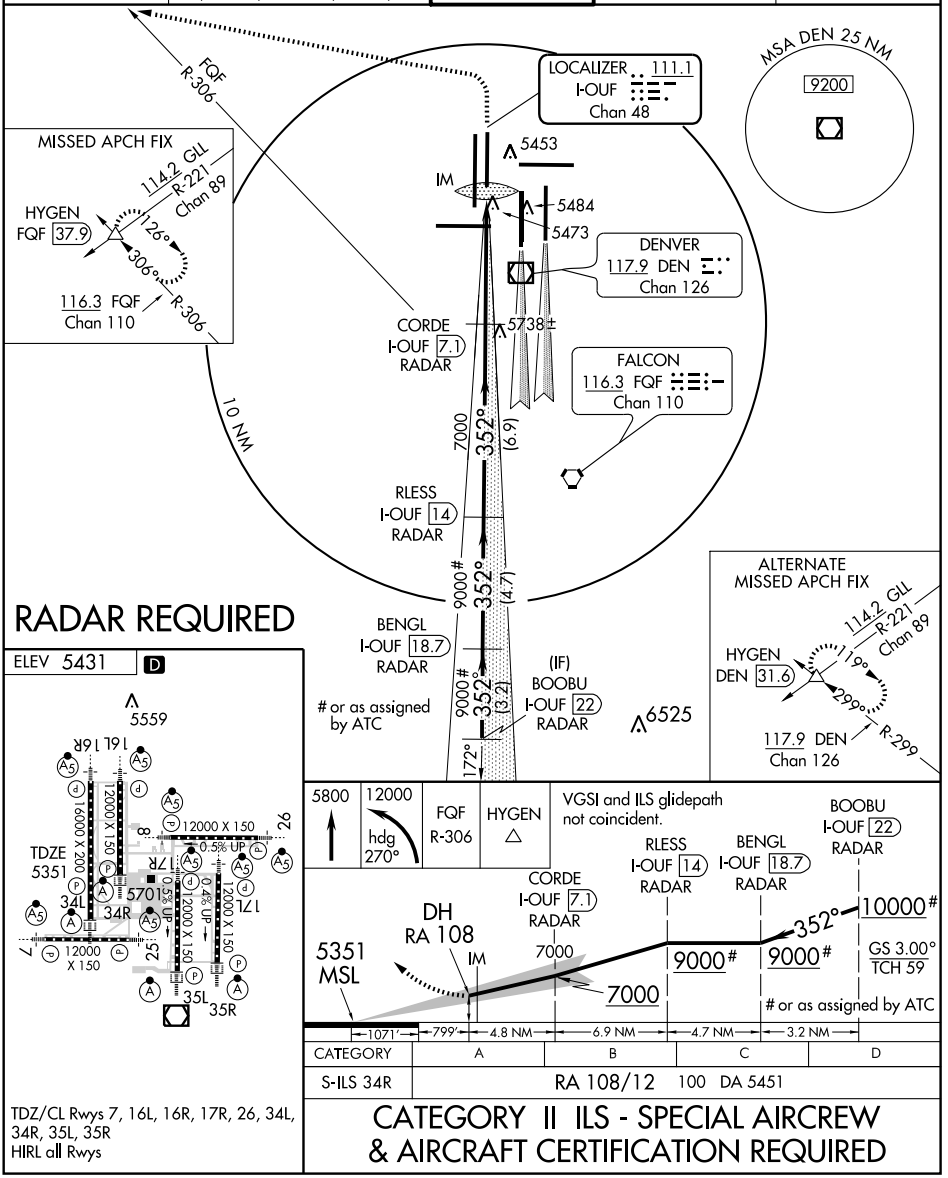
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 34R (CAT III)

DENVER INTL (DEN)

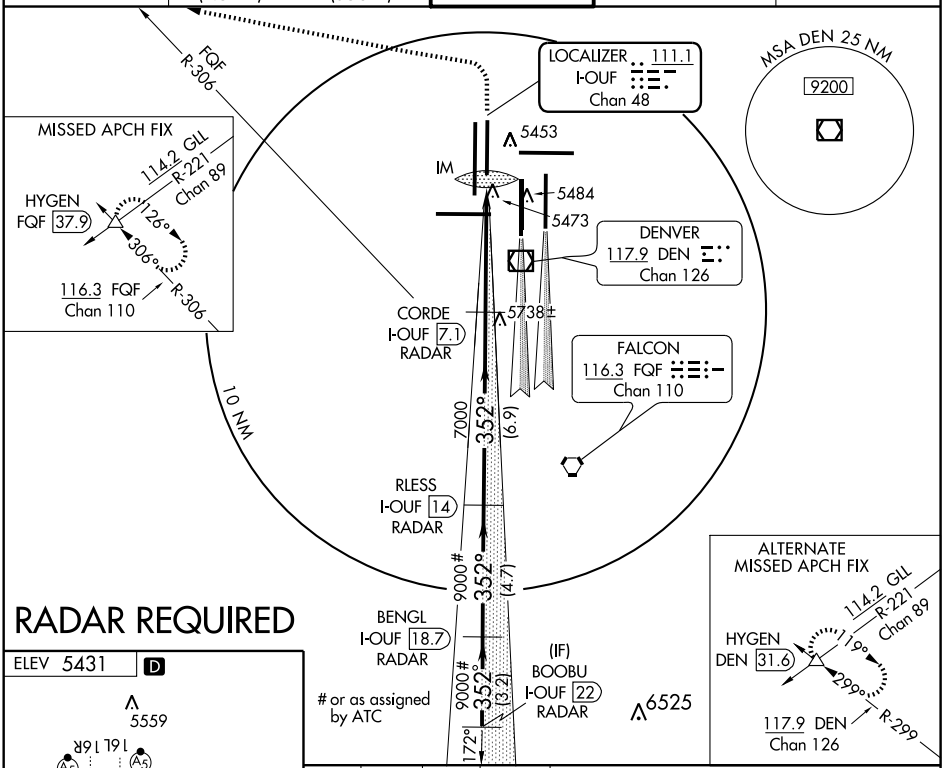
LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	352°	TDZE 5351
Chan 48		Apt Elev 5431

T Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

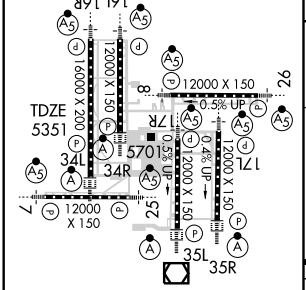
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75



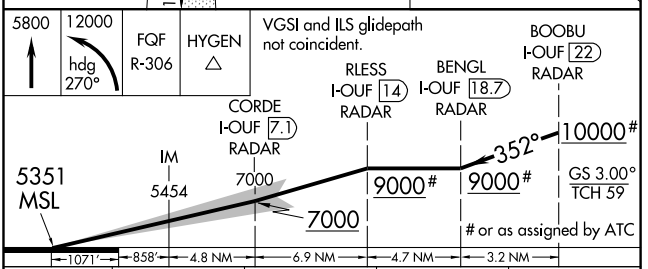
RADAR REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010

ELEV 5431 D



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 34R		CAT IIIa	RVR 07	
S-ILS 34R		CAT IIIb	RVR 03	
S-ILS 34R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AQD	APP CRS	Rwy Idg 12000
108.5	352°	TDZE 5431
Chan 22		Apt Elev 5431

ILS RWY 35L (CAT II)

DENVER INTL (DEN)

T Simultaneous approach authorized with Rwy 34R and Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	133.3 322.45	121.85 377.1	118.75

MISSED APCH FIX

025°–R-025°

205°–

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

5453

5484

5434

IM

DENVER 117.9 DEN Chan 126

DYMON I-AQD 6.8 RADAR

7000 352° (6.5)

CELBI I-AQD 13.4 RADAR

9000 # 352° (3.3)

CHOLA I-AQD 16.6 RADAR

10000 # 352° (3.2)

(IF) CRUUP I-AQD 19.8 RADAR

172°

10 NM

RADAR REQUIRED

or as assigned by ATC

MSA DEN 25 NM 9200

6566

ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

016°–196°–R-016

114.7 DVV Chan 94

ELEV 5431 D

5559

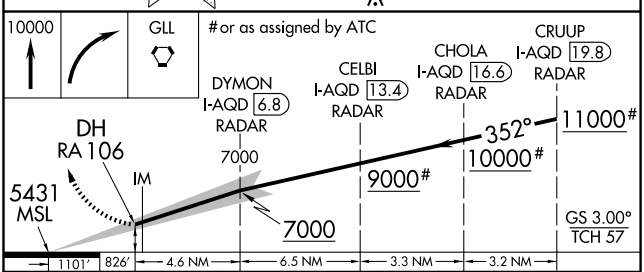
16L 16R 17L 17R 8 26 34L 34R 7 25 35L 35R

12000 X 150 0.5% UP 0.4% UP

TDZE 5431

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 106/12 100 DA 5531			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AQD	APP CRS	Rwy Idg 12000
108.5	352°	TDZE 5431
Chan 22		Apt Elev 5431

ILS RWY 35L (CAT III)

DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 34R and Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	133.3 322.45	121.85 377.1	118.75

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

016° 196° R-016

114.7 DVV Chan 94

LOCALIZER 108.5 I-AQD Chan 22

DENVER 117.9 DEN Chan 126

5453 5484 5434 IM

DYMON I-AQD 6.8 RADAR

7000 352° (6.5)

CELBI I-AQD 13.4 RADAR

9000# 352° (3.3)

CHOLA I-AQD 16.6 RADAR

10000# 352° (3.2)

(IF) CRUUP I-AQD 19.8 RADAR

172°

10 NM

RADAR REQUIRED

or as assigned by ATC

MSA DEN 25 NM 9200

6566

ELEV 5431 D

5559

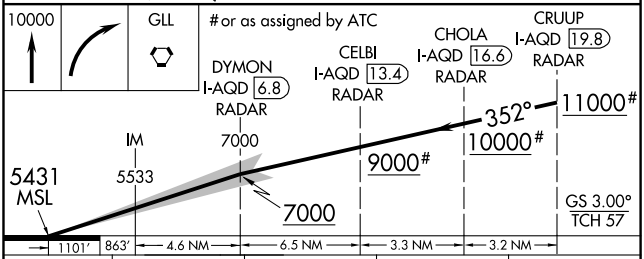
16L 16R 17R 17L 34L 34R 35L 35R 7 25 26

12000 X 150 0.5% UP 0.4% UP

TDZE 5431

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 03		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DPP	APP CRS	Rwy Idg	12000
110.15	352°	TDZE	5367
Chan 38 (Y)		Apt Elev	5431

ILS RWY 35R (CAT II)

DENVER INTL (DEN)

T Simultaneous approach authorized with Rwy 34R and Rwy 35L. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

RADAR REQUIRED

5453

5484

IM

5618±

DENVER 117.9 DEN Chan 126

LOCALIZER 110.15 I-DPP Chan 38 (Y)

FRONZ I-DPP 7 RADAR

10 NM

7000 352° (7)

DRUMM I-DPP 14 RADAR

9000# 352° (2.8)

DEANE I-DPP 16.8 RADAR

9000# 352° (3.2)

(IF) DORRY I-DPP 20.1 RADAR

172°

6566

MSA DEN 25 NM

9200

or as assigned by by ATC.

MISSED APCH FIX

114.2 GLL Chan 89 R-136

CEDUK GLL 16

136° 316°

114.7 DVV R-016 Chan 94

ALTERNATE MISSED APCH FIX

053° 233°

117.9 DEN R-053 Chan 126

WITNE DEN 25.6

ELEV 5431 D

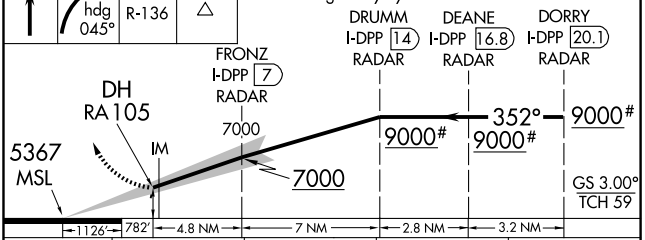
5559

16L 16R 12000 X 150 0.5% UP 17R 8 26 34L 34R 5701 17L 7 25 12000 X 150 4% UP TDZE 5367 35L 35R

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5800 | 10000 hdg 045° | GLL R-136 | CEDUK

VGSI and ILS glidepath not coincident.
or as assigned by by ATC.



CATEGORY	A	B	C	D
S-ILS 35R	RA 105/12 100 DA 5467			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DPP	APP CRS	Rwy Idg 12000
110.15	352°	TDZE 5367
Chan 38 (Y)		Apt Elev 5431

ILS RWY 35R (CAT III)

DENVER INTL (DEN)

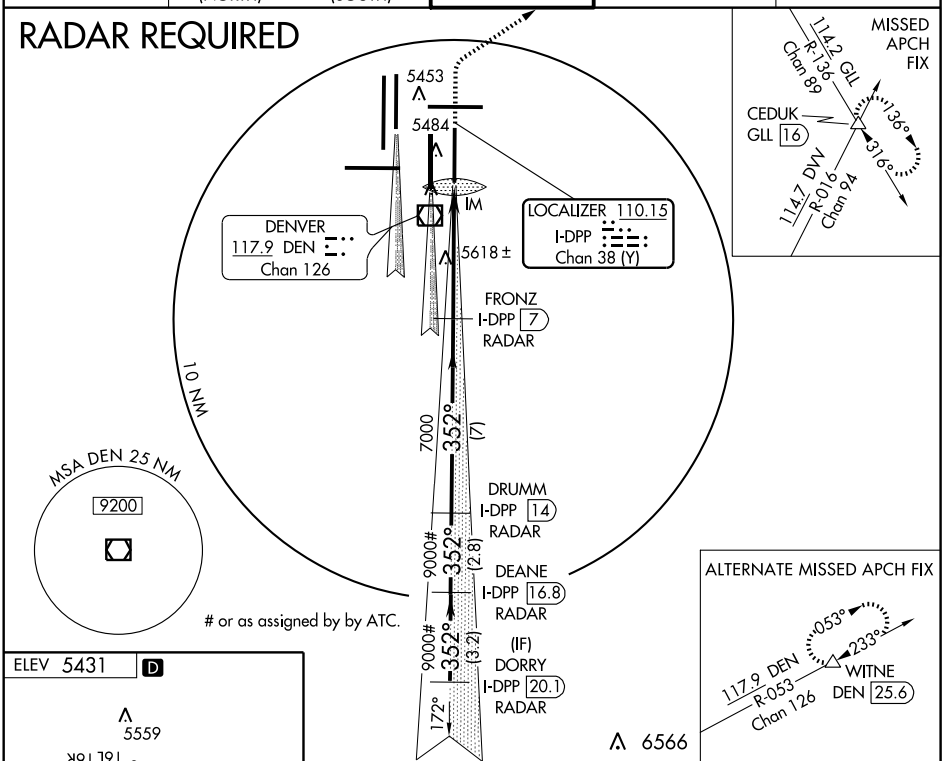
T Simultaneous approach authorized with Rwy 34R and Rwy 35L.

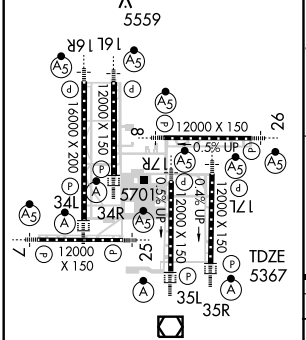
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.

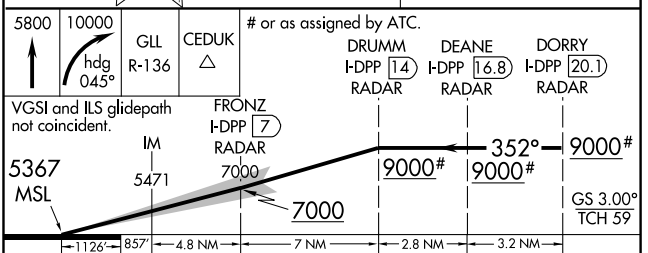
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa	RVR 07		
S-ILS 35R	CAT IIIb	RVR 03		
S-ILS 35R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

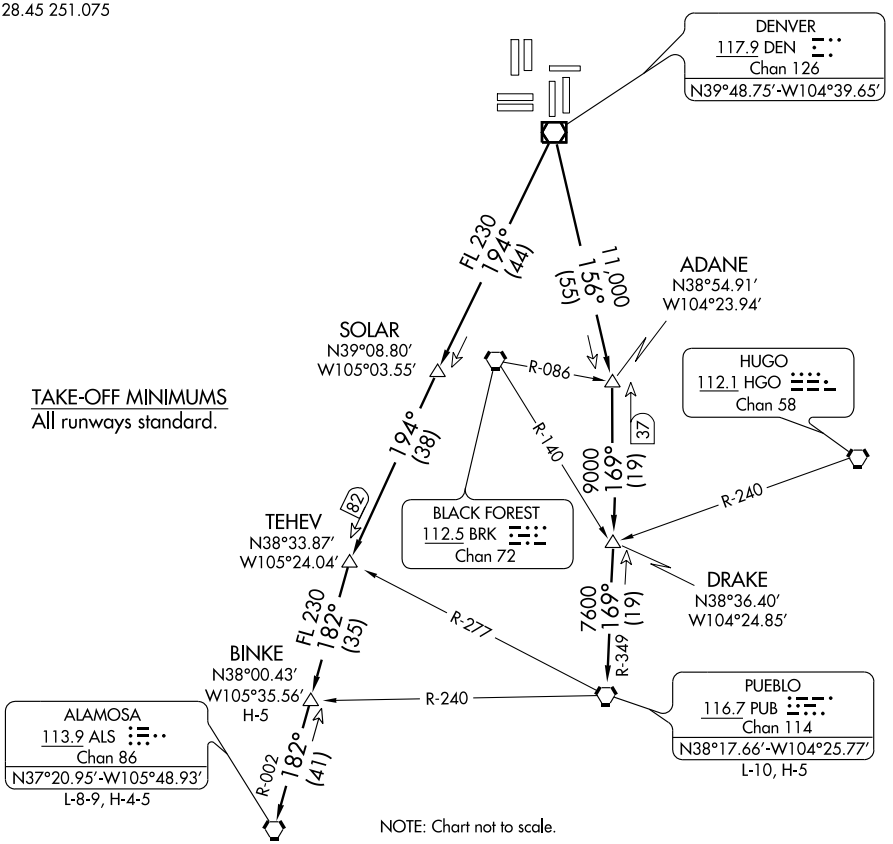
SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
128.45 251.075



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER, COLORADO
DENVER INTL (DEN)

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
128.25 371.95

AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.79'
L-10, H-5

ASHBY
N40°19.03'
W102°00.09'
L-10,H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

EEONS
N40°01.29'
W103°46.18'

EMMYS
N39°53.03'
W103°44.09'

EXTAN
N39°44.60'-W103°45.43'

TEKMY
N39°58.57'
W102°21.21'

BELKE
N40°01.38'
W102°00.51'
H-5

MC COOK
115.3 MCK
Chan 100
N40°12.23'-W100°35.65'
L-10, H-5

CABET
N39°35.65'
W102°00.65'
H-5

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.65'

EPKEE
N39°35.57'
W103.47.97'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90'-W103°12.90'
L-10, H-5

WEEDS
N39°06.72'
W102°00.78'

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5

TAKE-OFF MINIMUMS
All runways standard.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

SL-9077 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

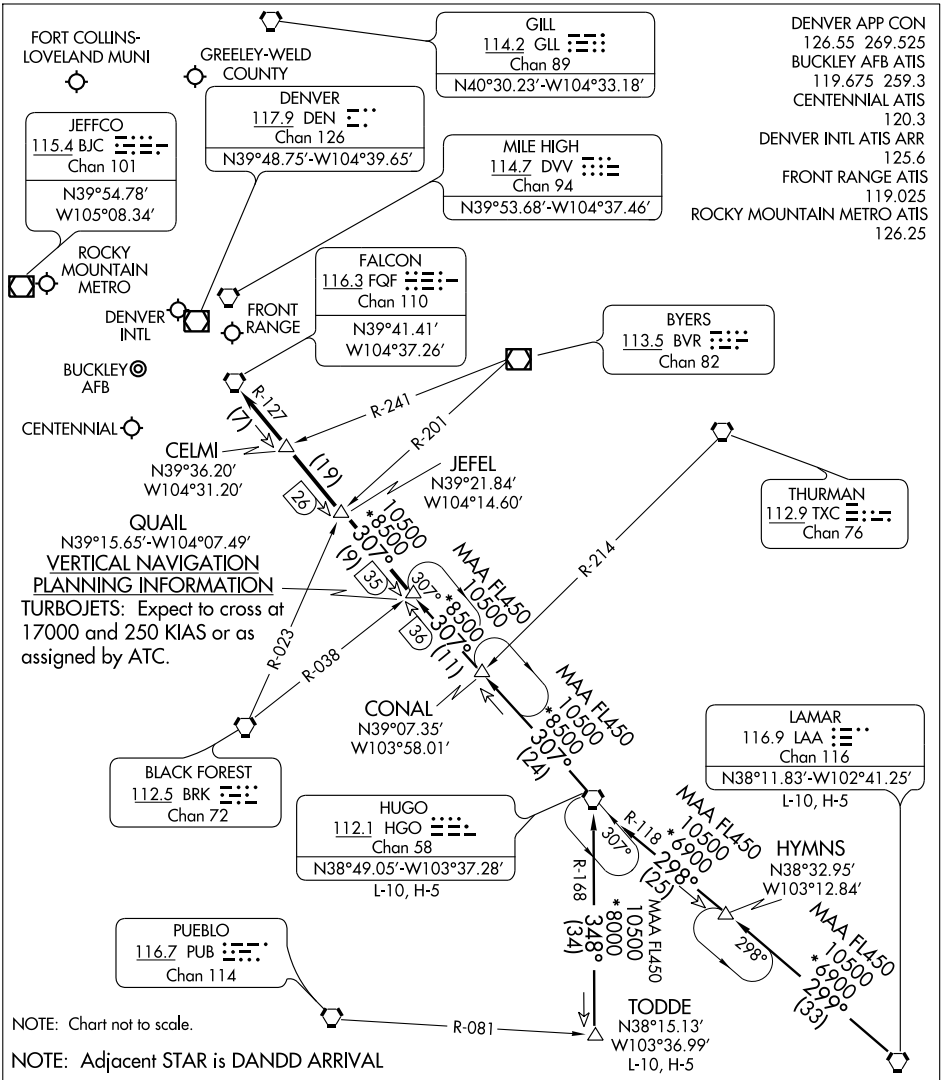
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

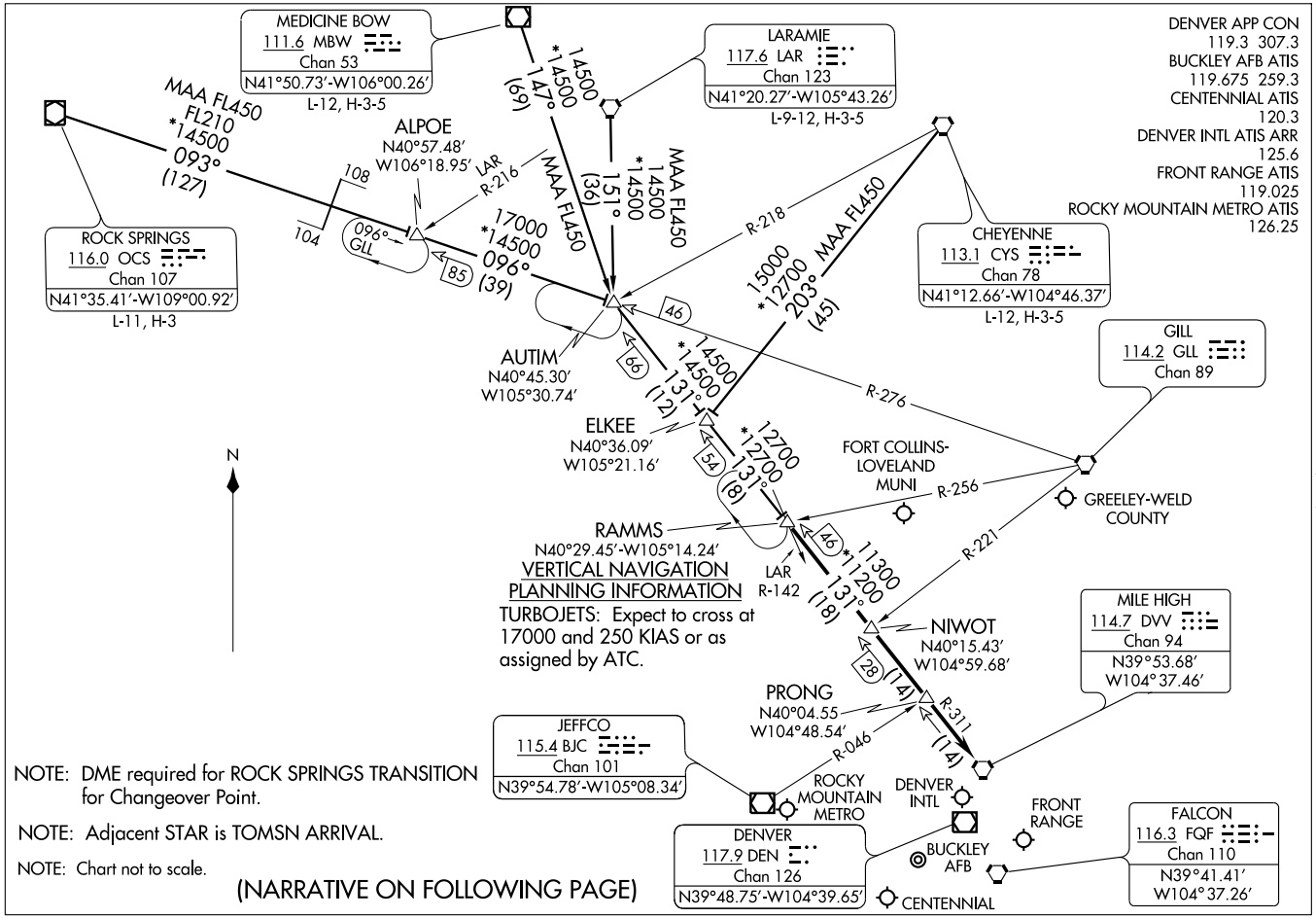
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

DENVER INTL (DEN)

APP CRS	Rwy Idg	12000
079°	TDZE	5348
	Apt Elev	5431

T
A NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Baro/VNAV NA below -25°C (-13°F).
For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

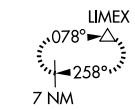
MALSR

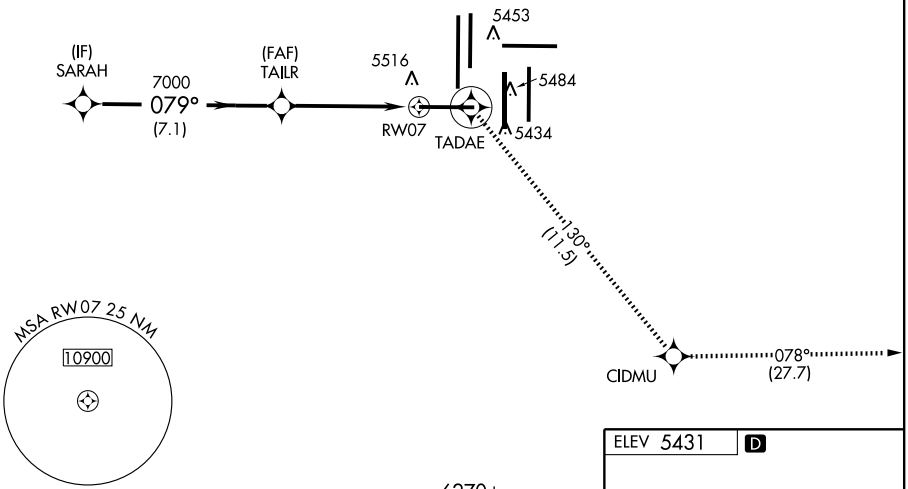
MISSED APPROACH: Climb to 10000 via 079° course to TADAE WP then 130° track to CIDMU WP then 078° track to LIMEX WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

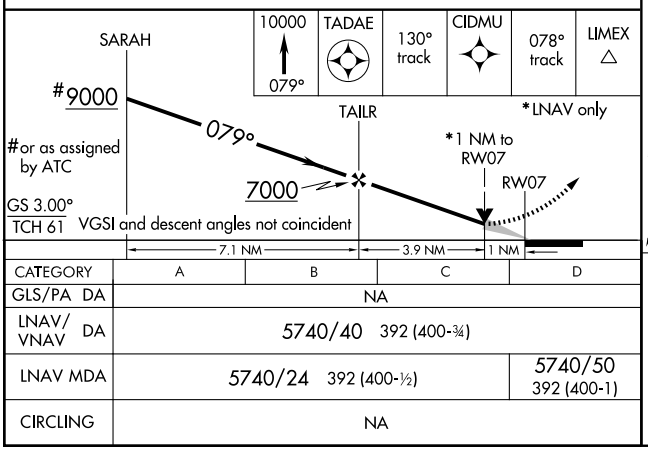
RADAR REQUIRED

MISSED APCH FIX



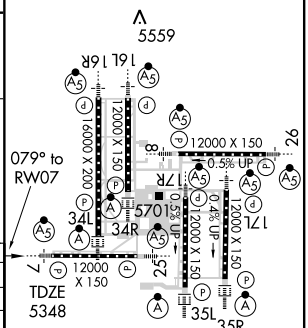


6270±



CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/VNAV DA	5740/40 392 (400-¾)			
LNAV MDA	5740/24 392 (400-½)			5740/50 392 (400-1)
CIRCLING	NA			

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12000
079°	TDZE	5351
	Apt Elev	5431

RNAV (GPS) RWY 8

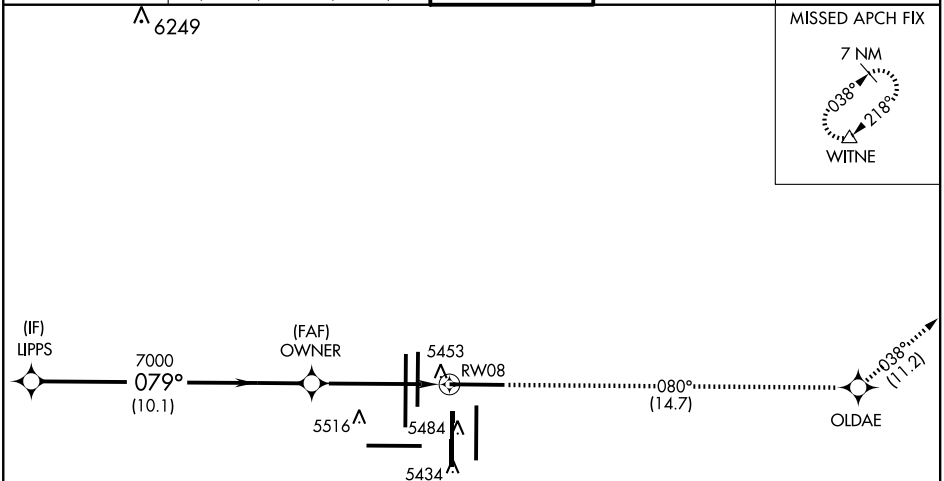
DENVER INTL (DEN)

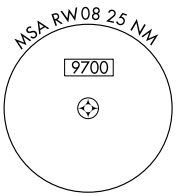
T
A NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR (A5)

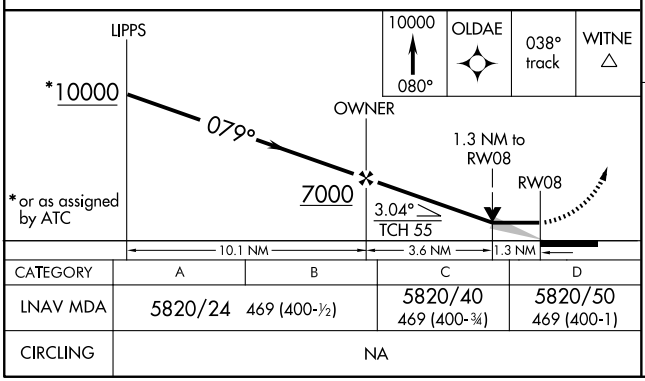
MISSED APPROACH: Climb to 10000 via 080° course to OLDAE WP then 038° track to WITNE WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	124.3 256.85	121.85 377.1	118.75

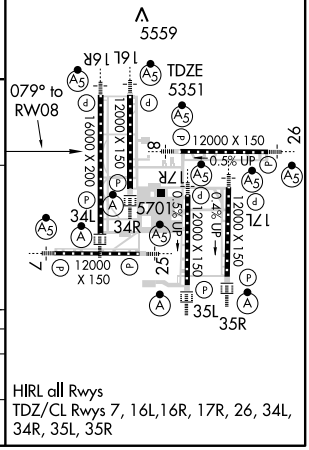




RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	5820/24 469 (400-½)		5820/40 469 (400-¾)	5820/50 469 (400-1)
CIRCLING	NA			



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12000
170°	TDZE	5354
	Apt Elev	5431

RNAV (GPS) RWY 16L
DENVER INTL (DEN)

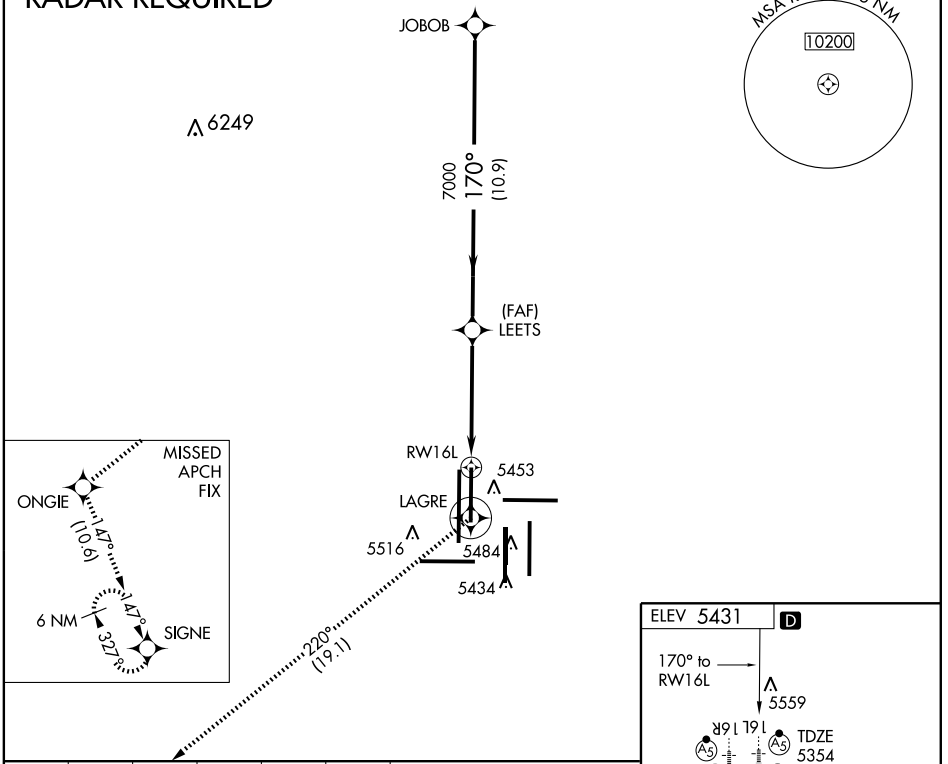
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

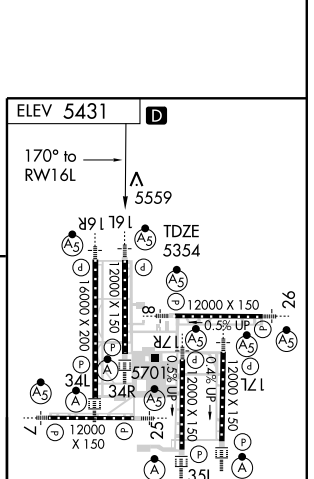
MALSR

MISSED APPROACH: Climb to 12000 via 170° course to LAGRE WP, then 220° track to ONGIE WP, then 147° track to SIGNE WP and hold.

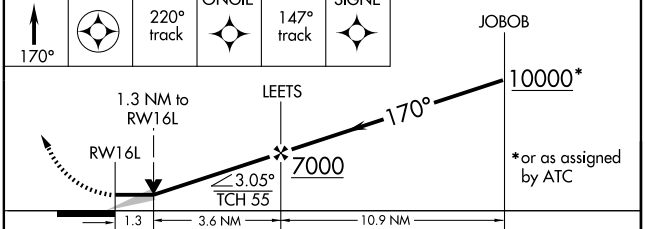
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75

RADAR REQUIRED





12000 170°	LAGRE	220° track	ONGIE	147° track	SIGNE



CATEGORY	A	B	C	D
LNAV MDA	5820/24	466 (400-½)	5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	16000
170°	TDZE	5323
	Apt Elev	5431

RNAV (GPS) RWY 16R

DENVER INTL (DEN)

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 13000 direct CODET WP and via 230° track to BREWS WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

SW-1, 21 OCT 2010 to 18 NOV 2010

MSA RW16R 25 NM
10200

(IF)
SAKIC

6249

7000
170°
(10.9)

(FAF)
JETSN

RW16R
5453
CODET
5516
5484
5434

MISSED APCH FIX
8 NM
074°
254°
BREWS

230°
(25.7)

RADAR REQUIRED

ELEV 5431 D

170° to RW16R
5559

TDZE 5323

16L 16R
12000 X 150
16000 X 200
8
26
7R
25
7L
34L
34R
5701
12000 X 150
0.5% UP
0.4% UP
12000 X 150
12000 X 150
7
35L
35R

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

13000	CODET	230° track	BREWS

SAKIC
JETSN
*10000
170°
7000
3.05°
TCH 55
1.4 NM to RW16R
RW16R
*or as assigned by ATC
10.9 NM
3.6 NM
1.4 NM

CATEGORY	A	B	C	D
LNAV MDA	5820/24	497 (400-½)	5820/40 497 (400-¾)	5820/50 497 (400-1)
CIRCLING	NA			

APP CRS	Rwy Idg	12000
170°	TDZE	5335
	Apt Elev	5431

RNAV (GPS) RWY 17L

DENVER INTL (DEN)

T NA

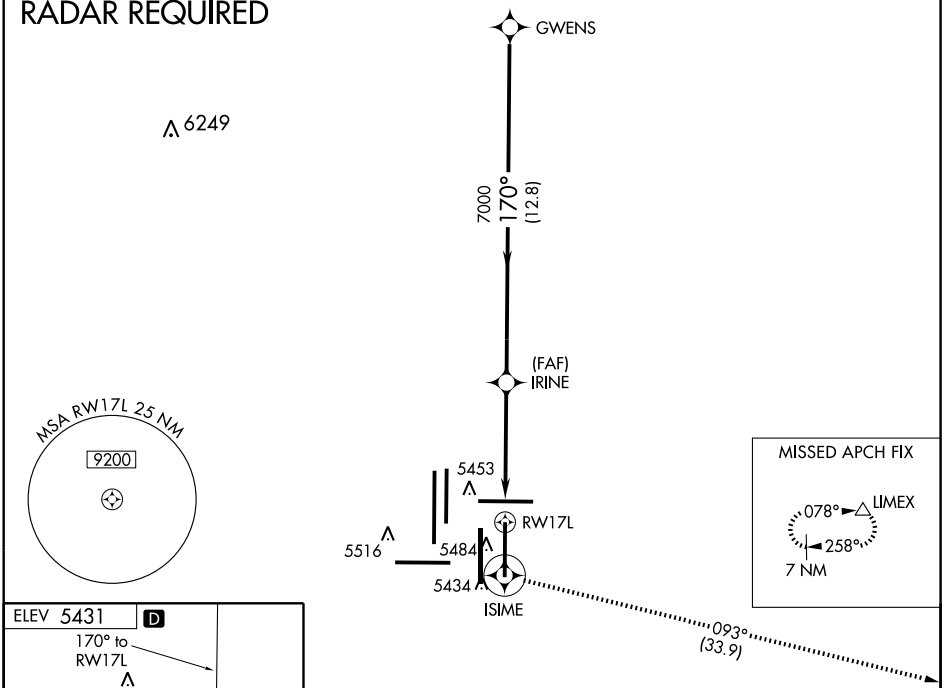
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -25°C (-13°F).
For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.

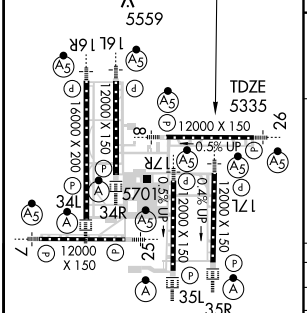
MALSR (A5)

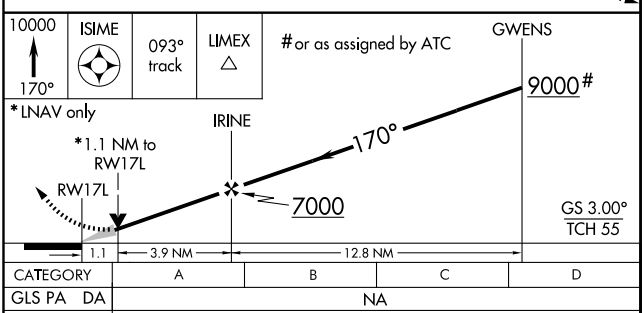
MISSED APPROACH: Climb to 10000 via 170° course to ISIME WP, then via 093° track to LIMEX WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

RADAR REQUIRED







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5700/40 365 (300-¾)			
LNAV MDA	5720/24 385 (300-½)			5720/50 385 (300-1)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17R

DENVER INTL (DEN)

APP CRS	Rwy Idg	12000
170°	TDZE	5388
	Apt Elev	5431

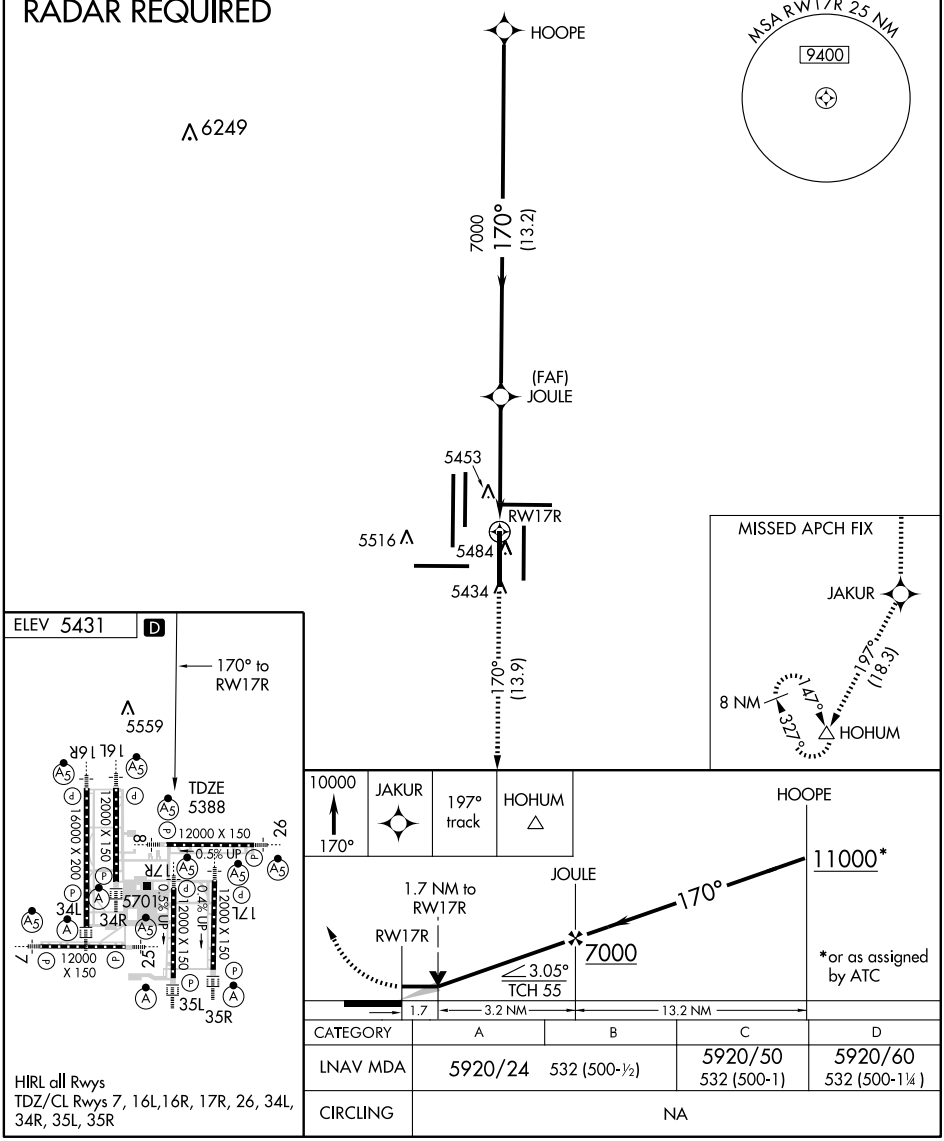
T A NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 10000 via 170° course to JAKUR WP, then via 197° track to HOHUM WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75

RADAR REQUIRED



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

CATEGORY	A	B	C	D
LNAV MDA	5920/24	532 (500-½)	5920/50 532 (500-1)	5920/60 532 (500-1¼)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

DENVER INTL (DEN)

APP CRS	Rwy Idg	12000
260°	TDZE	5352
	Apt Elev	5431

T

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 12000 via 260° course to GIVTE WP, then via 305° track to HYGEN WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

MISSED APCH FIX

HYGEN 126° 7 NM 306°

RADAR REQUIRED

305° (25.4)

GIVTE 260° (5.7) RW25

5453 5516 5484 5434

(FAF) GASTI 5529±

7000 260° (10.1) ETHAL

MSA RW25 25 NM 9800

ELEV 5431 D

5559 6236

16L 16R 17R 17L 34L 34R 35L 35R 7 8 25 26

12000 X 150 12000 X 200 12000 X 150 12000 X 150 12000 X 150 12000 X 150

0.5% UP 0.4% up 0.4% up

5701

TDZE 5352

260° to RW25

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

12000 260° GIVTE 305° track HYGEN

VGSI and descent angles not coincident.

ETHAL 10000*

GASTI 260° 7000

1.2 NM to RW25

3.04° TCH 59

*or as assigned by ATC.

1.2 3.7 NM 10.1 NM

CATEGORY	A	B	C	D
LNAV MDA	5780/24	428 (400-½)	5780/40 428 (400-¾)	5780/50 428 (400-1)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

DENVER INTL (DEN)

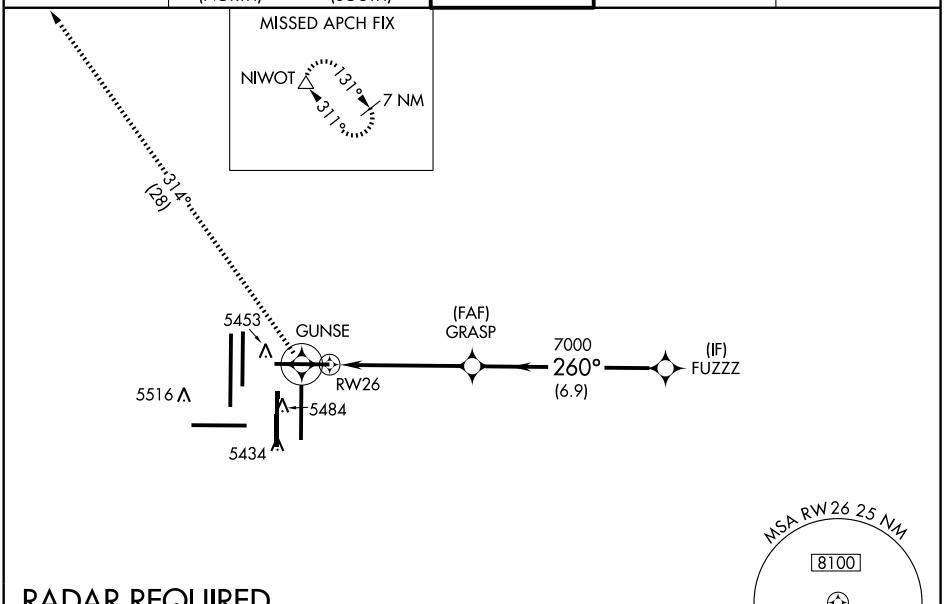
APP CRS	Rwy Idg	12000
260°	TDZE	5306
	Apt Elev	5431

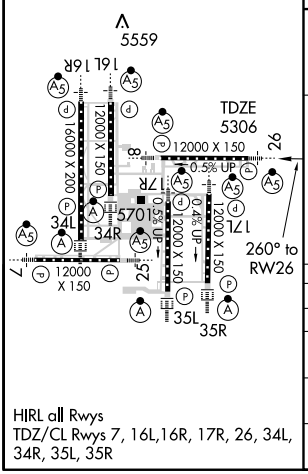
T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000.

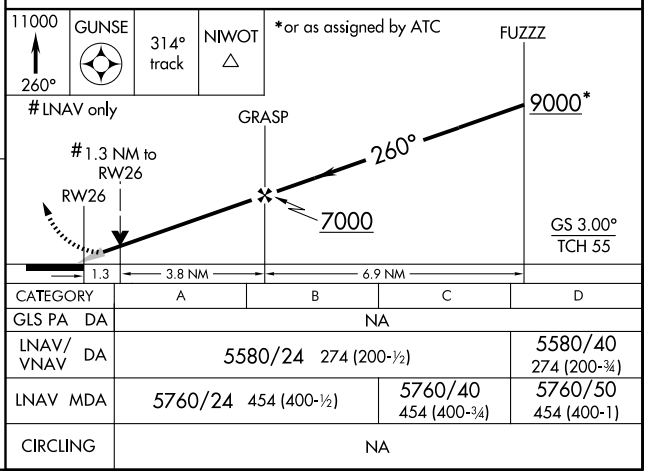
MALSR

MISSED APPROACH: Climb to 11000 via 260° course to GUNSE WP, then via 314° track to NIWOT WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5580/24 274 (200-½)			5580/40 274 (200-¾)
LNAV MDA	5760/24 454 (400-½)		5760/40 454 (400-¾)	5760/50 454 (400-1)
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45619 W34A	APP CRS 350°	Rwy Idg 16000 TDZE 5327 Apt Elev 5431

RNAV (GPS) RWY 34L

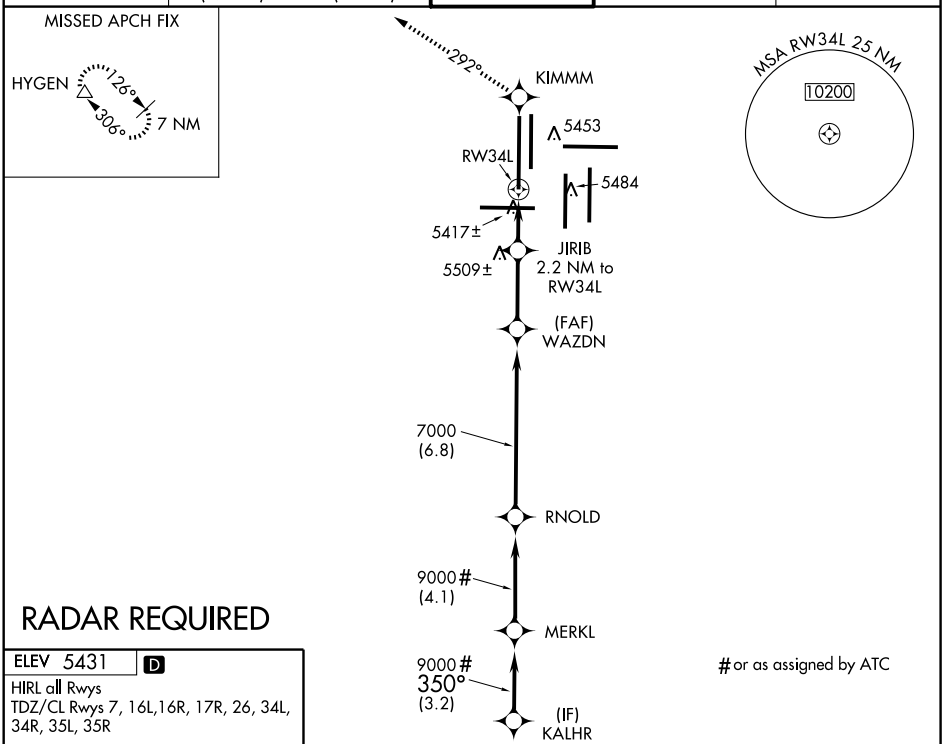
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP- 0.3 NA.

ALSF-2

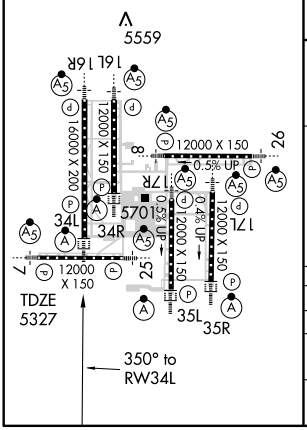
MISSED APPROACH: Climb to 12000 direct KIMMM and on track 292° to HYGEN and hold, continue climb-in-hold to 12000.

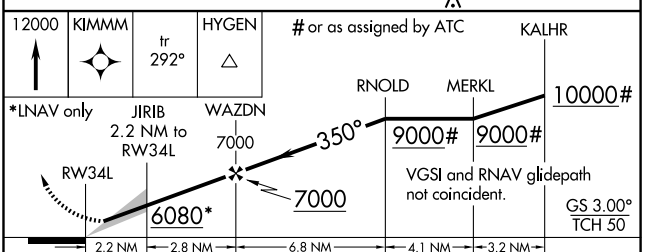
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



ELEV 5431 D

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5527/24 200 (100-½)			
LNAV/VNAV DA	5771/50 444 (400-1)			
LNAV MDA	5940/24 613 (600-½)		5940/60 613 (600-1¼)	5940-1½ 613 (600-1½)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12000
CH 90318	350°	TDZE	5351
W34B		Apt Elev	5431

RNAV (GPS) RWY 34R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 12000 direct CALTI and on track 290° to HYGEN and hold, continue climb-in-hold to 12000.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

MISSED APCH FIX

HYGEN 126° 306° 7 NM

290° CALTI

5453

RW34R

5484

MSA RW34R 25 NM

10200

(FAF) CORDE

5691 ±

7000 (6.9)

RLESS

9000 # (4.7)

BENGL

9000 # 350° (3.2)

(IF) BOOBU

6566

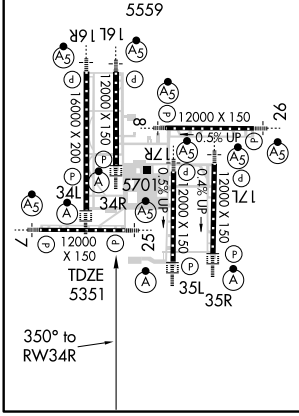
or as assigned by ATC

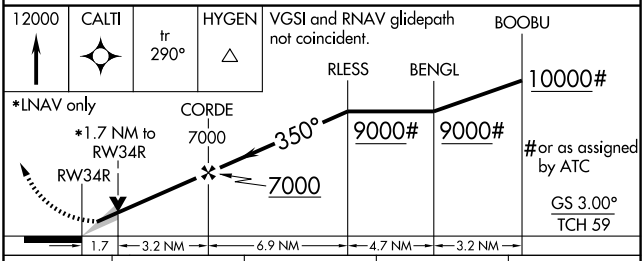
RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5551/24 200 (200-½)			
LNAV/VNAV DA	5911-1½ 560 (500-1½)			
LNAV MDA	5960/24 609 (600-½)		5960/60 609 (600-1¼)	5960-1½ 609 (600-1½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53419 W35A	APP CRS 350°	Rwy Idg 12000 TDZE 5431 Apt Elev 5431

RNAV (GPS) RWY 35L

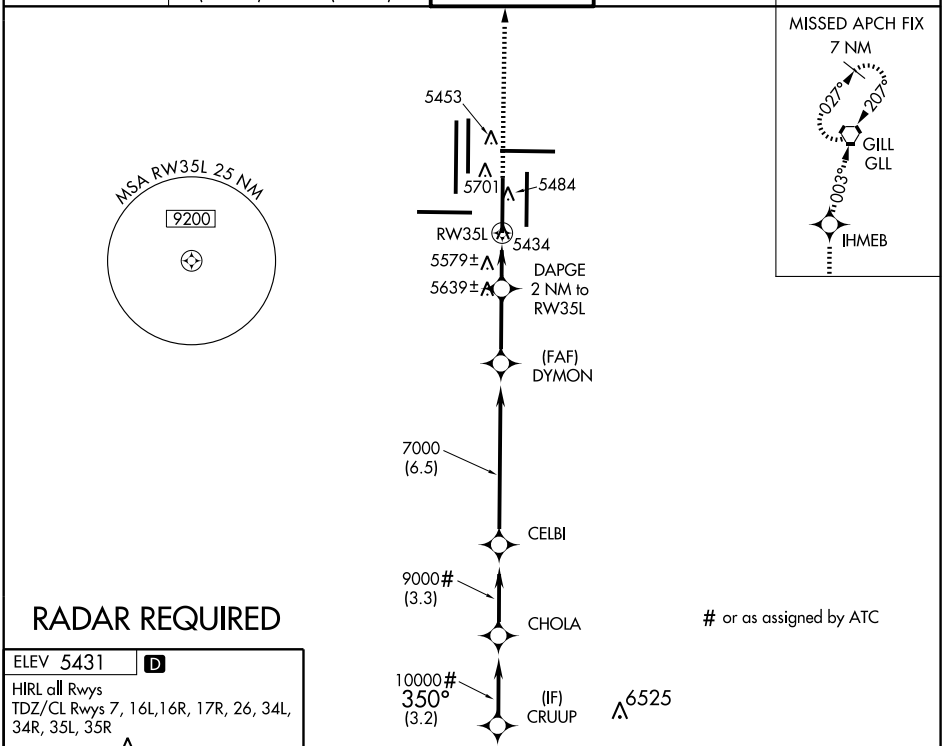
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP- 0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat D visibility to 1 mile.

ALSF-2

MISSED APPROACH: Climb to 10000 direct IHMEB and on track 003° to GLL VORTAC and hold.

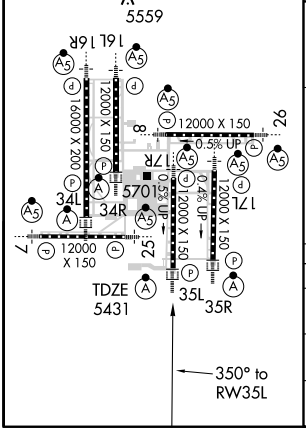
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75

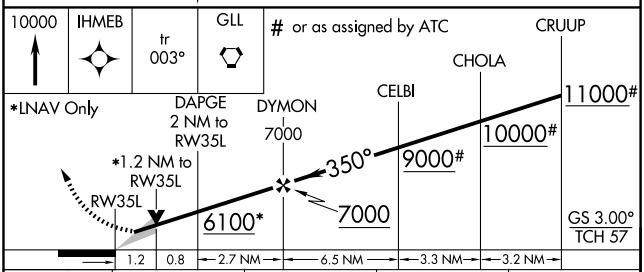


ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5631/24 200 (200-½)			
LNAV/VNAV DA	5715/24 284 (300-½)			5715/40 284 (300-¾)
LNAV MDA	5860/24 429 (500-½)		5860/40 429 (500-¾)	5860/50 429 (500-1)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12000
CH 45719	350°	TDZE	5367
W35B		Apt Elev	5431

RNAV (GPS) RWY 35R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 10000 direct CEGRI and on track 016° to CEDUK and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

MISSED APCH FIX

CEDUK 138° 318° 7 NM

MSA RW35R 25 NM

9200

5453

016°

CEGRI

5484

RW35R

5499±

(FAF) FRONZ

7000 (7)

DRUMM

9000# (2.8)

DEANE

9000# 350° (3.2)

(IF) DORRY 6525

RADAR REQUIRED

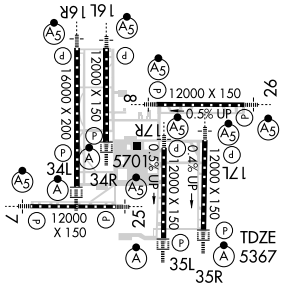
#or as assigned by ATC

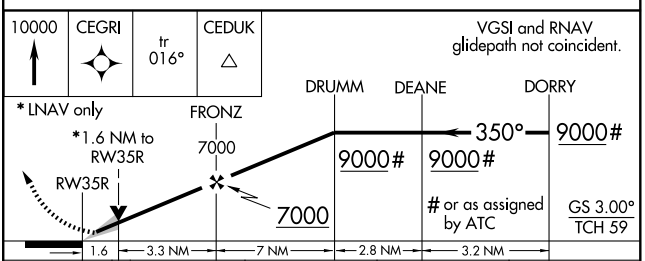
ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5559





CATEGORY	A	B	C	D
LPV DA	5567/24 200 (200-½)			
LNAV/VNAV DA	5788/50 421 (400-1)			
LNAV MDA	5940/24 573 (600-½)		5940/50 573 (600-1)	5940/60 573 (600-1¼)

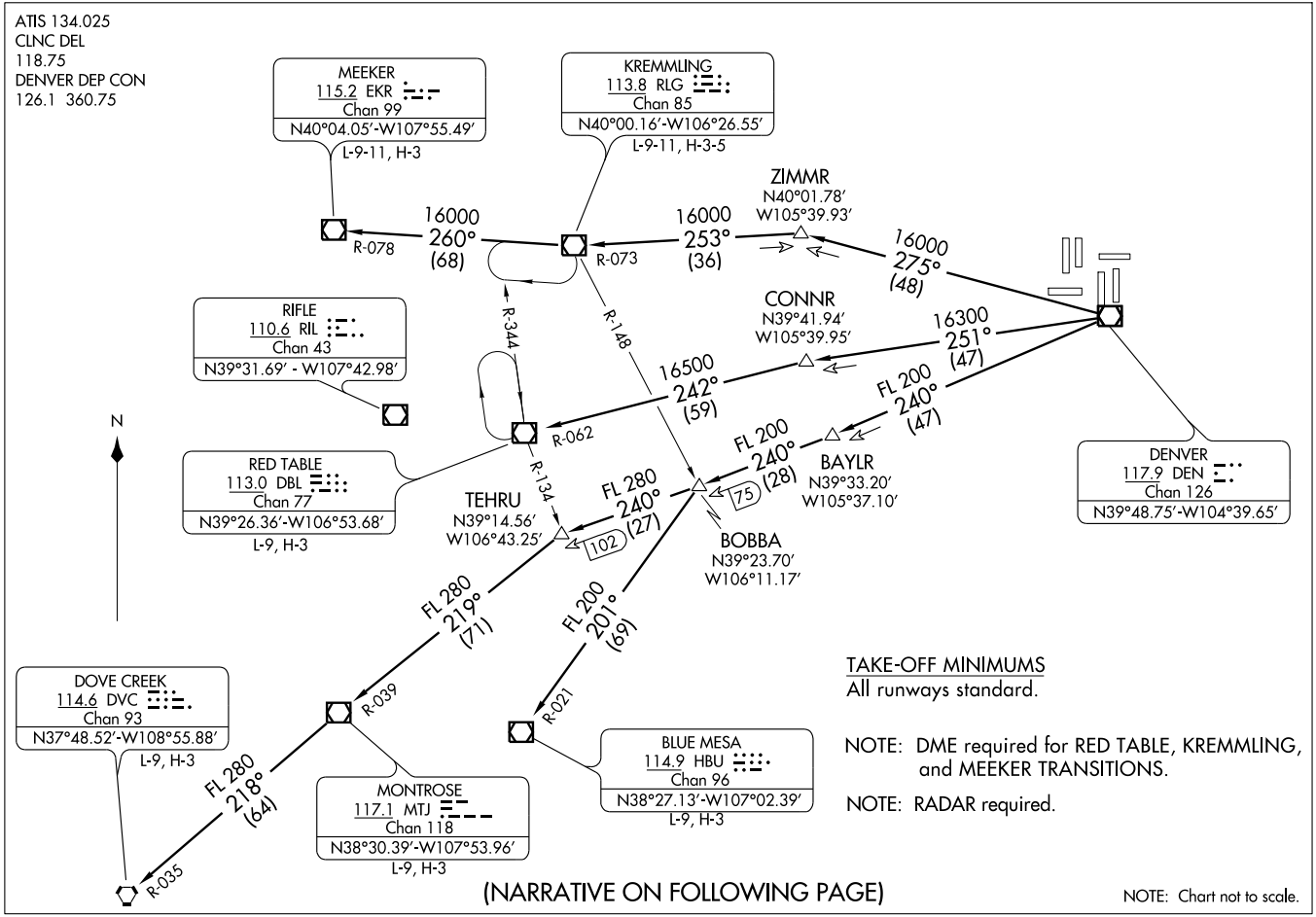
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

DENVER, COLORADO

DENVER INTL (DEN)



ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

DENVER, COLORADO

DENVER INTL (DEN)

SL-9077 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

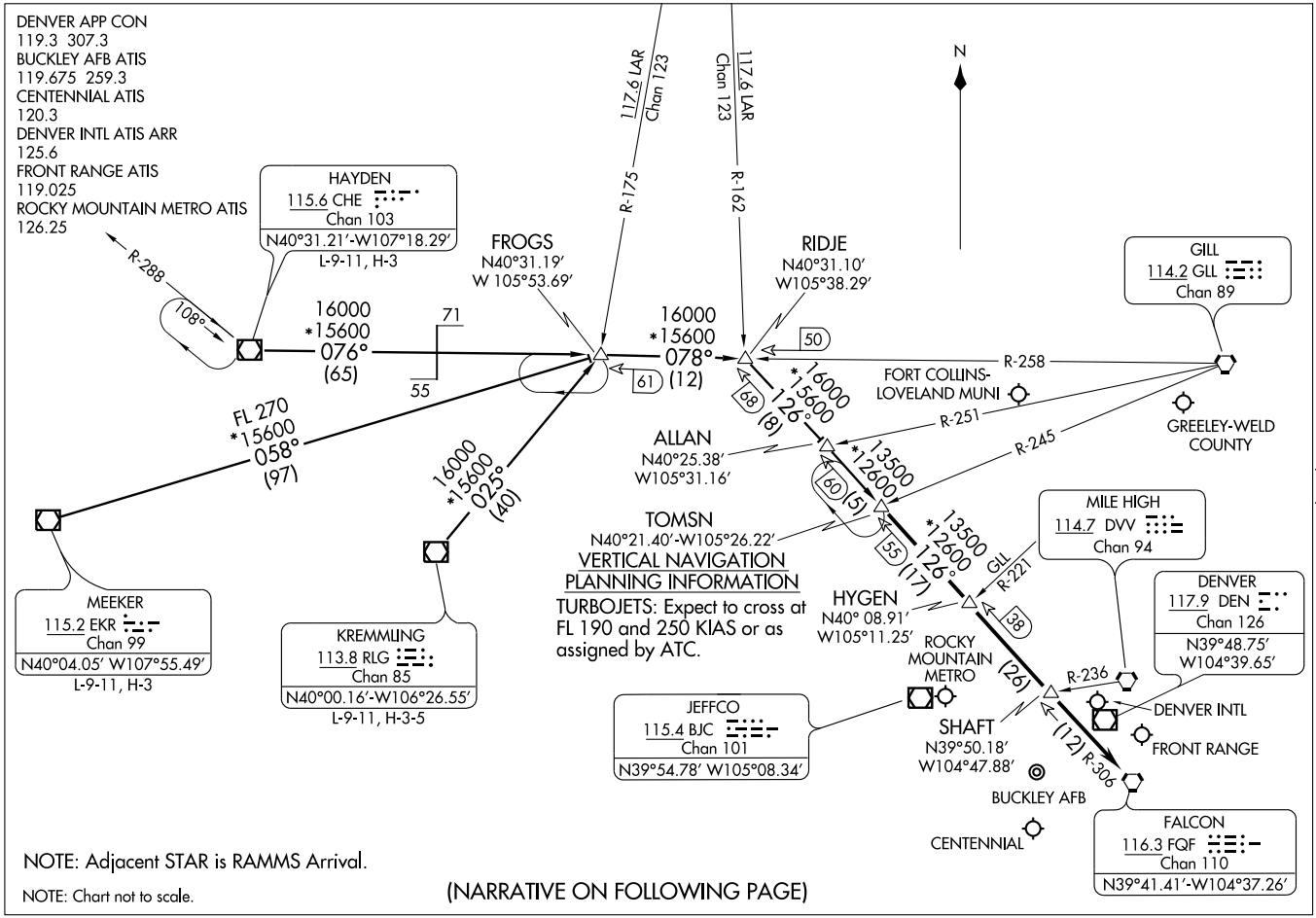
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

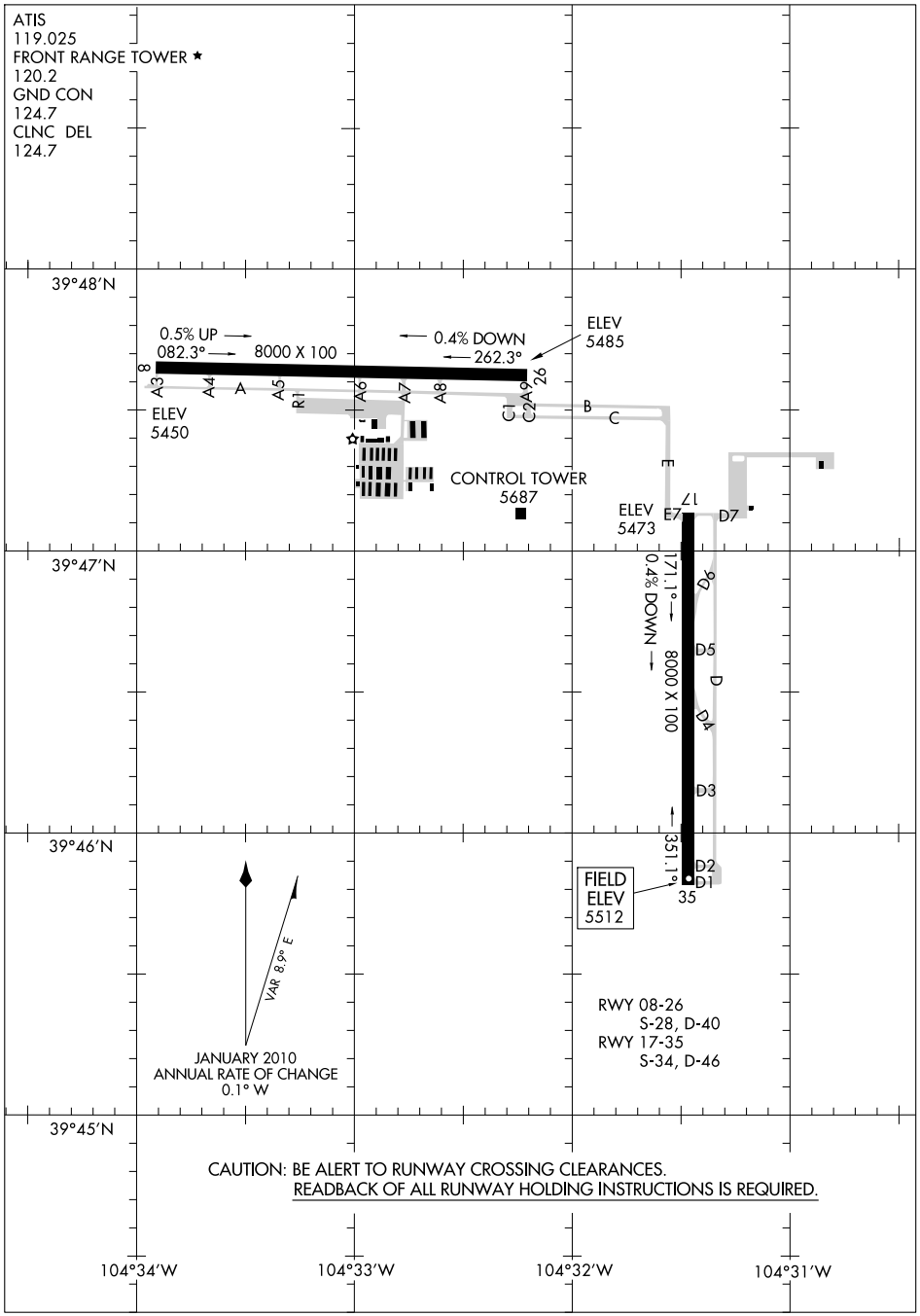
RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO



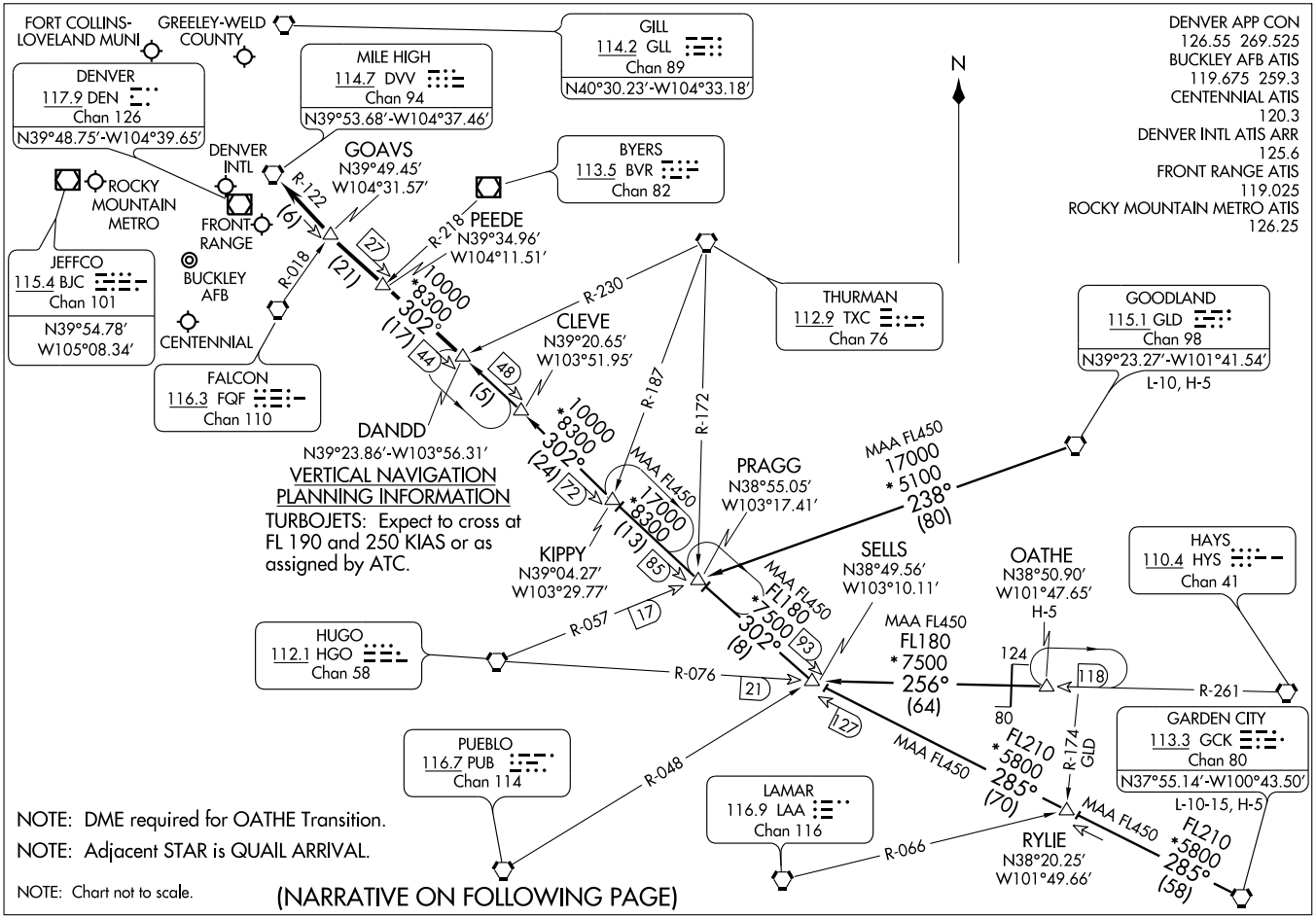
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

(DENVR5.DENVR) 10042

DENVER/FRONT RANGE (FTG)

DENVER, COLORADO

TAKE-OFF MINIMUMS:
All runways standard.

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE
(DENVR5.DENVR) 10042
DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

SL-6851 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FZR	APP CRS	Rwy Idg	8000
110.9	169°	TDZE	5488
Chan 46		Apt Elev	5512

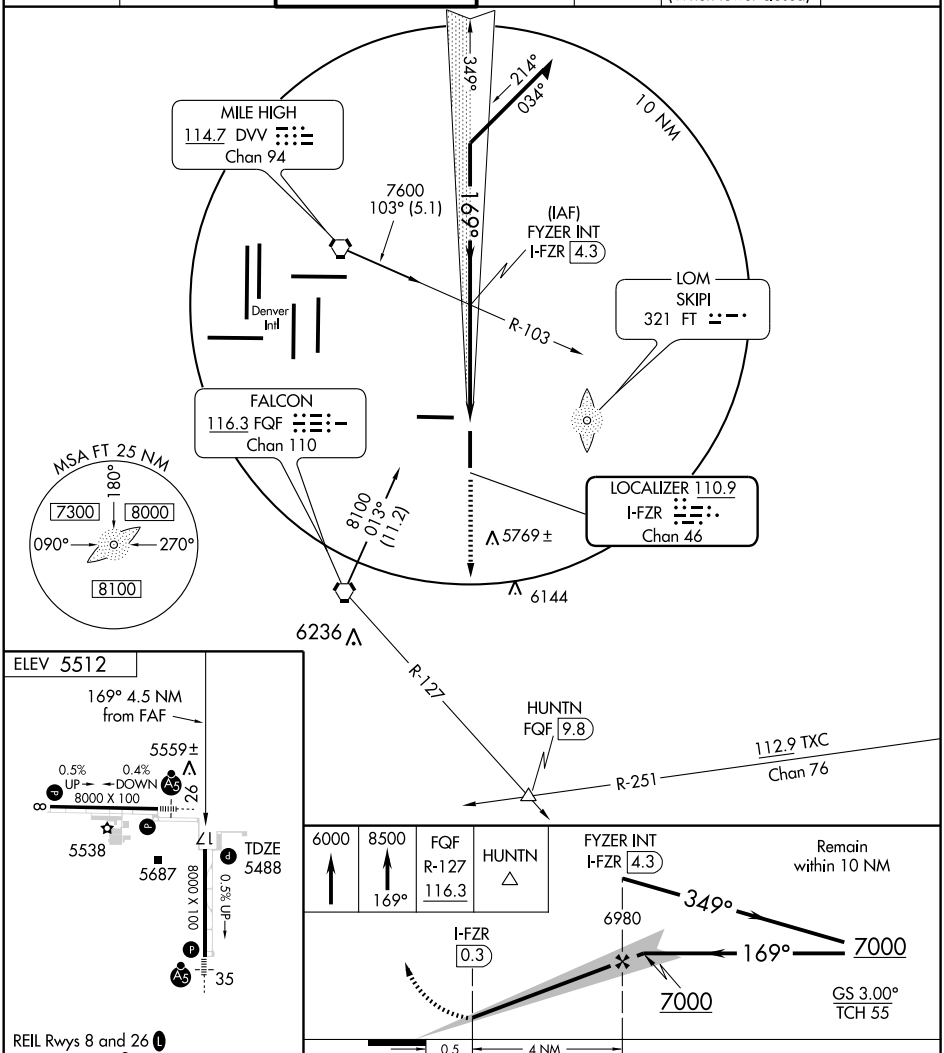
ILS or LOC RWY 17

DENVER/ FRONT RANGE (FTG)

When local altimeter not received use Denver Intl altimeter setting and increase all DH/MDAs 40 feet.

MISSED APPROACH: Climb to 6000, continue climbing to 8500 via heading 169° and FQF VORTAC R-127 to HUNTN Int.

ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95



REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 17	5688-¾ 200 (200-¾)			
S-LOC 17	5820-1 332 (400-1)			
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FTG	APP CRS	Rwy Idg	8000
109.3	260°	TDZE	5485
Chan 30		Apt Elev	5512

ILS or LOC RWY 26

DENVER/ FRONT RANGE (FTG)

T NA — When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-LOC visibility Cat C to ¾ mile. VDP NA when using Denver Intl altimeter setting. ADF required

MALSR

MISSED APPROACH: Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM/ I-FTG 6.5 DME and hold.

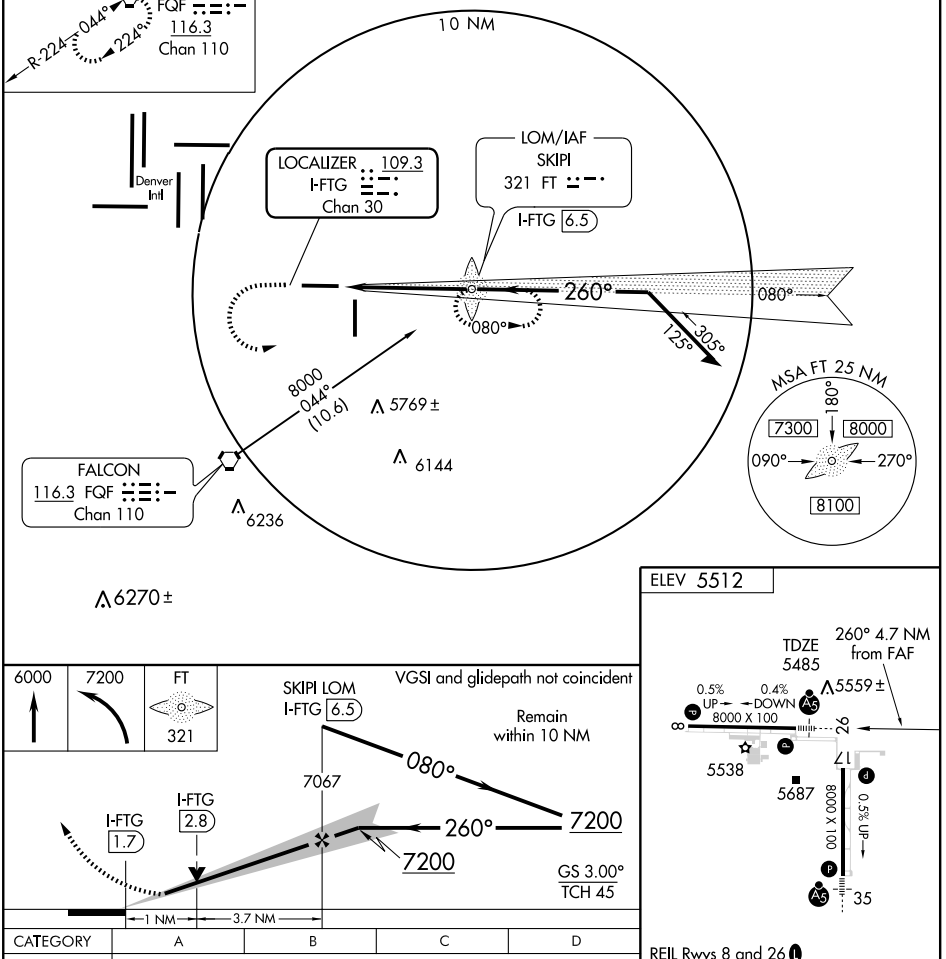
ATIS	DENVER APP CON	FRONT RANGE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95

ALTERNATE MISSED APCH FIX

FALCON FQF 116.3 Chan 110

R-224 044° 224°

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 26	5685-½ 200 (200-½)			
S-LOC 26	5860-½ 375 (400-½)			5860-¾ 375 (400-¾)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VWT	APP CRS	Rwy Idg	8000
110.9	349°	TDZE	5512
Chan 46		Apt Elev	5512

ILS or LOC RWY 35

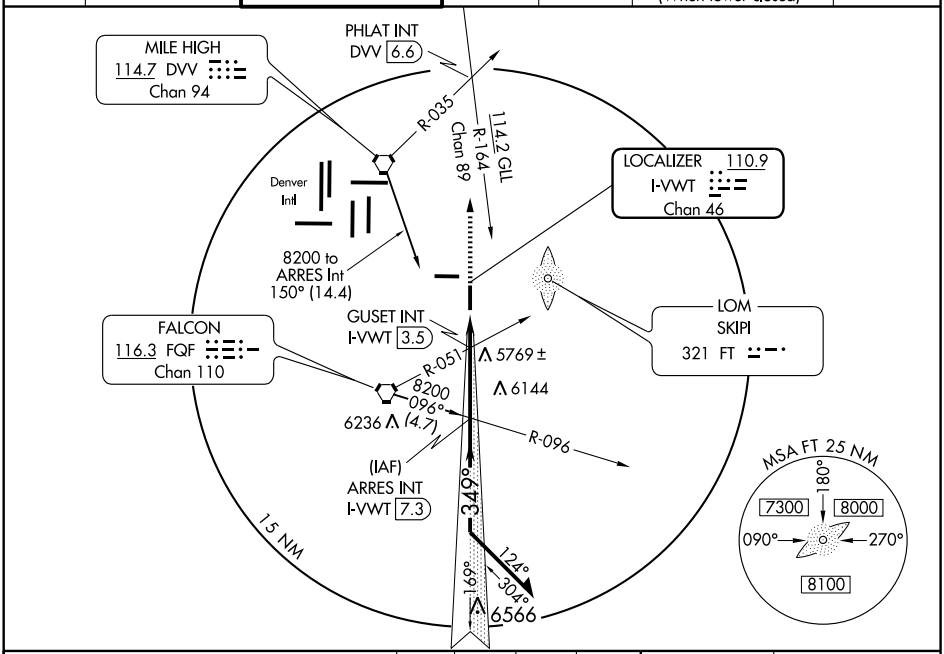
DENVER/ FRONT RANGE (FTG)

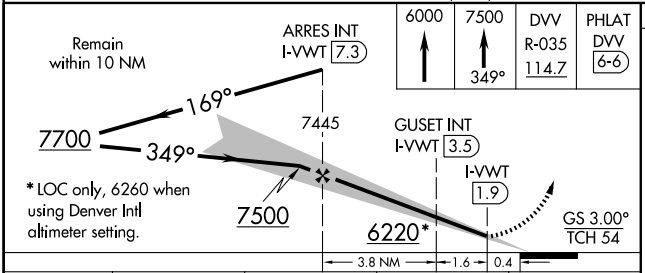
T NA If local altimeter not received, use Denver Intl altimeter setting and increase all DH/MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 6000; continue climb to 7500 via heading 349° and DVV VORTAC R-035 to PHLAT Int.

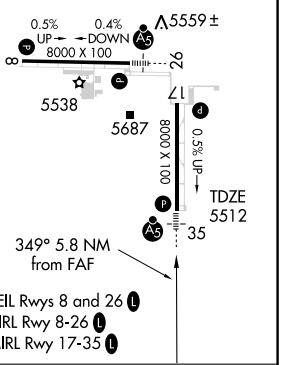
ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95





6000	7500	DVV R-035 114.7	PHLAT DVV 6-6
	349°		

ELEV 5512



REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 35	5712-¾ 200 (200-¾)			
S-LOC 35	6220-1	708 (800-1)	6220-2 708 (800-2)	6220-2¼ 708 (800-2¼)
CIRCLING	6220-1	708 (800-1)	6220-2 708 (800-2)	6220-2¼ 708 (800-2¼)
GUSET INT/DME MINIMA				
S-LOC 35	6000-1	488 (500-1)	6000-1¼ 488 (500-1¼)	6000-1½ 488 (500-1½)
CIRCLING	6000-1	488 (500-1)	6000-1½ 488 (500-1½)	6080-2 568 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOM FT	APP CRS	Rwy Idg	8000
321	260°	TDZE	5485
		Apt Elev	5512

NDB RWY 26

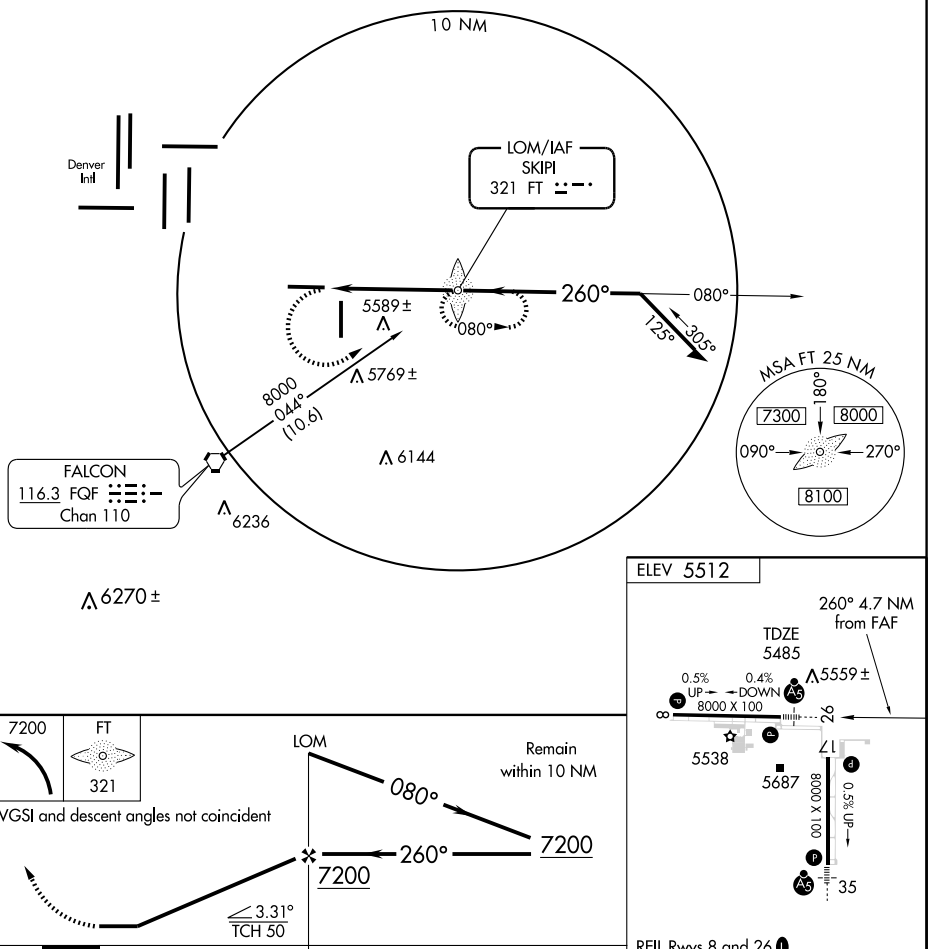
DENVER/ FRONT RANGE (FTG)

T
A NA When local altimeter setting not received use Denver Intl altimeter setting and increase all MDA 40 feet, increase S-26 Cat D visibility to 1¼ .

MALSR

MISSED APPROACH: Climbing left turn to 7200 direct FT LOM and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95



REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-26	5900-¾ 415 (400-¾)			5900-1 415 (400-1)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

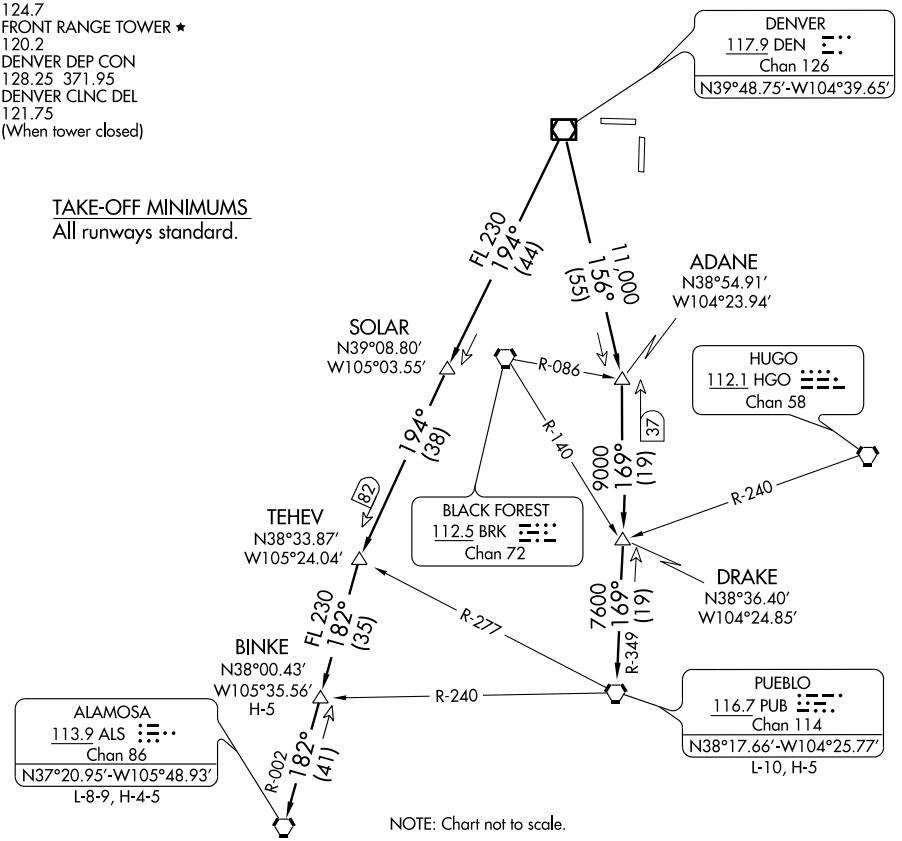
PIKES FOUR DEPARTURE

SL-6851 (FAA)

SW-1, 21 OCT 2010 to 18 NOV 2010

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

TAKE-OFF MINIMUMS
All runways standard.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

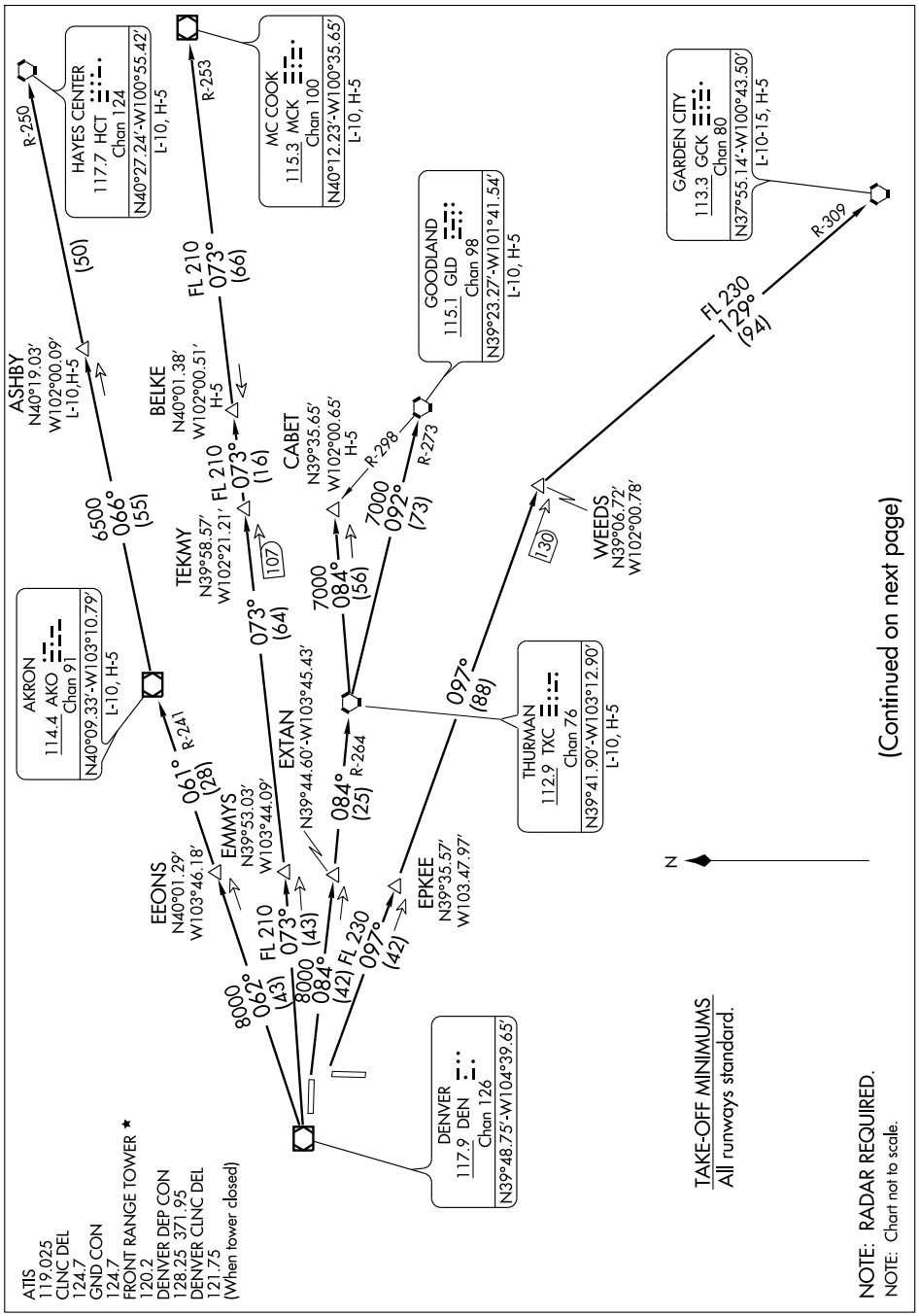
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO



(Continued on next page)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

PLAINS FOUR DEPARTURE

DENVER, COLORADO
DENVER/FRONT RANGE (FTG)

(PLAIN4.DEN) 07298

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

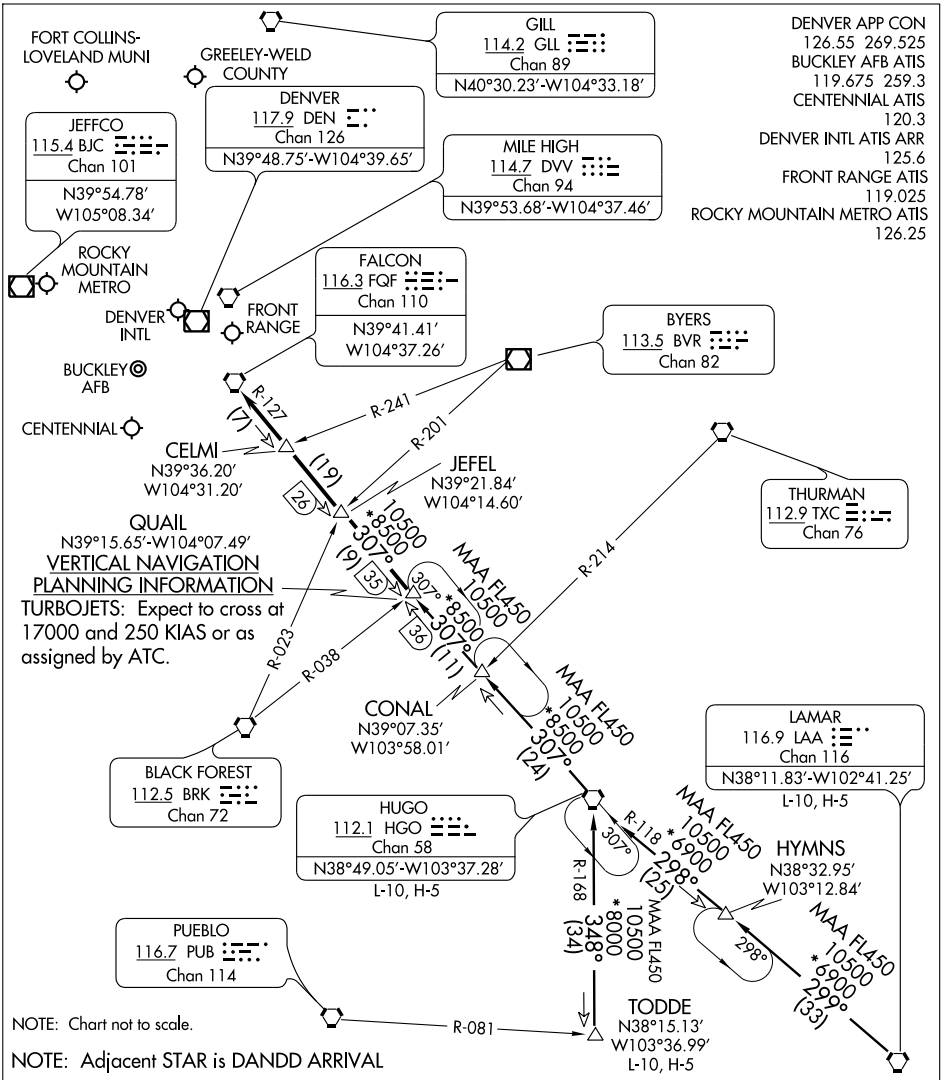
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

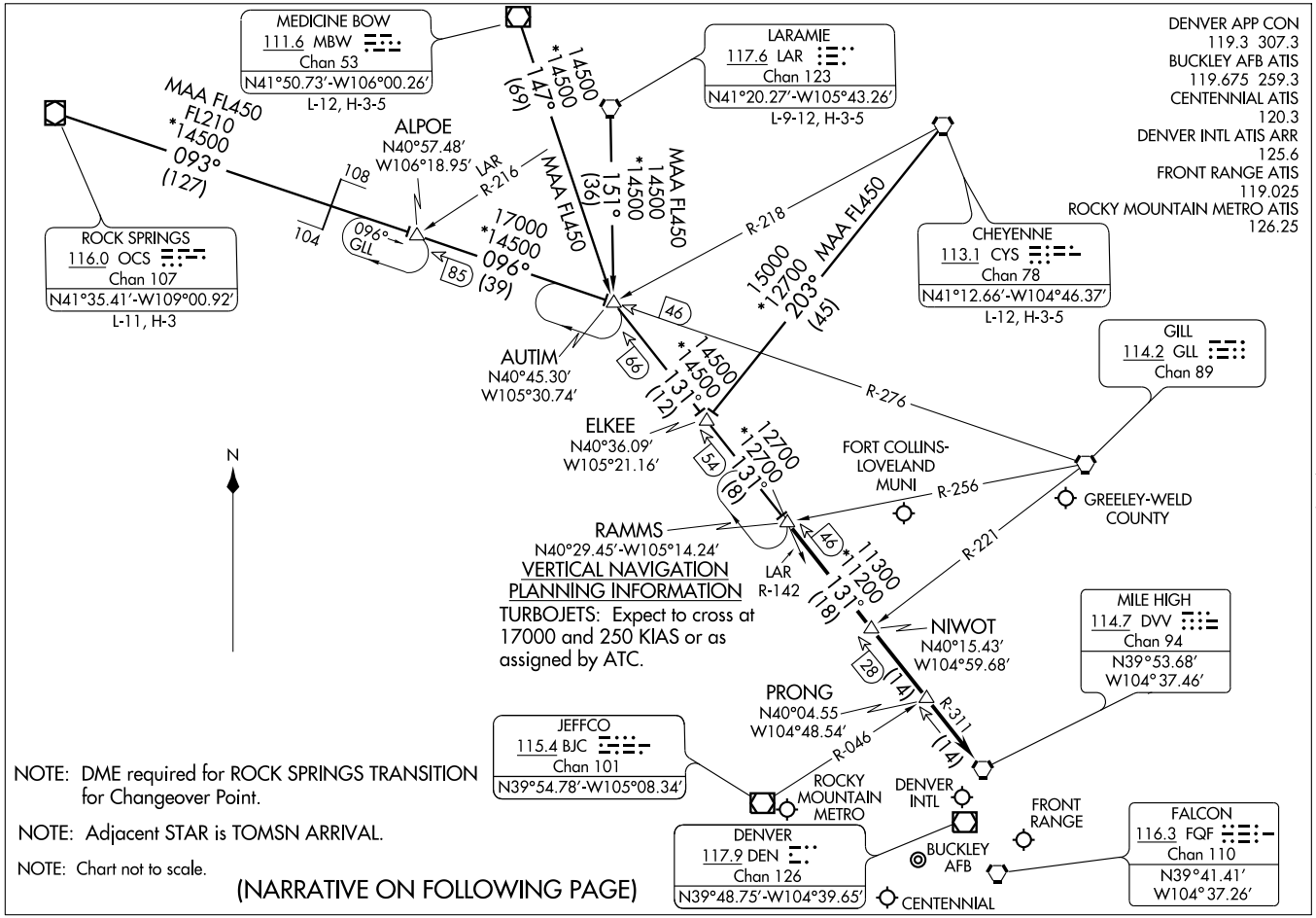
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82209 W17A	APP CRS 169°	Rwy Idg 8000 TDZE 5488 Apt Elev 5512

RNAV (GPS) RWY 17

DENVER/ FRONT RANGE (FTG)

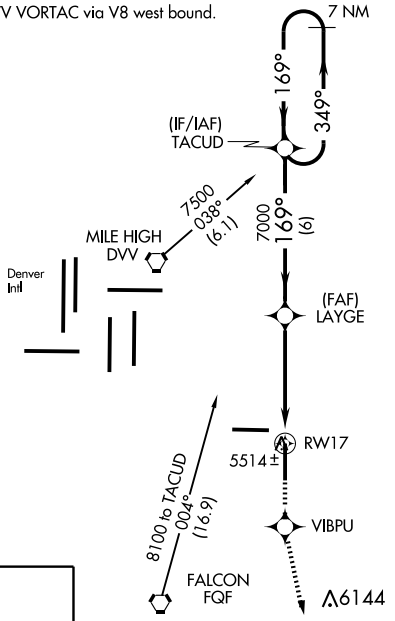
T
NA

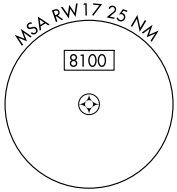
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LNAV visibility Cat D to 1½ mile: Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

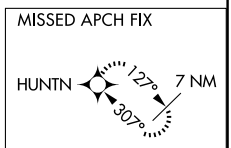
MISSED APPROACH: Climb to 8500 direct VIBPU and via 157° track to HUNTN and hold.

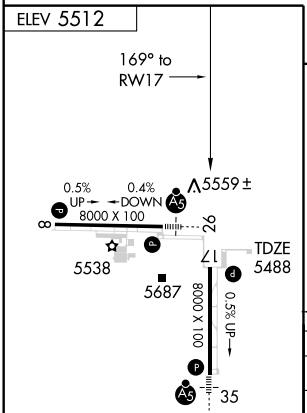
ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95

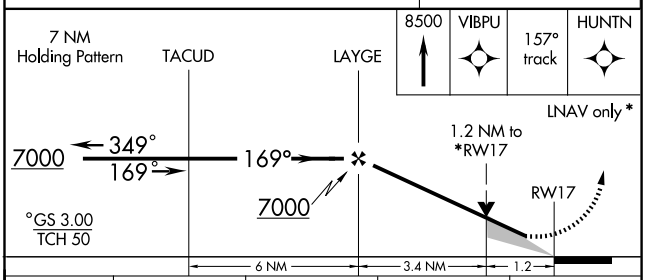
Procedure NA for arrivals at FQF VORTAC via V160 southwest bound.
Procedure NA for arrivals at DVV VORTAC via V8 west bound.











CATEGORY	A	B	C	D
LPV DA	5738-1	250 (300-1)		
LNAV/ VNAV DA	5839-1¼	351 (400- 1¼)		
LNAV MDA	5900-1	412 (500- 1)	5900-1¼ 412 (500-1¼)	5900-1¼ 412 (500-1¼)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93909 W26A	APP CRS 260°	Rwy Idg 8000 TDZE 5485 Apt Elev 5512

RNAV (GPS) RWY 26

DENVER/ FRONT RANGE (FTG)

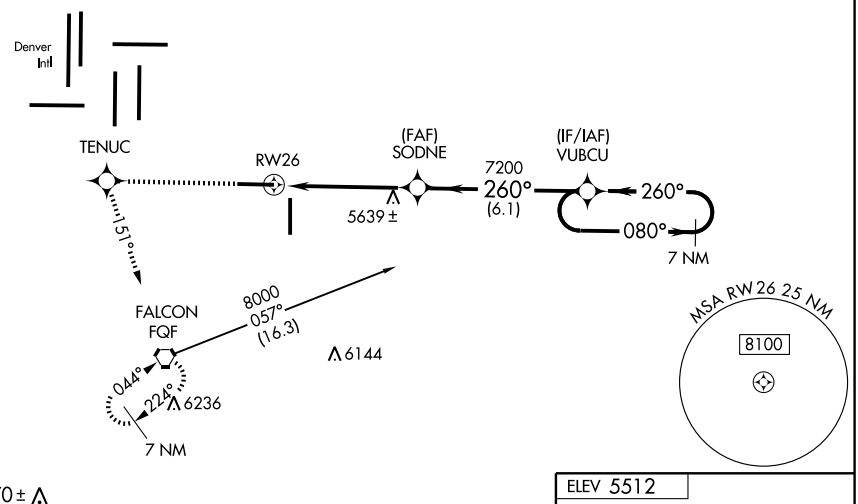
T
NA

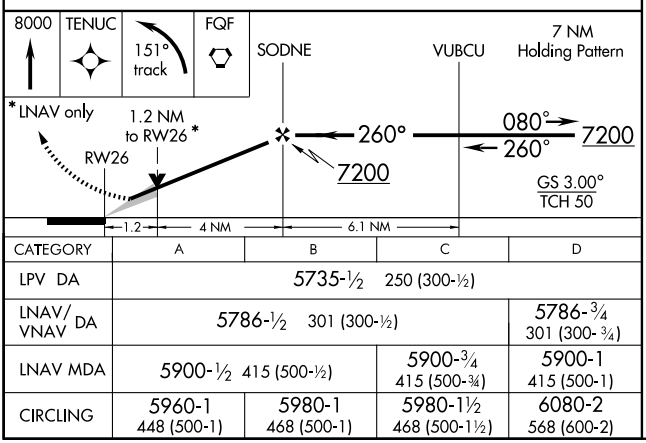
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38° C (100°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV/VNAV visibility Cat A, B, C to ¾ mile. For inoperative MALSR increase LNAV/VNAV visibility Cat D to 1 mile, LNAV visibility Cat D to 1¼ mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 8000 direct TENUC and left turn via 151° track to FQF VORTAC and hold. Continue climb-in-hold to 8000.

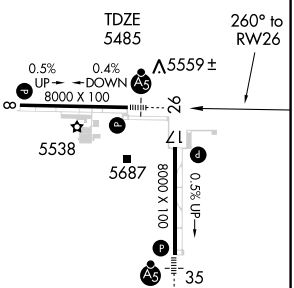
ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	5735-½ 250 (300-½)			
LNAV/VNAV DA	5786-½ 301 (300-½)			5786-¾ 301 (300-¾)
LNAV MDA	5900-½ 415 (500-½)		5900-¾ 415 (500-¾)	5900-1 415 (500-1)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

ELEV 5512



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 93809	349°	TDZE	5512
W35A		Apt Elev	5512

RNAV (GPS) RWY 35

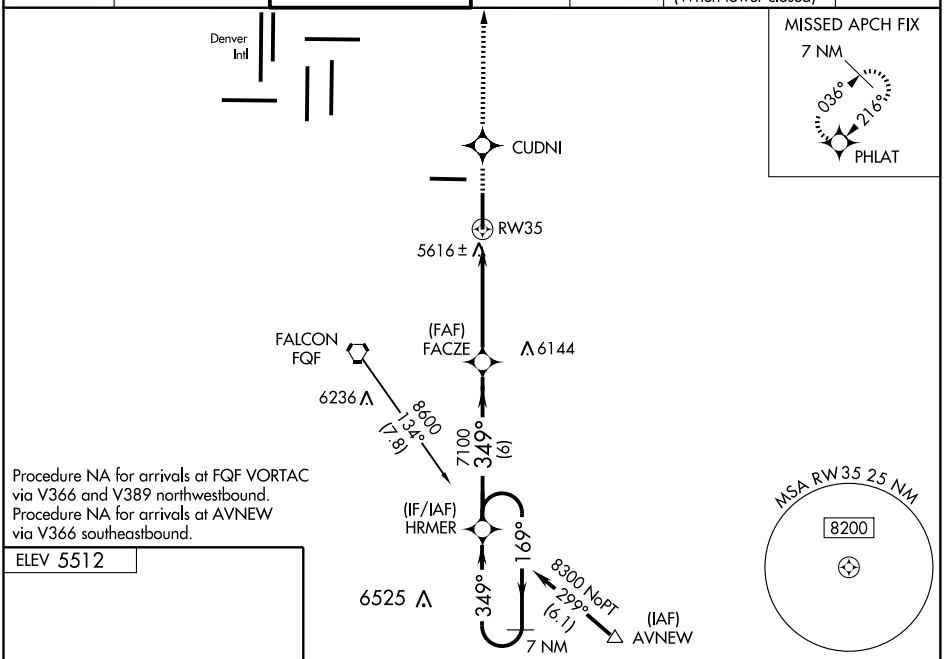
DENVER/ FRONT RANGE (FTG)

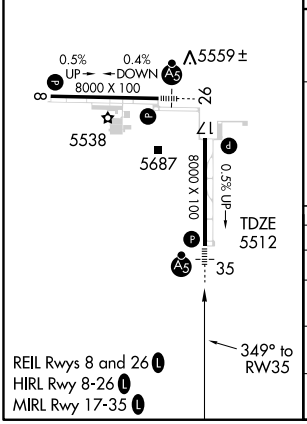
T NA — DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile, Cat D visibility to 1¾ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

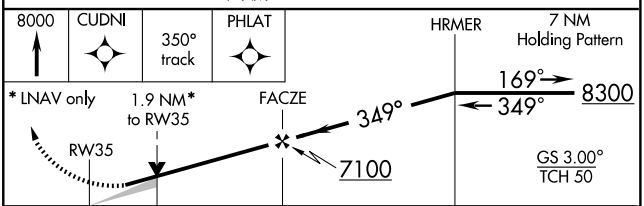
MALSR

MISSED APPROACH: Climb to 8000 direct CUDNI then via 350° track to PHLAT and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	5828-½ 316 (400-½)			
LNAV/VNAV DA	5891-¾ 379 (400-¾)			
LNAV MDA	6180-½ 668 (700-½)		6180-1¼ 668 (700-1¼)	6180-1½ 668 (700-1½)
CIRCLING	6180-1 668 (700-1)		6180-1¾ 668 (700-1¾)	6180-2 668 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

DENVER, COLORADO

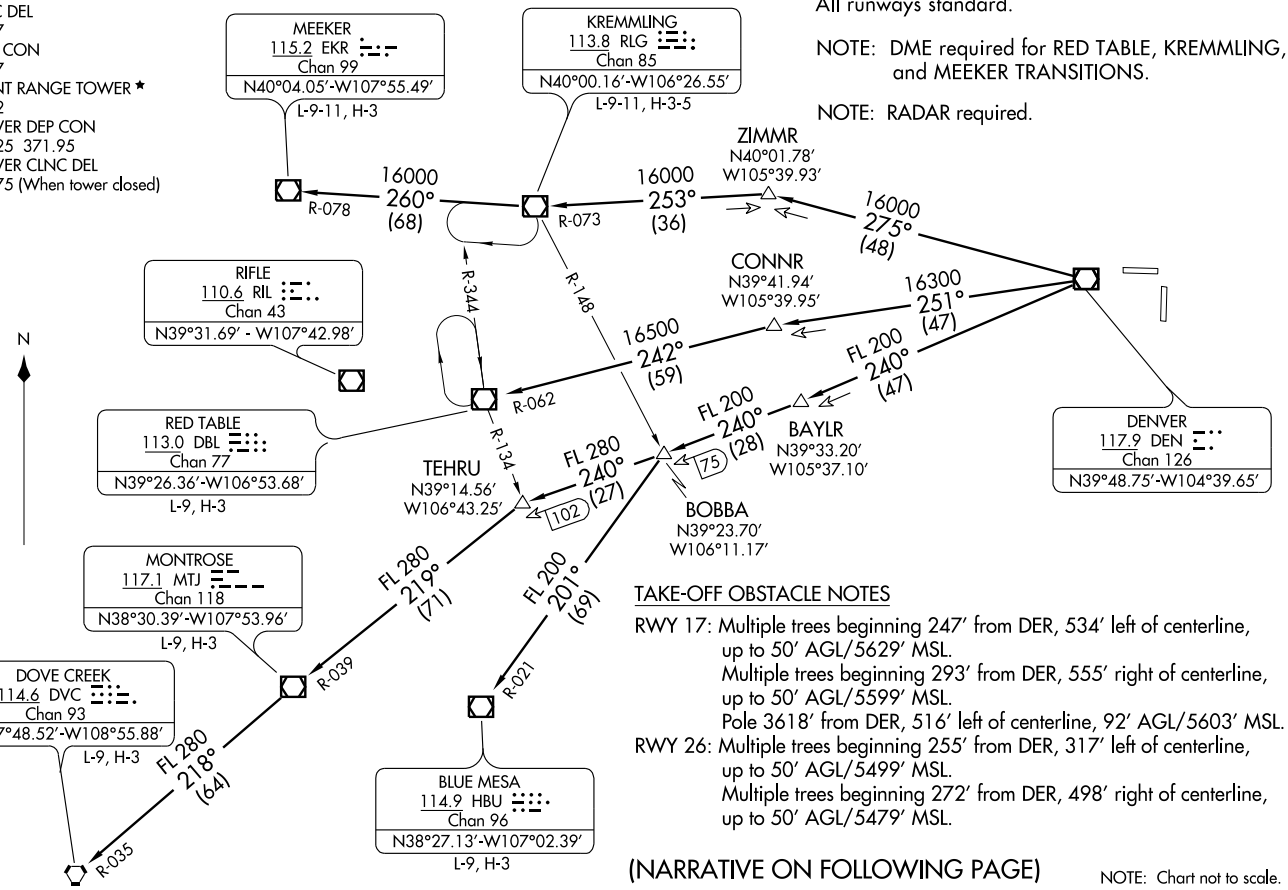
DENVER/FRONT RANGE (FTG)

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75 (When tower closed)

TAKE-OFF MINIMUMS
All runways standard.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.



TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL.
Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5599' MSL.
Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.

RWY 26: Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL.
Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SL-6851 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

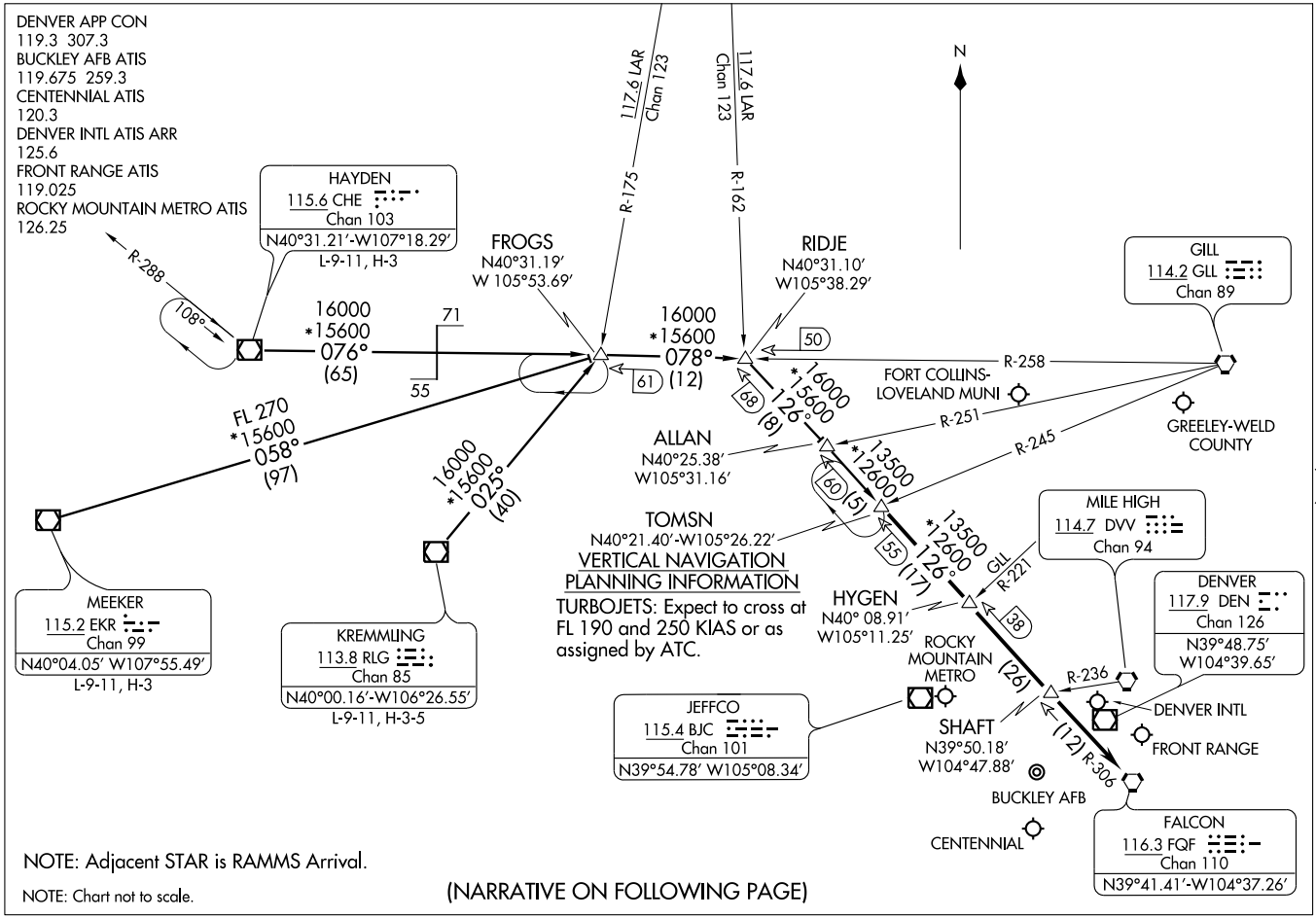
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

DENVER, COLORADO
DENVER/ FRONT RANGE (FTG)

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

MEDICINE BOW
111.6 MBW
Chan 53
N41°50.73′-W106°00.26′
L-12, H-3-5

RAPID CITY
112.3 RAP
Chan 70
N43°58.56′-W103°00.74′
L-12, H-2

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

HANKI
N41°37.92′
W102°55.81′
H-5

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

NATTI
N41°30.81′
W106°29.02′
L-9-11

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

YALES
N40°47.66′
W104°44.34′

YAMMI
N40°45.90′
W105°04.08′

COPLA
N40°49.67′
W104°05.76′

YOKES
N40°34.62′
W104°14.24′

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

R-213
R-133
12000
313°
(77)
13000
273°
(36)
R-125
11000
305°
(45)
R-194
R-163
10000
343°
(25)
10000
346°
(59)
11000
331°
(60)
R-174
9000
356°
(42)
9000
012°
(50)
R-034
(16)
99
FL230
005°
(219)
R-186
9000
011°
(70)
R-191
FL210
034°
(71)
CYS
R-060
100

N

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS
All runways standard.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

NOTE: Chart not to scale.

SL-6851 (FAA)

YELLOWSTONE SIX DEPARTURE
(YELLO6.DEN) 09127
DENVER/ FRONT RANGE (FTG)
DENVER, COLORADO

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247′ from DER, 534′ left of centerline, up to 50′ AGL/5629′ MSL.
Multiple trees beginning 293′ from DER, 555′ right of centerline, up to 50′ AGL/5599′ MSL.
Pole 3618′ from DER, 516′ left of centerline, 92′ AGL/5603′ MSL.

RWY 26: Multiple trees beginning 255′ from DER, 317′ left of centerline, up to 50′ AGL/5499′ MSL.
Multiple trees beginning 272′ from DER, 498′ right of centerline, up to 50′ AGL/5479′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DRO	APP CRS	Rwy Idg	9201
109.1	027°	TDZE	6638
		Apt Elev	6685

ILS or LOC/DME RWY 3

DURANGO-LA PLATA COUNTY (DRO)

DME from DRO VOR/DME.
Simultaneous reception of I-DRO and DRO VOR/DME required.

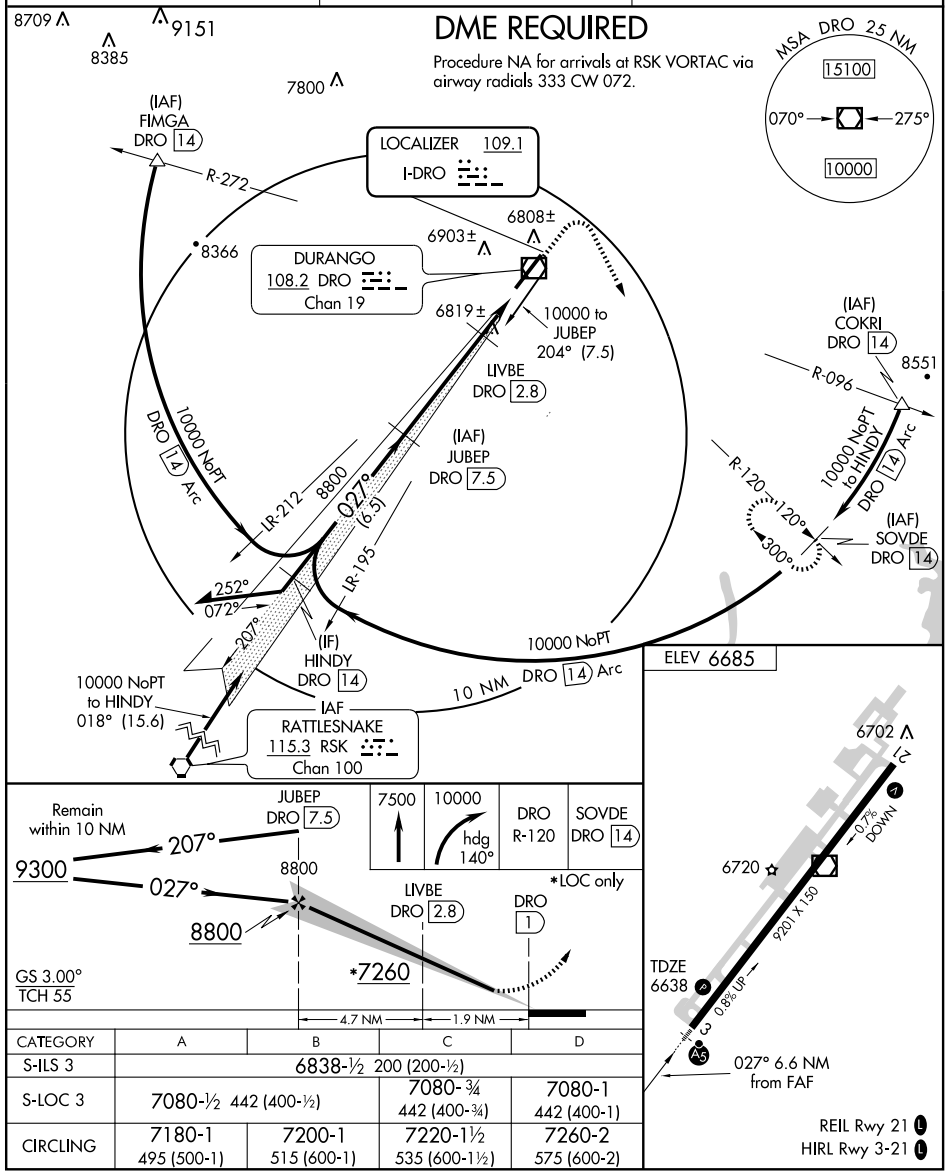
MALSR

MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOVDE/14 DME and hold. Continue climb-in-hold to 10000.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L

DME REQUIRED

Procedure NA for arrivals at RSK VORTAC via airway radials 333 CW 072.



CATEGORY	A	B	C	D
S-ILS 3	6838-½ 200 (200-½)			
S-LOC 3	7080-½ 442 (400-½)		7080-¾ 442 (400-¾)	7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9201
CH 53710	027°	TDZE	6638
W03A		Apt Elev	6685

RNAV (GPS) RWY 3

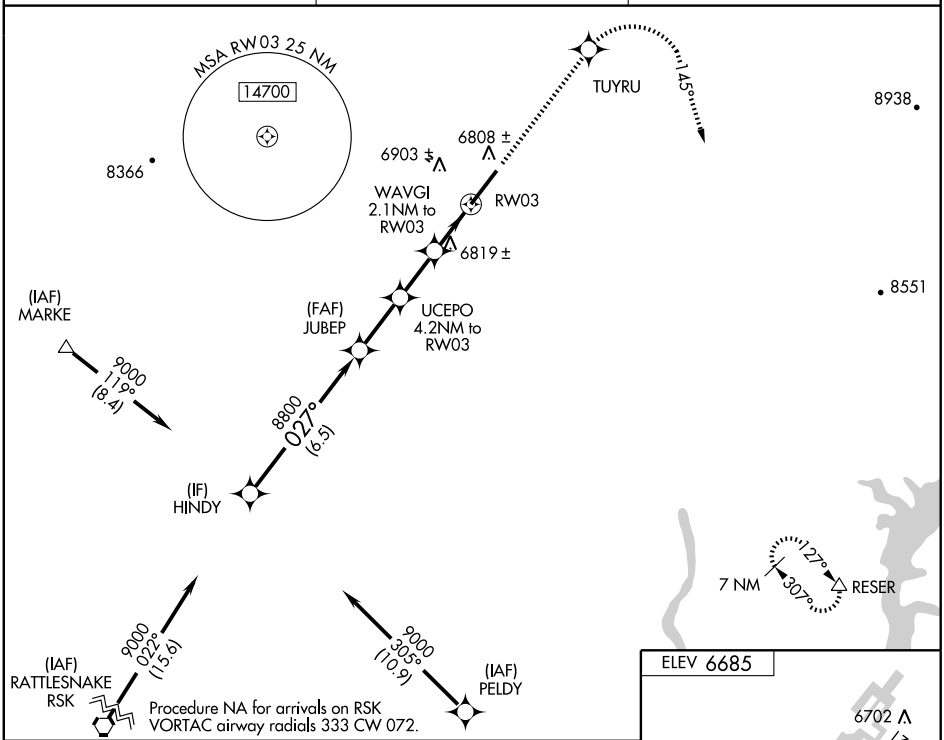
DURANGO-LA PLATA COUNTY (DRO)

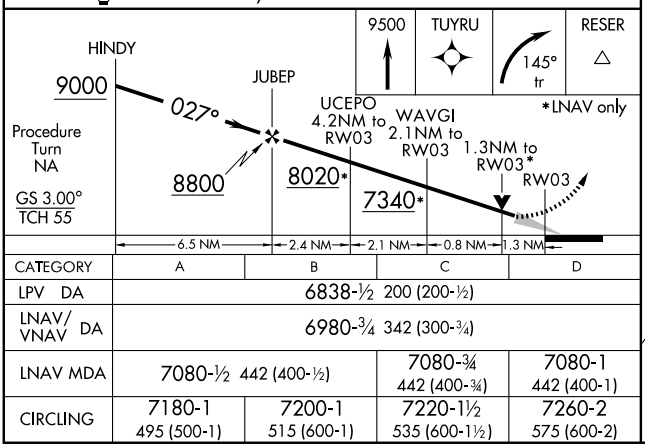
For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.

MALSR

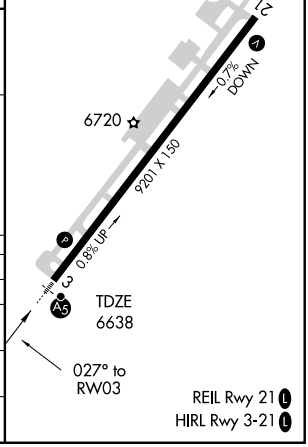
MISSED APPROACH: Climb to 9500 direct TUYRU then climbing right turn via 145° track to RESER and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	6838-½ 200 (200-½)			
LNAV/VNAV DA	6980-¾ 342 (300-¾)			
LNAV MDA	7080-½ 442 (400-½)		7080-¾ 442 (400-¾)	7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DRO	APP CRS	Rwy Idg	9201
108.2	030°	TDZE	6639
Chan 19		Apt Elev	6685

VOR/DME RWY 3

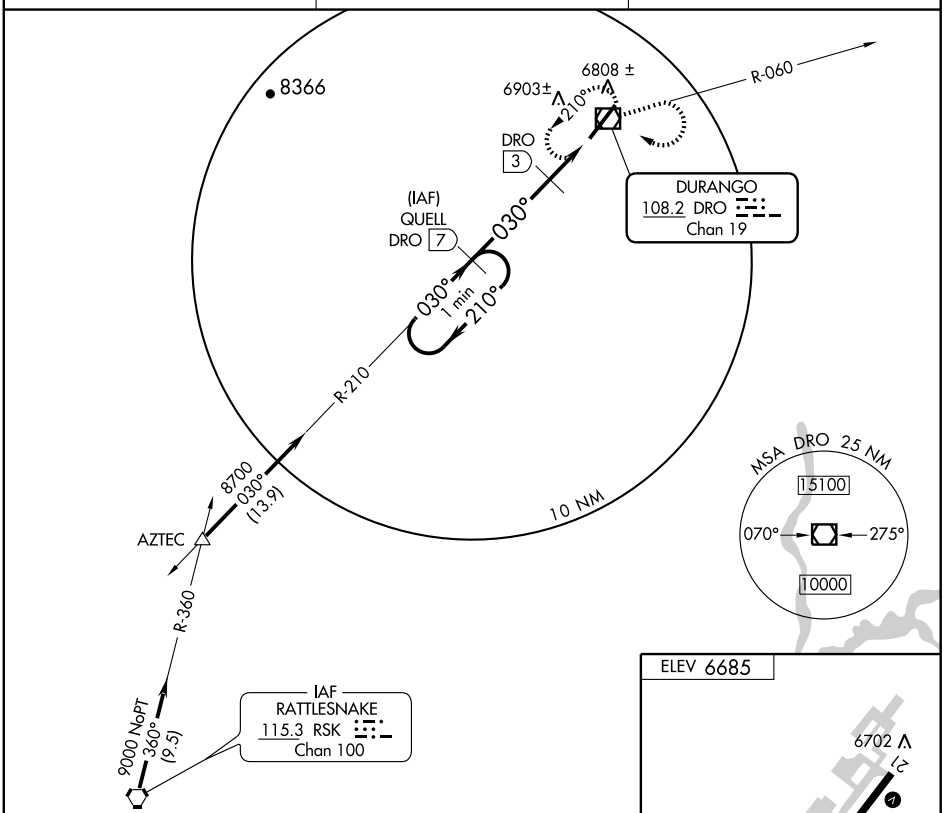
DURANGO-LA PLATA COUNTY (DRO)

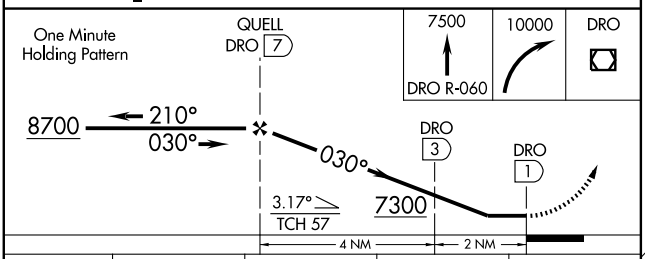
Cat. D S-3 visibility increased ¼ mile for inoperative MALSR.

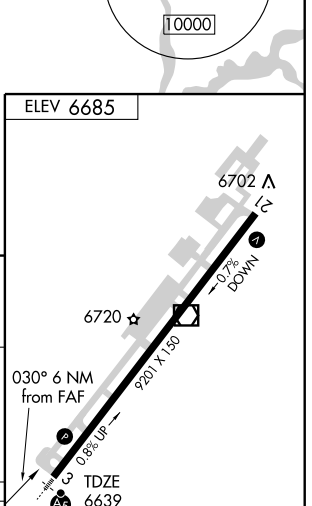
MALSR

MISSED APPROACH: Climb on R-060 to 7500, then climbing right turn to 10,000 direct DRO VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	7020-½ 381 (400-½)			7020-1 381 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)

REIL Rwy 21 L
HIRL Rwy 3-21 L

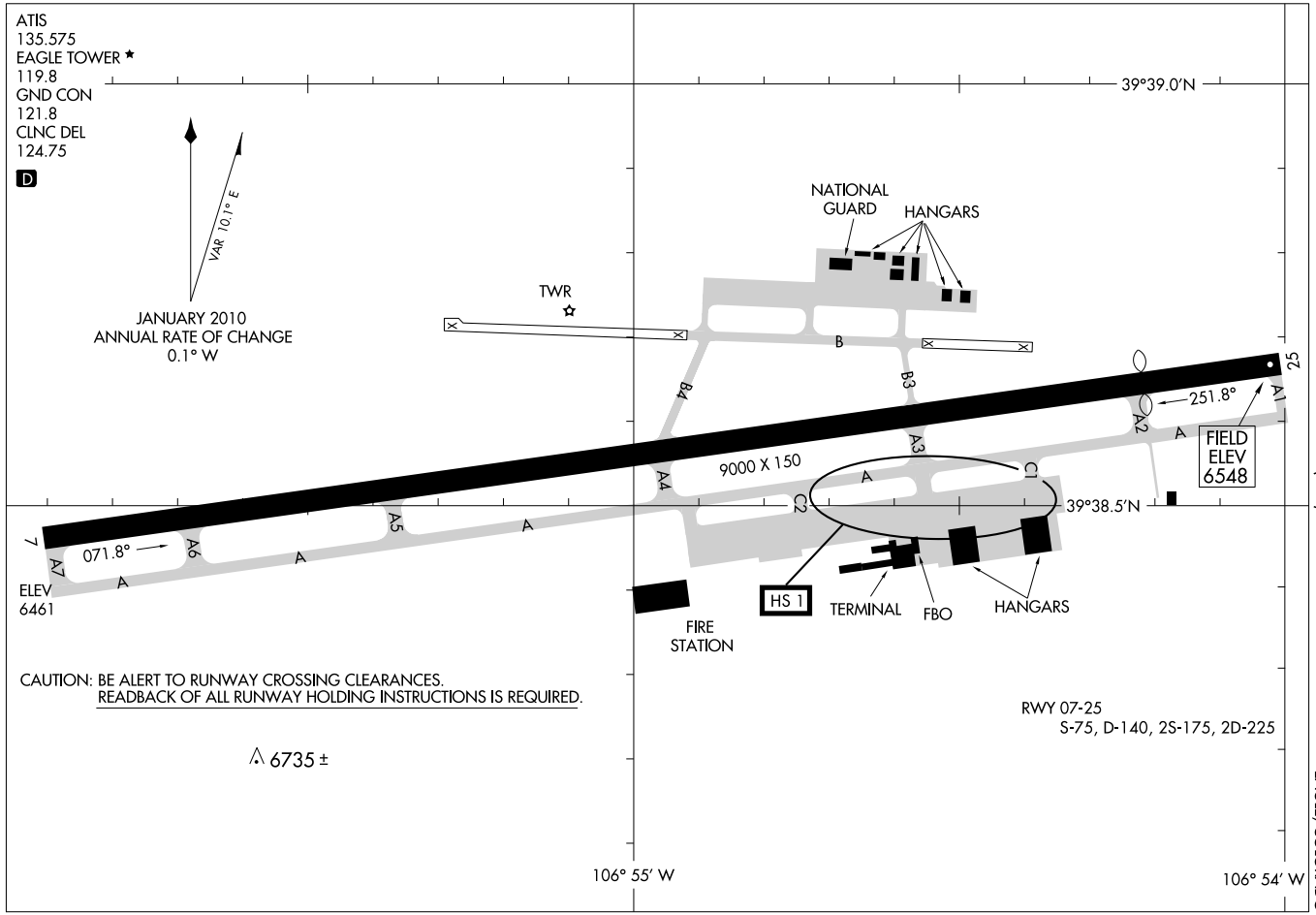
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO



AL-6403 (FAA)

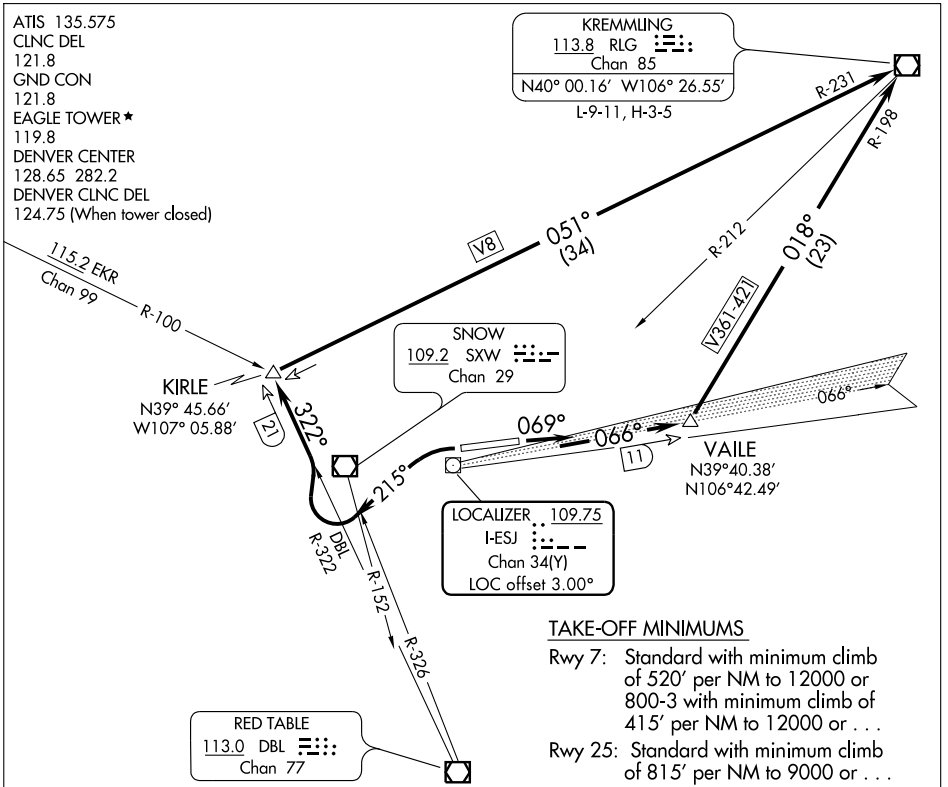
10266

AIRPORT DIAGRAM

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

GYPSUM FOUR DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 520' per NM to 12000 or 800-3 with minimum climb of 415' per NM to 12000 or . . .

Rwy 25: Standard with minimum climb of 815' per NM to 9000 or . . .

. . . 4100-3 for climb in visual conditions

TAKEOFF OBSTACLE NOTES

Rwy 7: Windsock 99' from DER, 352' left of centerline, 12' AGL/6552' MSL.
OL on tower 2.2 NM from DER, 1688' right of centerline, 57' AGL/7057' MSL.
Trees beginning 1.1 NM from DER, 1945' right of centerline, up to 18' AGL/7017' MSL.
Tree 2.2 NM from DER, 3227' right of centerline, 27' AGL/7252' MSL.

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' left of centerline, up to 15' AGL/7694' MSL.
Pole 2 NM from DER, 111' left of centerline, 14' AGL/7333' MSL.
Multiple trees beginning 1.4 NM from DER, 795' right of centerline, up to 16' AGL/7615' MSL.
Multiple poles, tank, and OL on tower beginning 1.4 NM from DER, 77' right of centerline, up to 37' AGL/7716' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 069° and I-ESJ northeast course to VAILE INT/I-ESJ 11 DME then turn left via RLG R-198 to RLG VOR/DME or . . .

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to KIRLE INT/DBL 21 DME then turn right via RLG R-231 to RLG VOR/DME or . . .

. . . Climb in visual conditions to cross Eagle County Rgnl Airport northeast bound at or above 10500, then via RLG R-212 to RLG VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-ESJ	APP CRS	Rwy Idg	8000
109.75	246°	TDZE	6540
Chan 34 (Y)		Apt Elev	6540

LDA/DME RWY 25

EAGLE COUNTY RGNL (EGE)

Inoperative table does not apply.
At night increase LDA/GS visibility to 5 miles.
*Fly visual to airport authorized during day only.

MALSR

MISSED APPROACH: Climb to 14500 direct SXW VOR/DME and climbing right turn via SXW R-001 to JESIE INT/SXW 24.2 DME and hold.

ATIS	DENVER CENTER	EAGLE TOWER *	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)

MISSED APCH FIX
JESIE
SXW 24.2
181°
001°
113.8 RLG
R-260
Chan 85
109.2 SXW
R-001
Chan 29

ALTERNATE MISSED APCH FIX
KREMMLING
RLG 113.8
Chan 85
R-260
080°
260°

KREMMLING
113.8 RLG
Chan 85

R-001
R-184
184°
004°
13800
(13.5)
11089
11484
11573
(IAF)
VOAXA
RLG 13.5
12900
184°
(6)

10 NM
Missed approach obstructions require a minimum climb gradient of 275 FT/NM to 11700/ for S-LDA/GS 25.

MSA SXW 25 NM
180°
14600
15300
360°
8687

LOCALIZER 109.75
I-ESJ
Chan 34(Y)
LOC offset 3.00°

11320

(IF)
WEHAL
I-ESJ
15.3

AQULA INT
I-ESJ
17.2

AIGLE
I-ESJ
10.8

9800
246° (1.5)

CIPKU
I-ESJ 3.5

8829±
10400
246°
(4.5)
11260
066°

8189±
WASHI
I-ESJ 9.4

12200
246° (1.9)

10005
9005±

*For LDA/GS fly visual to airport 246°- 4.3 NM

SNOW
109.2 SXW
Chan 29

11166

ELEV 6540 D

14500
SXW
109.2
SXW
R-001
JESIE

VGSI and LDA glidepath not coincident.

*For LDA/GS fly visual to airport 246°- 4.3 NM.

CIPKU
I-ESJ 3.5
9800
WASHI
I-ESJ 9.4
AIGLE
I-ESJ 10.8
10400
WEHAL
I-ESJ 15.3
12200
AQULA INT
I-ESJ 17.2
12900
246°
Procedure Turn NA
GS 3.80°
TCH 55
9800

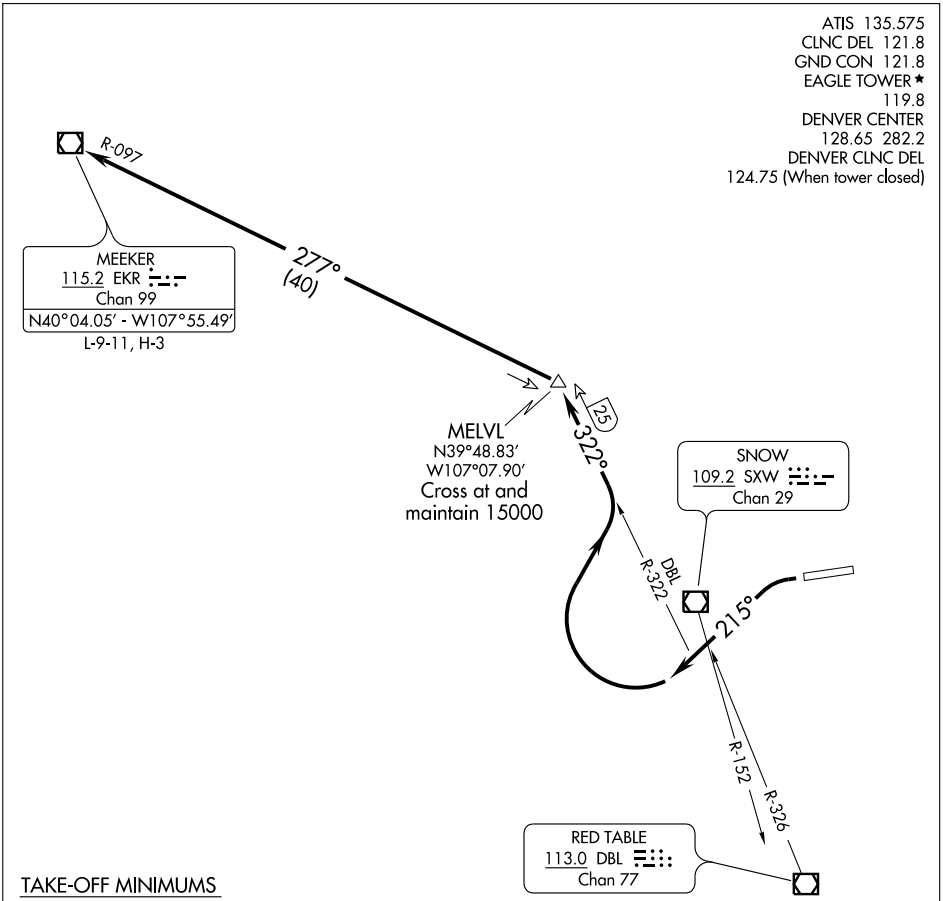
2 NM 5.8 NM 1.5 NM 4.5 NM 1.9 NM

6552
9000 X 150
25
TDZE
6540
6735±

CATEGORY	A	B	C	D
S-LDA/GS 25	8330-3 1790 (1800-3)			NA
S-LDA 25	8620-2½ 2080 (2100-2½)		8620-3 2080 (2100-3)	NA

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS

Rwy 7: NA - ATC

Rwy 25: Standard with minimum climb of 815′ per NM to 15000.

TAKE-OFF OBSTACLE NOTES

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233′ left of centerline, up to 15′ AGL/7694′ MSL.
Pole 2 NM from DER, 111′ left of centerline, 14′ AGL/7333′ MSL.
Multiple trees beginning 1.4 NM from DER, 795′ right of centerline, up to 16′ AGL/7615′ MSL.
Multiple poles, tank and OL on tower beginning 1.4 NM from DER, 77′ right of centerline, up to 37′ AGL/7716′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to MELVL INT/DBL 25 DME then turn left via EKR R-097 to EKR VOR/DME. Cross MELVL at and maintain 15000, expect filed altitude 10 minutes after departure.

SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) -D

EAGLE COUNTY RGNL (EGE)

APP CRS	Rwy Idg	N/A
247°	TDZE	N/A
	Apt Elev	6535

T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Circling south of Rwy 7-25 not authorized for Cat. C and D at night.

MISSED APPROACH: Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.

ATIS	DENVER CENTER	EAGLE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)

MISSED APCH FIX

JESIE 180° 360° 10 NM

MSA NEPRY 25 NM 15100

KREMMLING RLG

14000 159° (13.8)

11313± 10462± 11320 11089 11484 11573 8687 8320± 11260 11166 13092 12840 13672 14007 9005± 10005

006° (25.6)

(IAF) KIMBL

12000 184° (7)

POWRS 12000 299° (3)

11100 237° (5)

3 NM to NEPRY 247°

(FAF) AWACC

FOGUP 13300 299° (4.1)

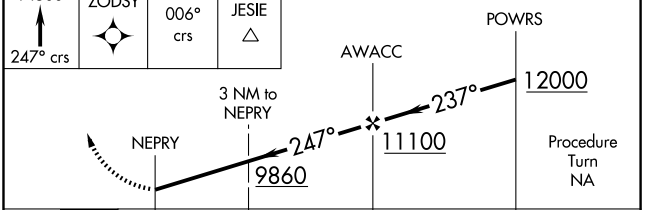
(IAF) FIDLE

ZODSY 247° (7.8) (MAP) NEPRY 7325±

ELEV 6535 D

6552 9000 X 150 25 6735±

14500 247° crs	ZODSY	006° crs	JESIE



CATEGORY	A	B	C	D
CIRCLING	8900-1¼ 2365 (2400-1¼)	8900-1½ 2365 (2400-1½)	8900-3 2365 (2400-3)	

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BJC 115.4 Chan 101	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 5130

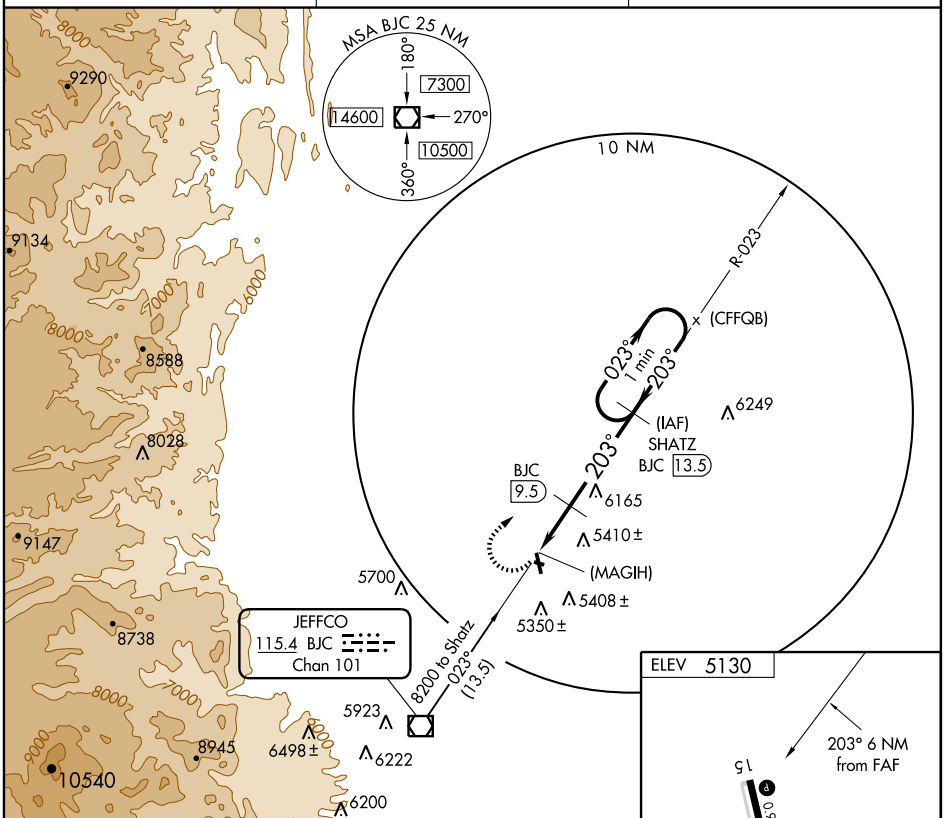
VOR/DME or GPS-A
ERIE MUNI (EIK)

T
A NA

Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 7200 via BJC R-023to SHATZ/13.5 DME and hold.

AWOS-3	DENVER APP CON	UNICOM
133.825	126.1 360.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5840-1 710 (800-1)	5860-1 730 (800-1)	5880-2 ¼ 750 (800-2¼)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

COPTER NDB 314°

NDB IHS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
335	314°	4572 / 5823 / 5838

AL-6594 [USA]

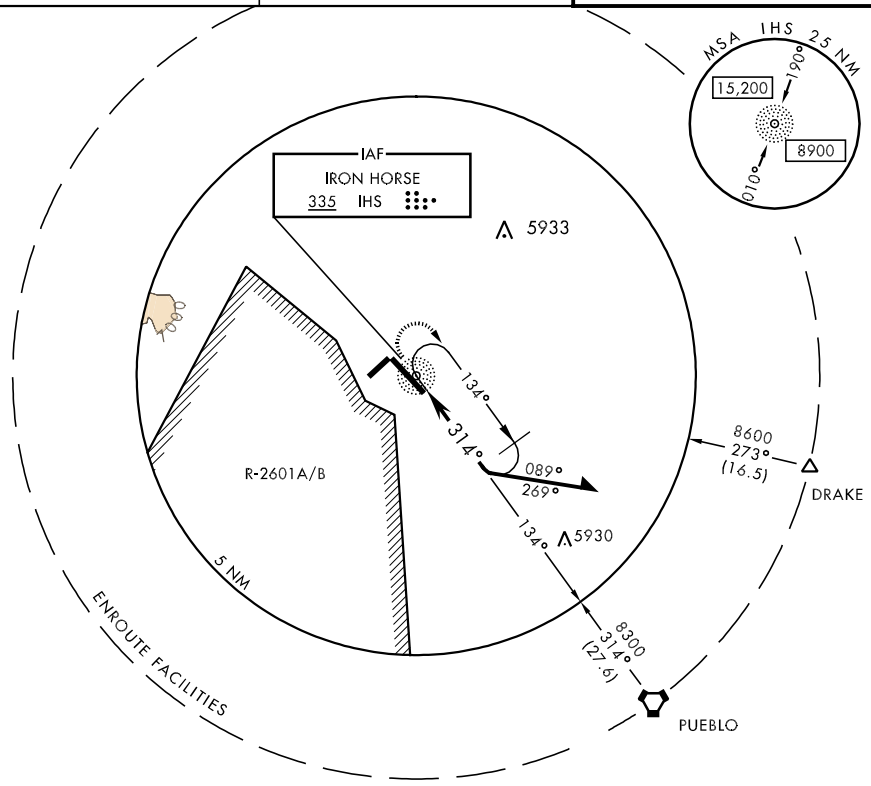
BUTTS AAF (KFCS)

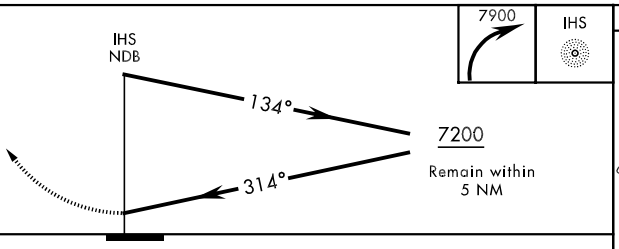
NA

When control zone not in effect, use Colorado Springs, CO altimeter setting

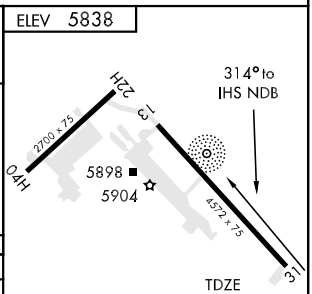
MISSED APPROACH: Climbing right turn to 7900 in IHS holding pattern.

ATIS	SPRINGS APP CON	BUTTS TOWER
108.8	124.0 257.875	125.5 (L) 229.4 41.5





7900 IHS



CATEGORY	COPTER		
H-314°	6280-½	457	(500-½)
CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS			
H-314°	6360-½	537	(600-½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR or GPS RWY 31

BUTTS AAF (KFCS)

VOR/DME FCS	APCH CRS	Rwy ldg 4572
108.8	310°	TDZE 5823
Chan 25		Arpt Elev 5838

AL-6594 [USA]

NA

When control zone not in effect use Colorado Springs, CO altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 via FCS VOR/DME R-093 to DRAKE INT.

ATIS	SPRINGS APP CON	BUTTS TOWER
108.8	124.0 257.875	125.5 (C) 229.4 41.5

BLACK FOREST
112.5 BRK
Chan 72

RADAR REQUIRED

ENROUTE FACILITIES

6440
6091
6261
9791
5933
5930
10,132

BUTTS
108.8 FCS
Chan 25

RADAR monitoring required when restricted areas in use.

R-140
10 NM
R-175
R-093
R-349
R-240
R-130
R-2601A/B

HUGO
112.1 HGO
Chan 58

DRAKE

PUEBLO
116.7 PUB
Chan 114

CARSE INT

6900
310°
(7.4)

(IAF)
CUSTR
RADAR

CAUTION: Exceedingly high terrain 3 miles West of A/B.

MSA FCS 2.5 NM
190°
15,200
8900
010°

9000
DRAKE
FCS
R-093

CARSE INT
CUSTR RADAR
8000
Procedure turn NA
310°
6900
VOR/DME
4.5 NM
7.4 NM

ELEV 5838

310° to FCS VOR/DME

22H
13
2700 x 75
H40
5898
5904
4572 x 75
31
TDZE
5823

MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-31	6200-1	377 (400-1)		NA
CIRCLING	6340-1	502 (600-1)	6340-1½ 502 (600-1½)	NA
CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS				
S-31	6260-1	437 (500-1)	6260-1¼ 437 (500-1¼)	NA
CIRCLING	6400-1	562 (600-1)	6420-1½ 582 (600-1½)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

(DENVR5.DENVR) 10042

FORT COLLINS (LOVELAND), COLORADO

FORT COLLINS-LOVELAND MUNI (FNL)

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6, 24: NA.

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE
(DENVR5.DENVR) 10042
FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

SL-5677 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-FNL	APP CRS	Rwy Idg	8500
109.5	331°	TDZE	5016
		Apt Elev	5016

ILS or LOC RWY 33

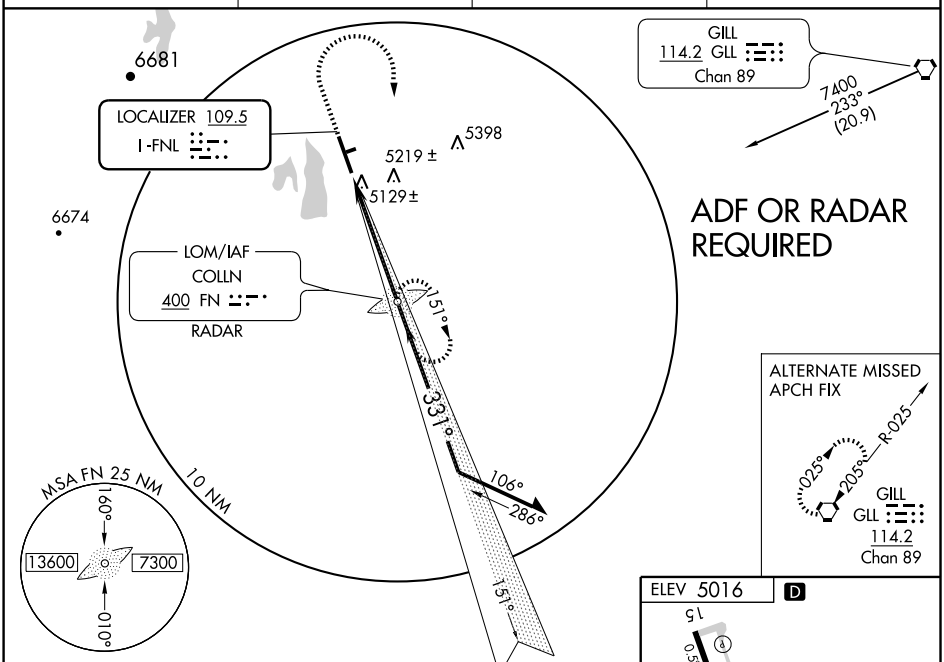
FORT COLLINS-LOVELAND MUNI (FNL)

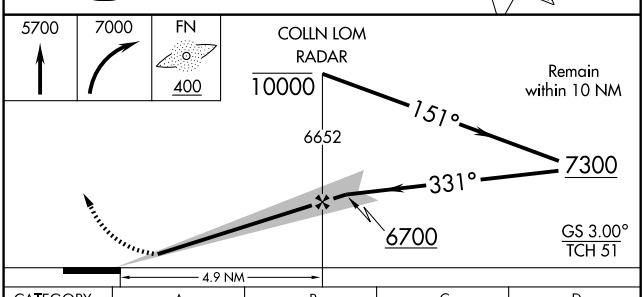
T A NA Circling to Rwy 6/24 NA at night. ADF or RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALSR, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

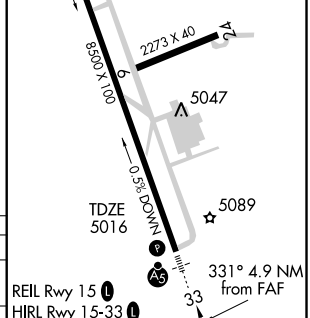
MALSR

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)			5380-¾ 364 (400-¾)
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SCOTTSBLUFF
112.6 BFF
Chan 73
N41°53.65′-W103°28.92′
L-12, H-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′-W102°58.98′

YANKI
N41°31.65′
W100°44.08′
H-5

113.9 ONL
Chan 86

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

GLIMR
N40°51.00′
W103°38.10′

LIBIE
N40°36.07′
W103°40.24′

ELJAY
N41°12.84′
W101°13.21′
H-5

114.8 OBH
Chan 95

GILL
114.2 GLL
Chan 89

FONTO
N40°44.80′
W103°28.23′

HAYES CENTER
117.7 HCT
Chan 124

AKRON
114.4 AKO
Chan 91

FORT COLLINS-
LOVELAND MUNI

GREELEY-
WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′

PHLAT
N39°58.30′
W104°31.32′

YONDR
N40°16.00′
W104°07.56′

LANDR
N40°21.45′-W104°00.18′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT
RANGE

BUCKLEY
AFB

CENTENNIAL

JEFFCO
115.4 BJC
Chan 101
N39°54.78′
W105°08.34′

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′

MAA FL450
10500
*7500
173°
(63)

10500
*8500
099°
(56)

MAA FL450
FL230
*5200
242°
(105)

R-062

7500
*6000
214°
(31)

MAA FL450
FL210
*5900
240°
(106)

R-357

R-260

158

10500
*7500
173°
(15)

52

214°
(13)

7500
*7500

R-060

43

7500
*7500
215°
(21)

R-307

R-113

40

7500
*7500
215°
(8)

R-275

R-164

32

(25)

R-035

(7)

N

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

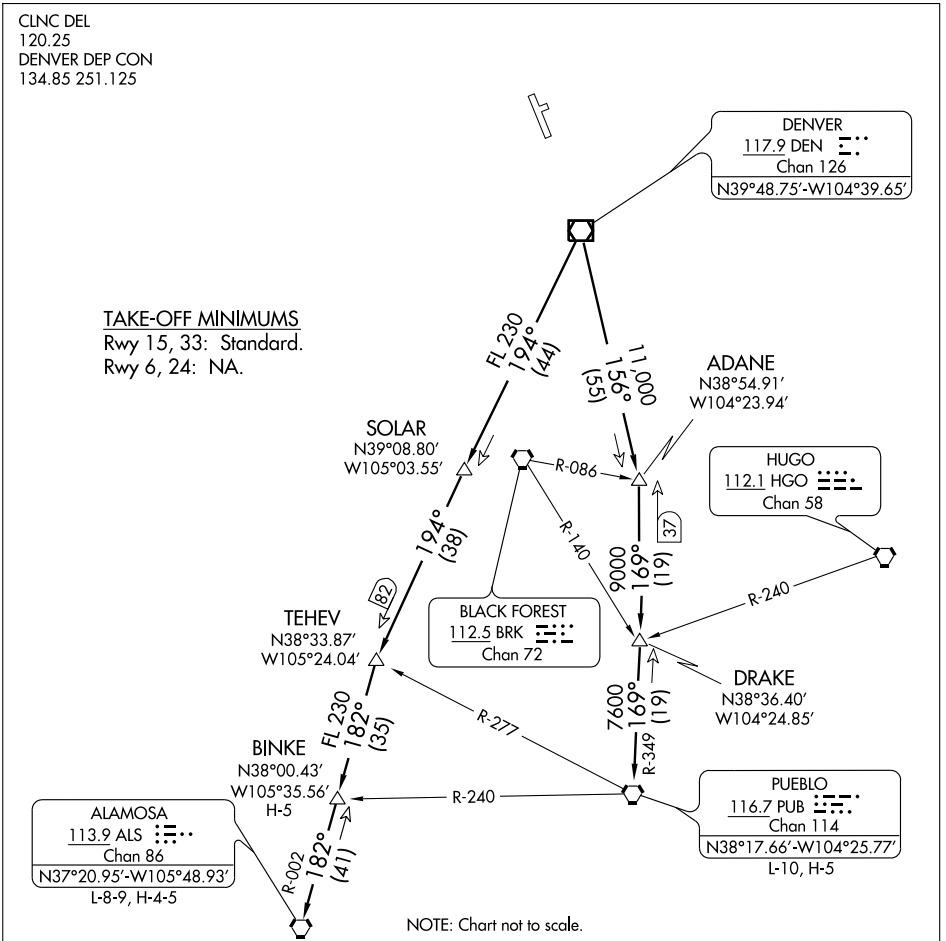
....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

FORT COLLINS (LOVELAND), COLORADO

FORT COLLINS-LOVELAND MUNI (FNL)

CLNC DEL 120.25
DENVER DEP CON
134.85 251.125

AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.79'
L-10, H-5

ASHBY
N40°19.03'
W102°00.09'
L-10,H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

EEONS
N40°01.29'
W103°46.18'

EMMYS
N39°53.03'
W103°44.09'

EXTAN
N39°44.60'-W103°45.43'

TEKMY
N39°58.57'
W102°21.21'

BELKE
N40°01.38'
W102°00.51'
H-5

CABET
N39°35.65'
W102°00.65'
H-5

MC COOK
115.3 MCK
Chan 100
N40°12.23'-W100°35.65'
L-10, H-5

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.65'

EPKEE
N39°35.57'
W103.47.97'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90'-W103°12.90'
L-10, H-5

WEEDS
N39°06.72'
W102°00.78'

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5

TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6, 24: NA.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

SL-5677 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

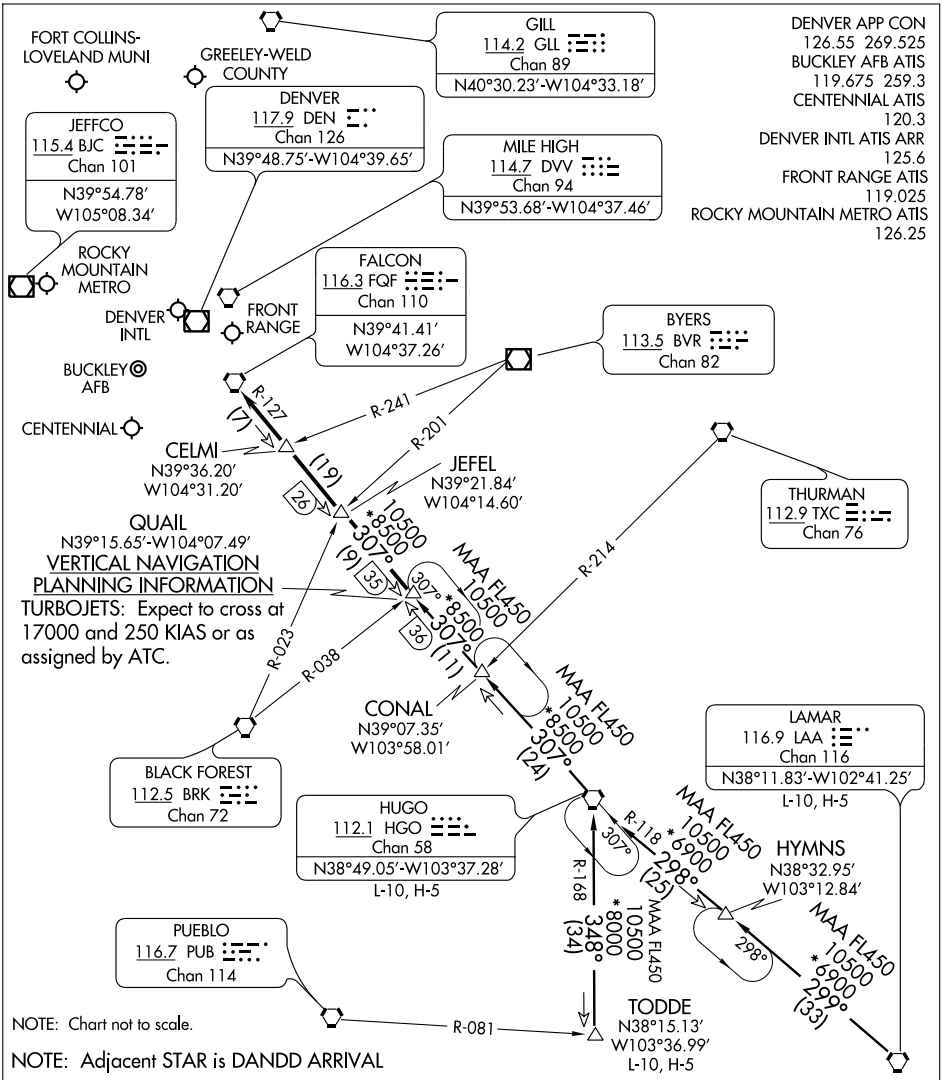
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

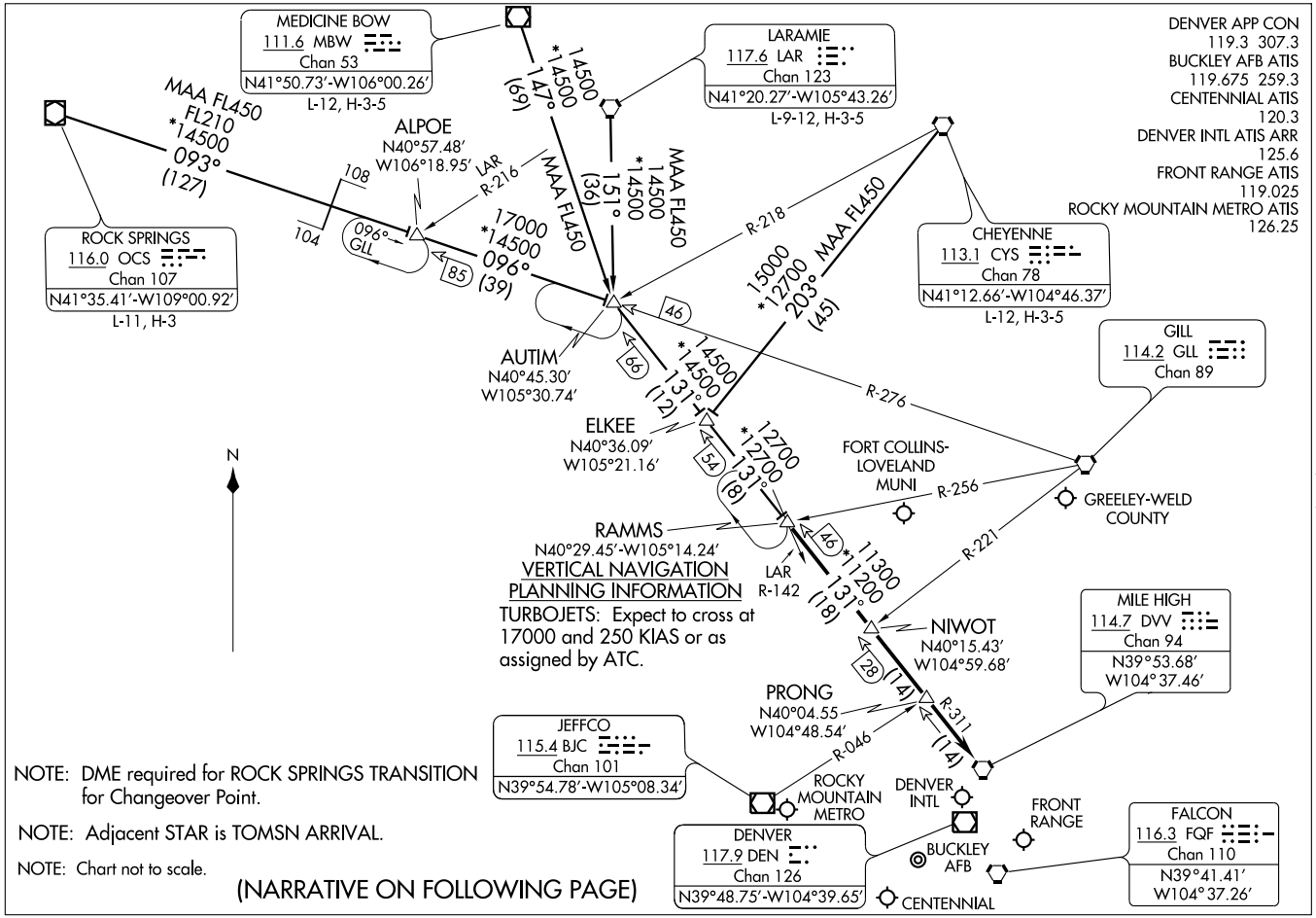
(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042



(RAMMS.RAMMS5) 10042

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

FORT COLLINS-LOVELAND MUNI (FNL)

APP CRS	Rwy Idg	8500
151°	TDZE	4985
	Apt Elev	5016

Circling to Rwy 6/24 NA at night.
DME/DME RNP- 0.3 NA.
VDP NA when using Denver Intl altimeter setting.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility ¼ mile, Cat D ½ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

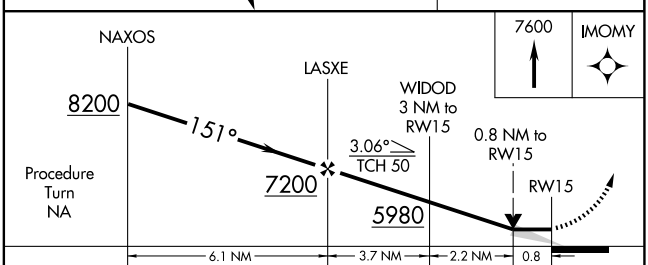
AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L

Procedure NA for arrivals at BARGR via V361 northeast bound and arrivals at WISER via V81 north bound.

(IAF) BARGR
8200 177° (13.4)
(IAF) WISER
8200 231° (11.1)
(IF) NAXOS
7200 151° (6.1)
(FAF) LASXE
WIDOD 3 NM to RW15
RW15 5025±
5398
5219±
8471
7660
6681
MSA RW15 25 NM
14800

MISSED APCH FIX
IMOMY 151° 331° 6 NM

ELEV 5016 D
151° to RW15
TDZE 4985
0.5% UP
8500 X 100
2273 X 40
6
24
5047
0.5% DOWN
5089
P
A5
33
REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	5280-1 295 (300-1)			
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **97511**	**331°**	Rwy Idg	**8500**
W33A		TDZE	**5016**
		Apt Elev	**5016**

RNAV (GPS) RWY 33

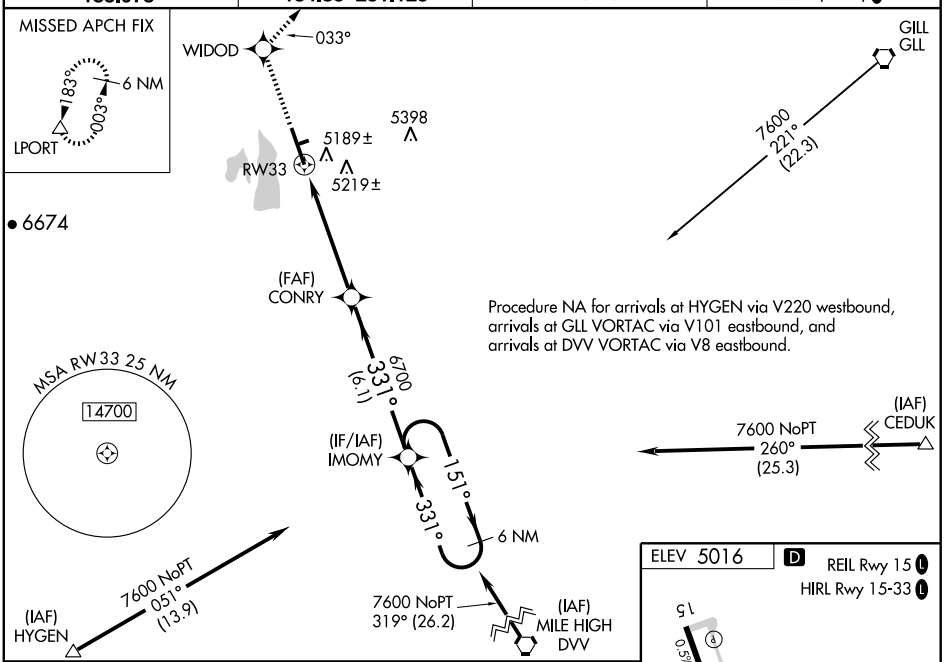
FORT COLLINS-LOVELAND MUNI (FNL)

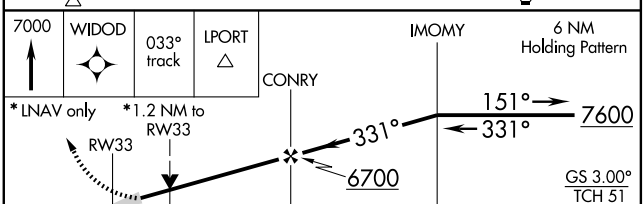
Circling to Rwy 6/24 NA at night.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F).
VDP and Baro-VNAV NA when using Denver Intl altimeter setting.
For inoperative MALSR when using Denver Intl altimeter setting, increase visibility all Cats ½ mile.
When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and MDA 160 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV and Circling Cat C/D ¼ mile.

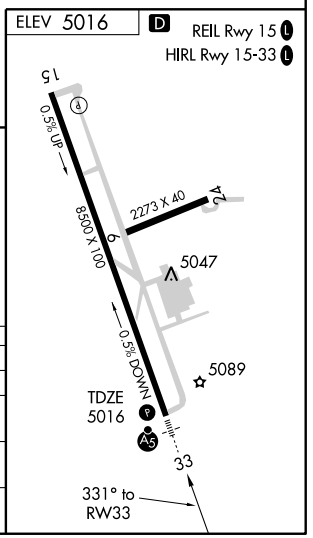
MALSR

MISSED APPROACH: Climb to 7000 direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	**134.85 251.125**	**120.25**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5216-½ 200 (200-½)			
LNAV/VNAV DA	5489-1¼ 473 (500-1¼)			
LNAV MDA	5440-½ 424 (500-½)		5440-¾ 424 (500-¾)	5440-1 424 (500-1)
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

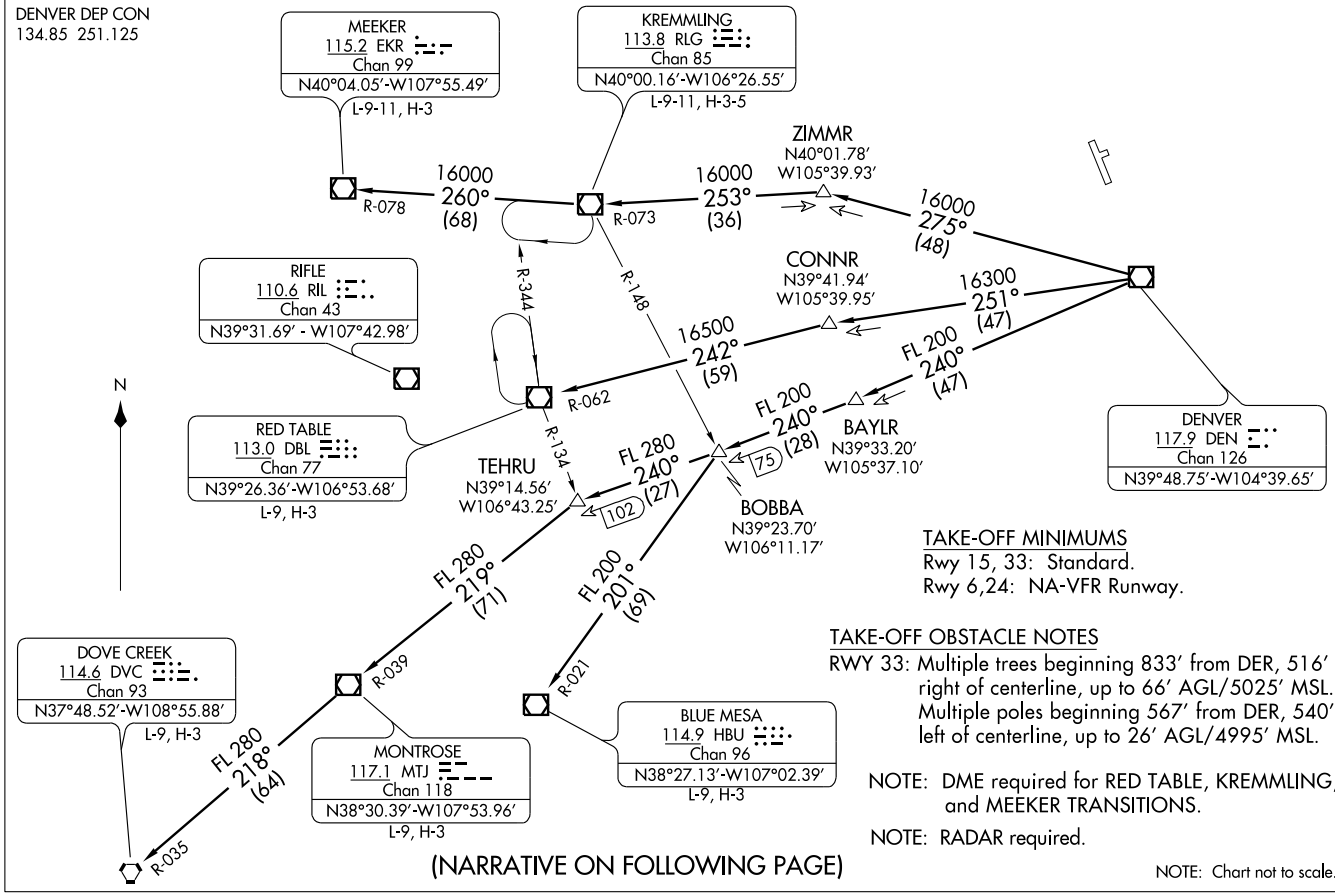
ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 09239

FORT COLLINS (LOVELAND), COLORADO

FORT COLLINS-LOVELAND MUNI (FNL)

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125



TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6,24: NA-VFR Runway.

TAKE-OFF OBSTACLE NOTES
RWY 33: Multiple trees beginning 833' from DER, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from DER, 540' left of centerline, up to 26' AGL/4995' MSL.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SL-5677 (FAA)

ROCKIES SEVEN DEPARTURE
(ROCKI7.DEN) 09239
FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER APP CON
124.95 346.4
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

SIDNEY
115.9 SNY
Chan 106
N41°05.80'-W102°58.98'
L-10-12, H-5

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92'-W100°44.83'
L-10-12, H-5

KATLN
N40°56.64'
W101°23.58'

FL210
*6500
247°
(30)

8000
*6800
202°
(59)

FQF
R-038

(84)

SYLVR
N40°17.56'
W103°42.64'

17000
*7000
218°
(32)

87

FL210
*6500
266°
(54)

FL210
*6500
266°
(50)

AMWAY
N40°38.00'
W103°11.02'

TATTR
N40°32.75'
W102°00.56'

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.42'
L-10, H-5

JEFFCO
115.4 BJC
Chan 101
N39°54.78'
W105°08.34'

GILL
114.2 GLL
Chan 89

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

MILE HIGH
114.7 DVV
Chan 94

DUNNY
N40°15.37'
W103°46.03'

8000
*7500
218°
(3)

55

R-347

R-276

(5)

52

R-262

DENVER
117.9 DEN
Chan 126
N39°48.75'
W104°39.65'

R-136

WITNE
N39°59.81'
W104°09.66'

(19)

47

SAYGE
N40°12.04'-W103°51.08'

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

AKRON
114.4 AKO
Chan 91

FL210
*7000
306°
(102)

N

DENVER INTL

ROCKY MOUNTAIN METRO

R-140

218°
(22)

28

R-038

(6)

FRONT RANGE

ACTOR
N39°45.35'
W104°31.39'

BUCKLEY AFB

CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41'-W104°37.26'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

ST-9077 (FAA)

DENVER, COLORADO

SAYGE SIX ARRIVAL
(SAYGE.SAYGE6) 10042
DENVER, COLORADO

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

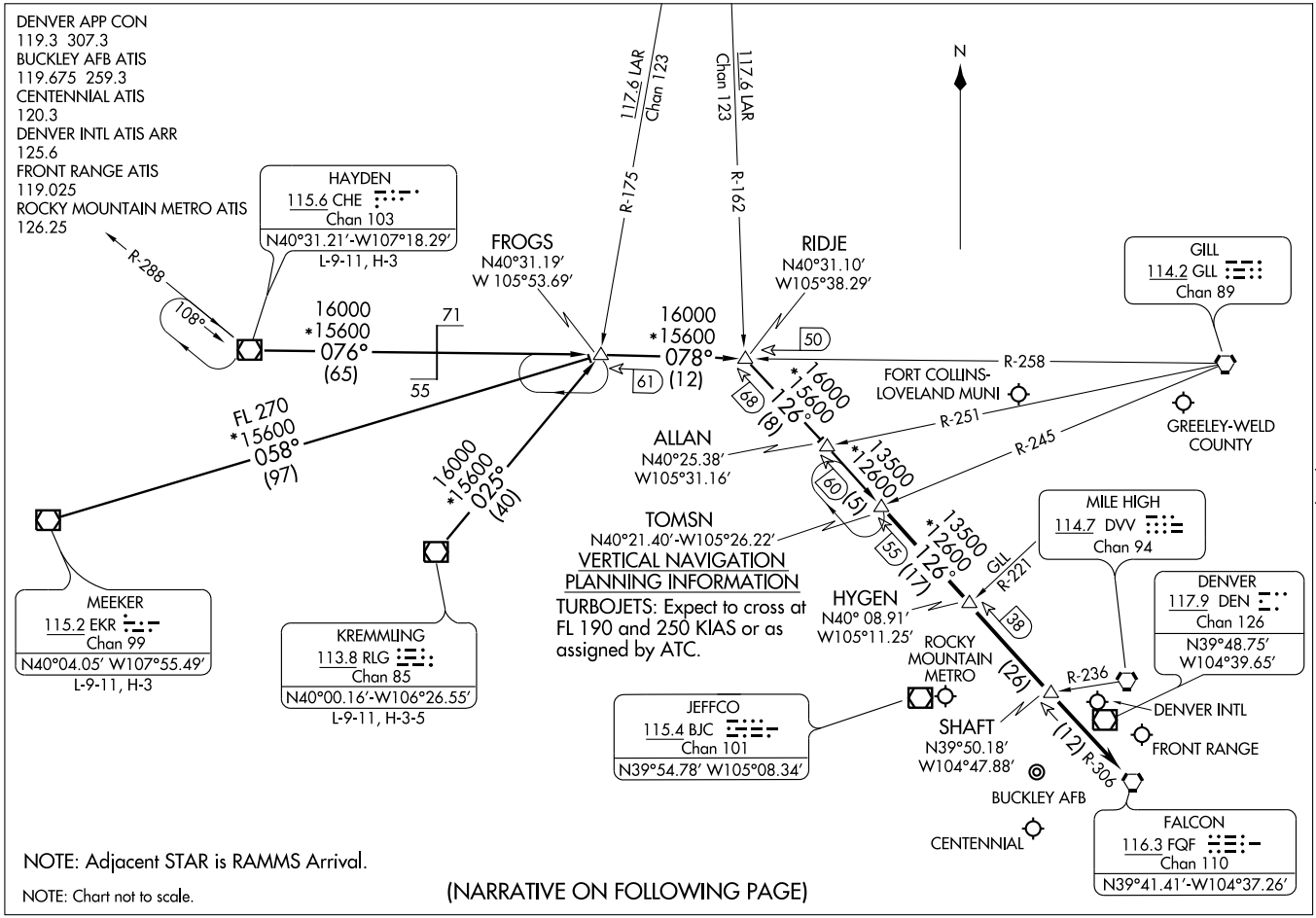
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GLL 114.2 Chan 89	APP CRS 248°	Rwy Idg N/A TDZE N/A Apt Elev 5016

VOR/DME-A

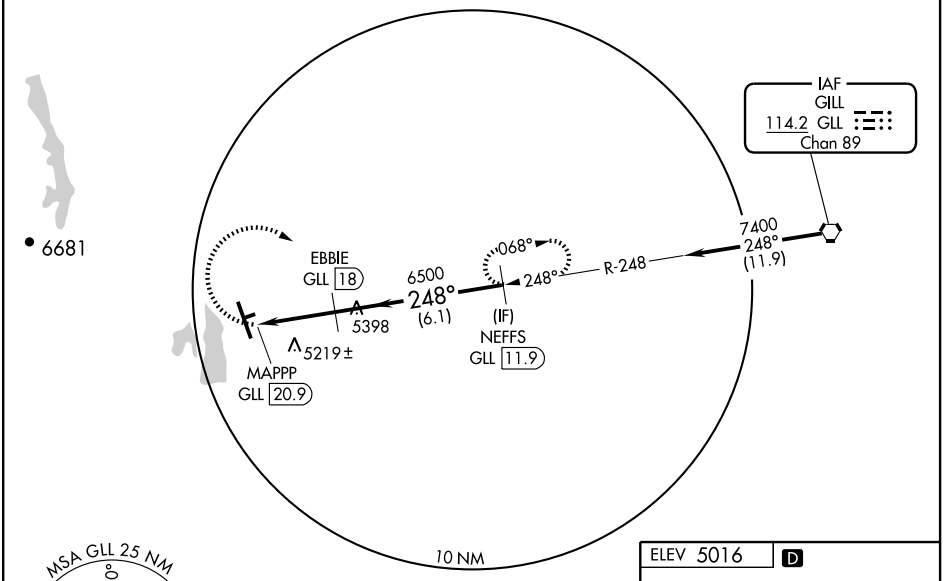
FORT COLLINS-LOVELAND MUNI (FNL)

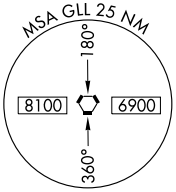
T A Circling to Rwy 6/24 NA at night.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ¼ mile.

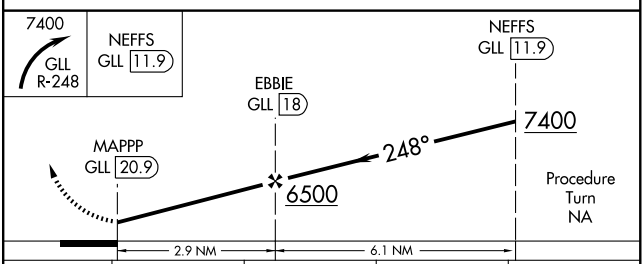
MISSED APPROACH: Climbing right turn to 7400 via GLL VORTAC R-248 to NEFFS/GLL 11.9 DME and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L

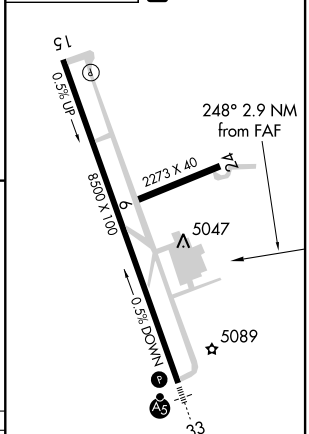
Procedure NA for arrivals on GLL VORTAC airway radials 221 CW 301.







CATEGORY	A	B	C	D
CIRCLING	5500-1 484 (500-1)	5500-1¼ 484 (500-1¼)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)

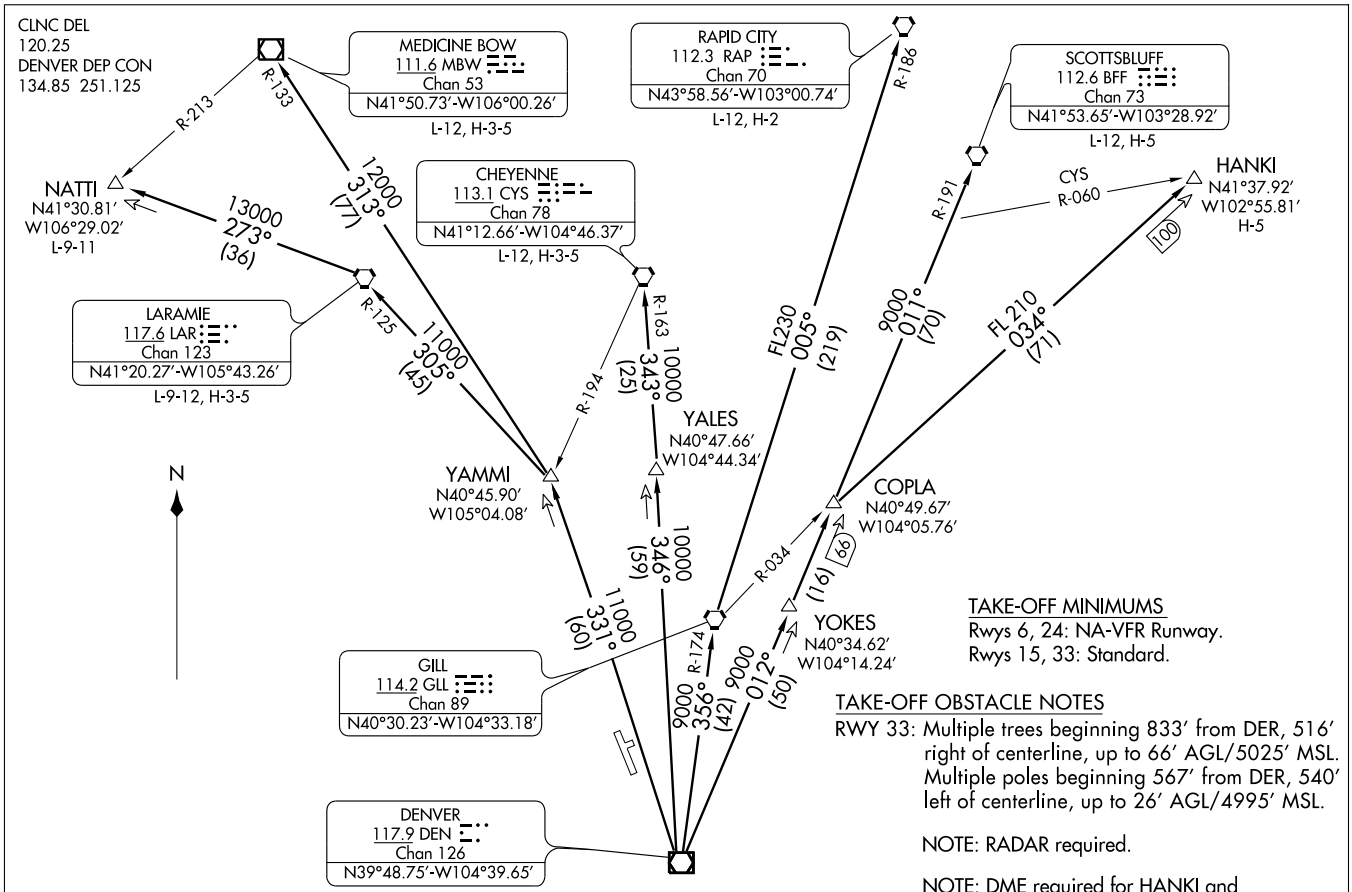


SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

FORT COLLINS (LOVELAND), COLORADO
FORT COLLINS-LOVELAND MUNI (FNL)



TAKE-OFF MINIMUMS

Rwys 6, 24: NA-VFR Runway.
Rwys 15, 33: Standard.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 833' from DER, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from DER, 540' left of centerline, up to 26' AGL/4995' MSL.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

YELLOWSTONE SIX DEPARTURE
(YELLO6.DEN) 09127
FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

SI-5677 (FAA)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

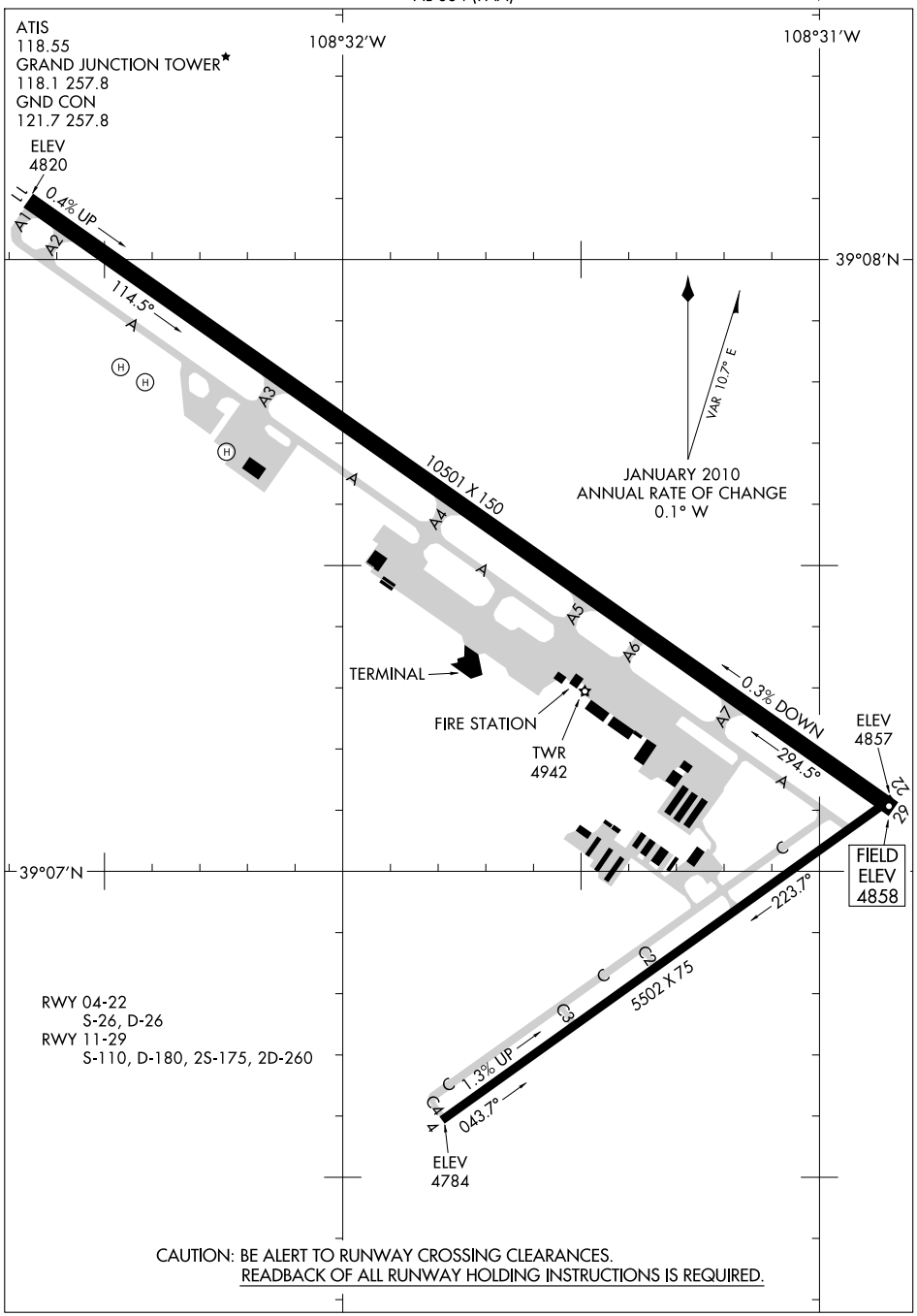
SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



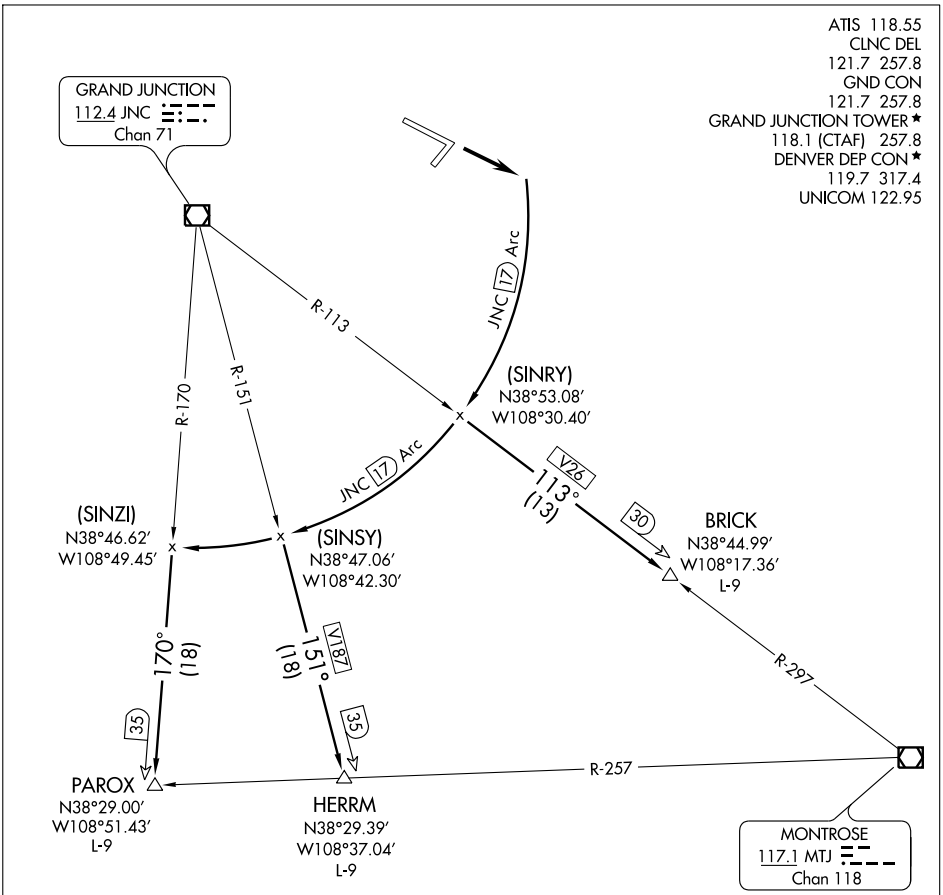
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

GLADE PARK ONE DEPARTURE

SL-634 (FAA)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 220′ per NM to 9000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to intercept JNC VOR/DME 17 DME Arc thence clockwise to assigned transition.

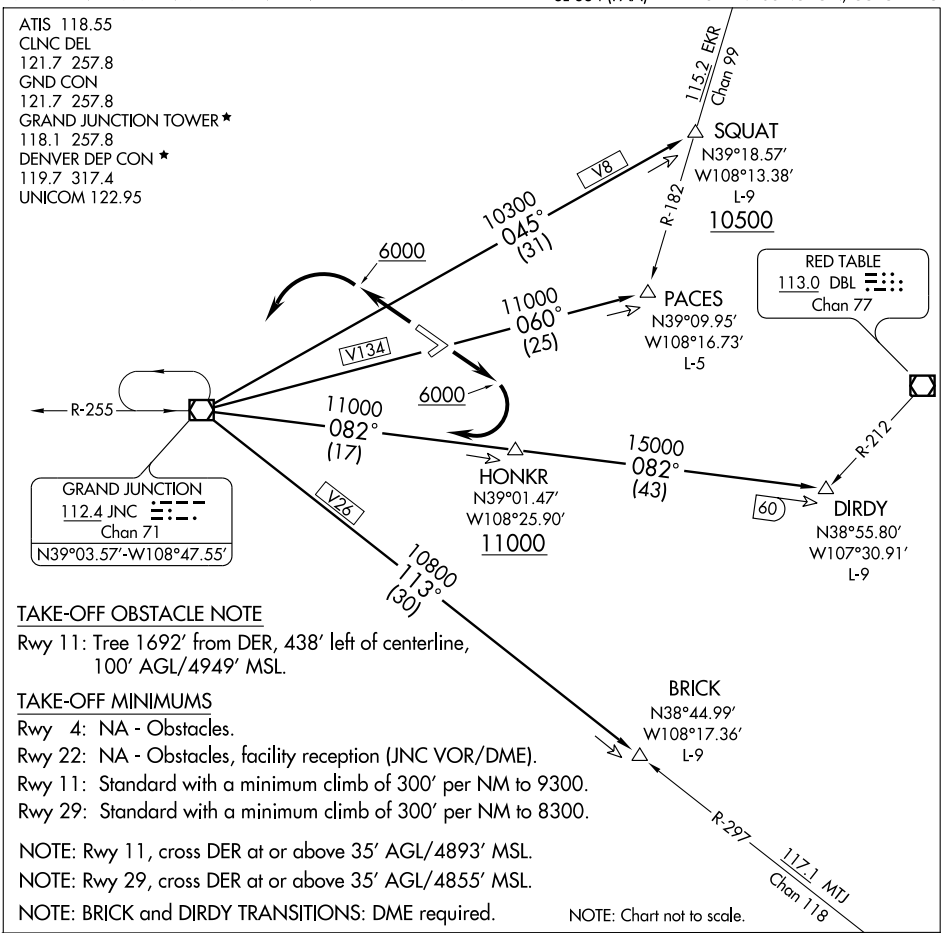
BRICK TRANSITION (GDPK1.BRICK): Via JNC VOR/DME 17 DME Arc to JNC R-113 thence Southeast-bound to BRICK DME fix.

HERRM TRANSITION (GDPK1.HERRM): Via JNC VOR/DME 17 DME Arc to JNC R-151 thence Southeast-bound to HERRM INT.

PAROX TRANSITION (GDPK1.PAROX): Via JNC VOR/DME 17 DME Arc to JNC R-170 thence Southeast-bound to PAROX INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

GRAND JUNCTION FIVE DEPARTURE



TAKE-OFF OBSTACLE NOTE

Rwy 11: Tree 1692' from DER, 438' left of centerline, 100' AGL/4949' MSL.

TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with a minimum climb of 300' per NM to 9300.
Rwy 29: Standard with a minimum climb of 300' per NM to 8300.

NOTE: Rwy 11, cross DER at or above 35' AGL/4893' MSL.
NOTE: Rwy 29, cross DER at or above 35' AGL/4855' MSL.
NOTE: BRICK and DIRDY TRANSITIONS: DME required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to 6000, then climbing right turn direct JNC VOR/DME; then via transition/route.

TAKE-OFF RUNWAY 29: Climb runway heading to 6000, then climbing left turn direct JNC VOR/DME; then via transition/route.

BRICK TRANSITION (JNC5.BRICK): From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC5.DIRDY): From over JNC VOR/DME via JNC R-082 to HONKR/JNC 17 DME then via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC5.PACES): From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

SQUAT TRANSITION (JNC5.SQUAT): From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

GRAND MESA ONE DEPARTURE

SL-634 (FAA)

ATIS 118.55
CLNC DEL
121.7 257.8
GND CON
121.7 257.8
GRAND JUNCTION TOWER★
118.1 (CTAF) 257.8
DENVER DEP CON★
119.7 317.4

MEEKER
115.2 EKR
Chan 99
N40°04.05′ - W107°55.49′
L-9-11, H-3

VERNAL
108.2 VEL
Chan 19
N40°22.73′
W109°29.60′
L-9-11

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ - W104°37.46′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′ - W104°37.26′
L-10, H-3-5

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ - W106°53.68′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′ - W107°02.39′
L-9, H-3

RIFLE
110.6 RIL
Chan 43
N39°31.69′ - W107°42.98′
L-9, H-3

DIRDY
N38°55.80′
W107°30.91′
L-9

R-082

60

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ - W108°47.56′
L-9, H-3

MONTROSE
117.1 MTJ
Chan 118
N38°30.39′ - W107°53.96′
L-9, H-3

NOTE: Rwys 4 and 22 departures not authorized.

NOTE: Rwys 11 and 29 departures require a minimum climb of 320′ per NM to 9500′.

N

NOTE: Chart not to scale.

MOAB
109.8 OAB
Chan 35
N38° 45.37′
W109°44.96′
L-9

CONES
110.2 ETL
Chan 39
N38°02.42′
W108°15.52′
L-9

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′ - W108°05.94′
L-8, H-4

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ - W108°55.88′
L-9, H-3

MYTON
112.7 MTU
Chan 74
N40°08.95′ - W110°07.66′
L-9-11, H-3

CARBON
115.5 PUC
Chan 102
N39°36.19′
W110°45.21′
L-9, H-3

HANKSVILLE
115.9 HVE
Chan 106
N38°25.01′ - W110°41.98′
L-9, H-3

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000′ then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern (hold SW, left turns, 075° inbound) to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500′; R-131 clockwise R-220 10500′.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 11

GRAND JUNCTION RGNL (GJT)

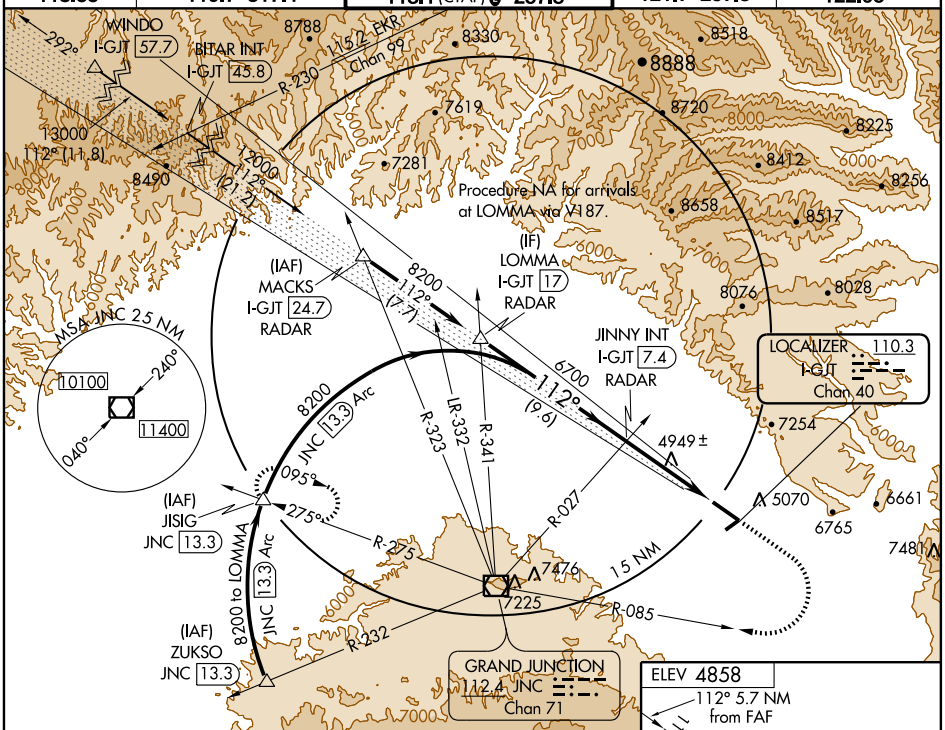
LOC/DME I-GJT	APP CRS	Rwy Idg	10501
110.3	112°	TDZE	4833
Chan 40		Apt Elev	4858

DME required.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA with Rifle altimeter setting.
When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2¼ and Cat D to 3.

MALSR

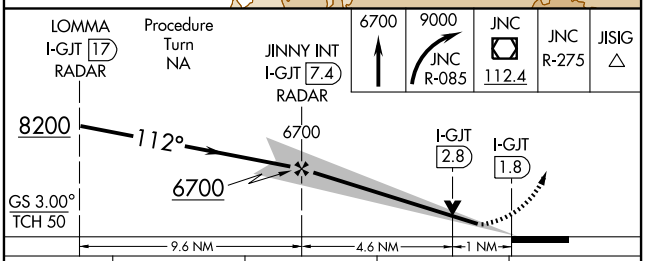
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

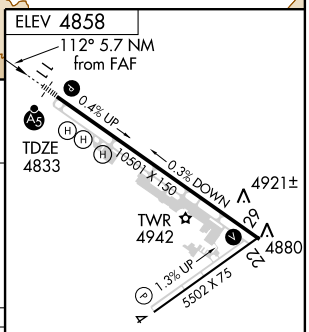
ATIS	DENVER APP CON *	GRAND JUNCTION TOWER *	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-ILS 11		* 5033/24 200 (200-½)		
S-LOC 11	5200/24 367 (400-½)			5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5.42	3:48	2:51	2:17	1:54

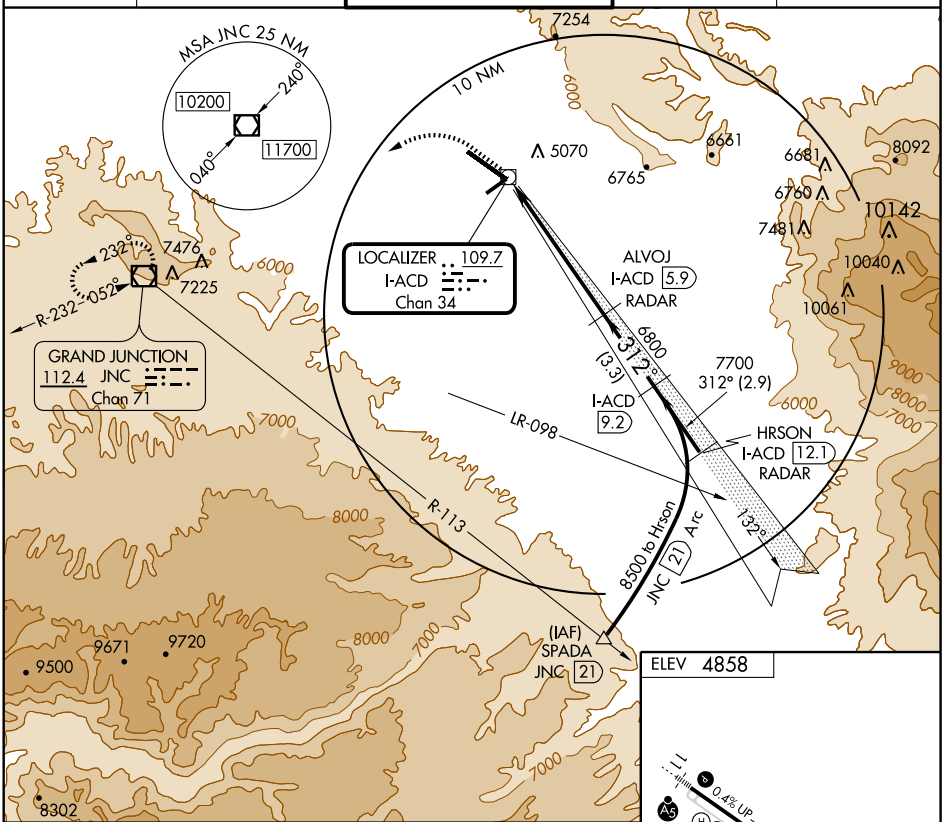
LOC/DME I-ACD	APP CRS	Rwy Idg 10501
109.7	312°	TDZE 4858
Chan 34		Apt Elev 4858

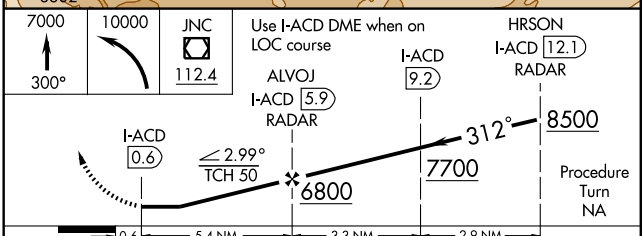
LDA/DME RWY 29
GRAND JUNCTION RGNL (GJT)

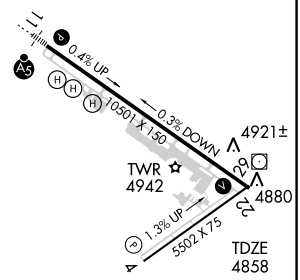
Auto-coupled approach not authorized inside 2.0 DME.

MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95







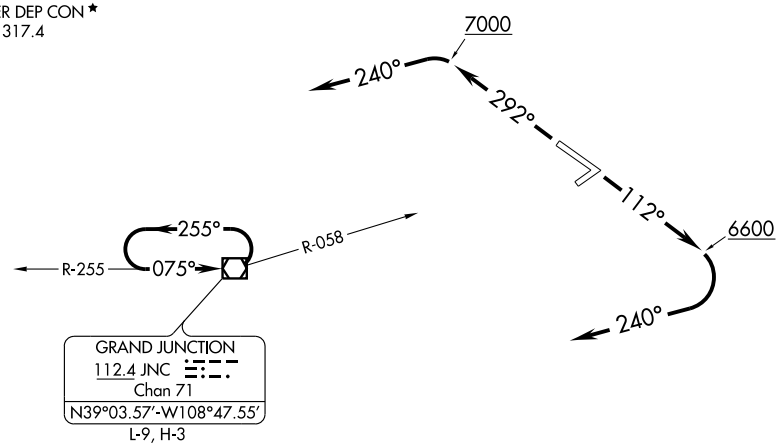
CATEGORY	A	B	C	D
S-29	5400-1	542 (600-1)	5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)
CIRCLING	5400-1	542 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

MONUMENT ONE DEPARTURE (OBSTACLE)

ATIS 118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4



TAKE-OFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL. Tree 3238' from DER, 1351' left of centerline, 100' AGL/5019' MSL.

TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with a minimum climb of 390' per NM to 5100, or 3000-3 for climb in visual conditions.
Rwy 29: Standard with a minimum climb of 220' per NM to 7000, or 3000-3 for climb in visual conditions.

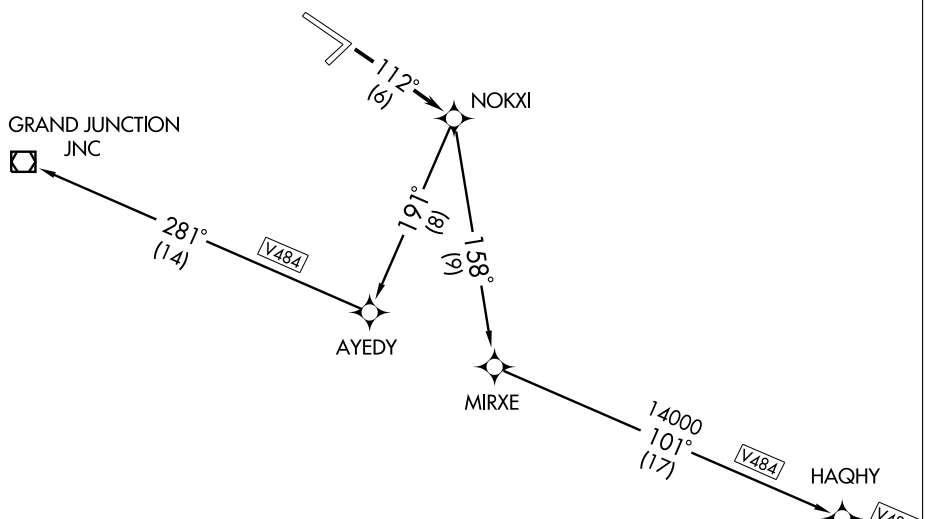
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . . .
TAKE-OFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . . .

. . . . Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1, 21 OCT 2010 to 18 NOV 2010

GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4



NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS:
Rwy 4, 22, 29: NA.
Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250′ per NM from take-off to 8000′. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280′ per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200 KIAS until AYEDY WP, cross JNC VOR/DME at MEA/MCA for direction of flight.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10501
CH 97514	112°	TDZE	4833
W11A		Apt Elev	4858

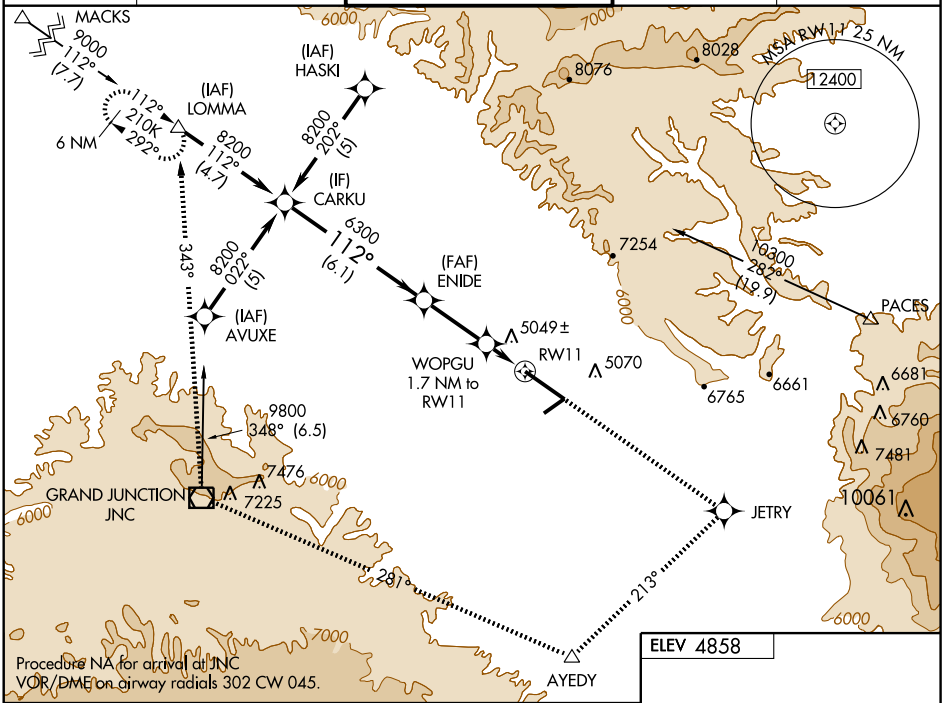
RNAV (GPS) RWY 11
GRAND JUNCTION RGNL (GJT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MALSR

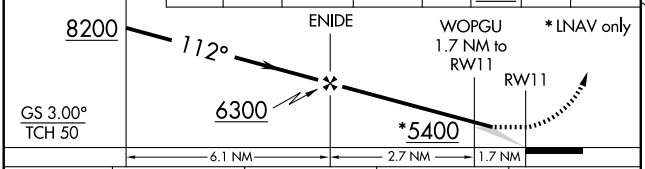
MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 via track 213° to AYEDY and via track 281° to JNC VOR/DME and via track 343° to LOMMA and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



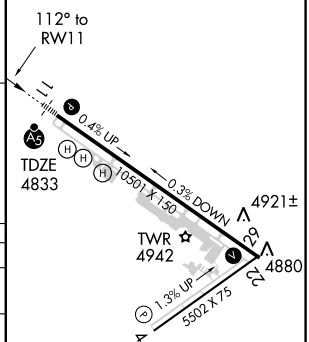
Procedure NA for arrival at JNC VOR/DME on airway radials 302 CW 045.

Procedure Turn NA	6700	JETRY	9000 TRK 213°	AYEDY	TRK 281°	JNC 112.4	TRK 343°	LOMMA



CATEGORY	A	B	C	D
LPV DA	5033/24 200 (200-½)			
LNAV/VNAV DA	5492-1¾ 659 (700-1¾)			
LNAV MDA	5300/24 467 (500-½)		5300/40 467 (500-¾)	5300/50 467 (500-1)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

ELEV 4858



HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

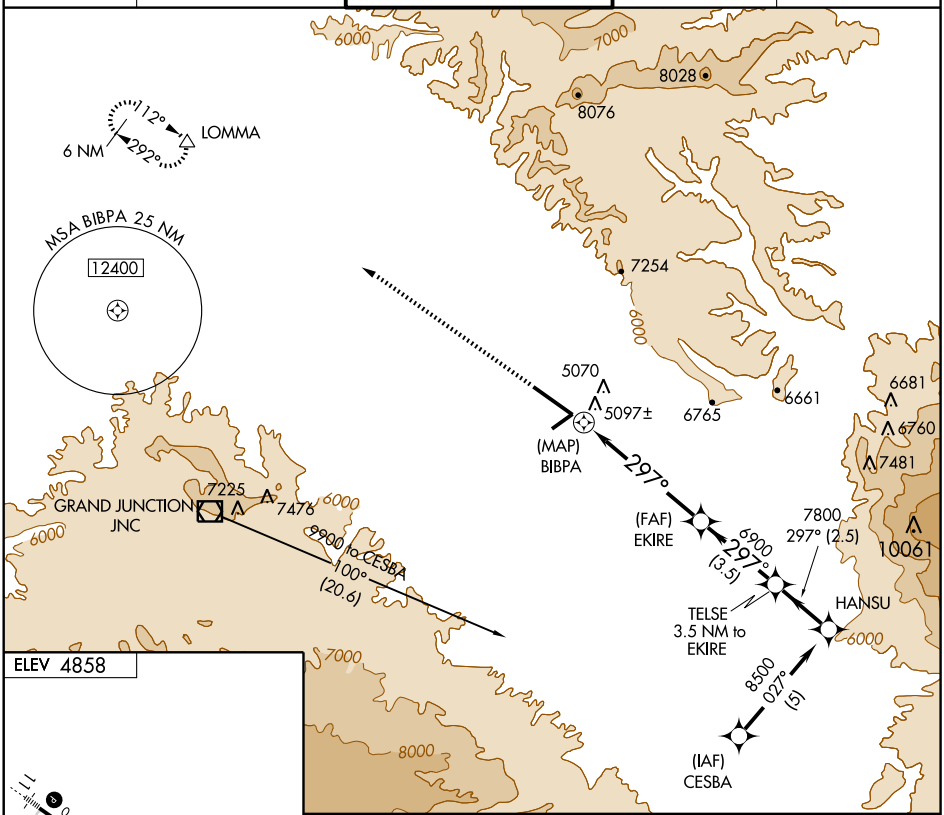
APP CRS	Rwy Idg	10501
297°	TDZE	4858
	Apt Elev	4858

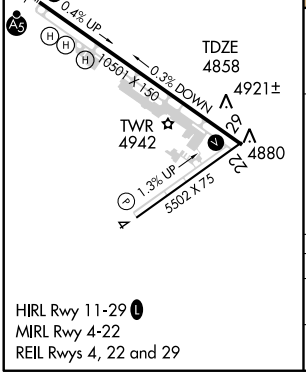
RNAV (GPS) RWY 29
GRAND JUNCTION RGNL (GJT)

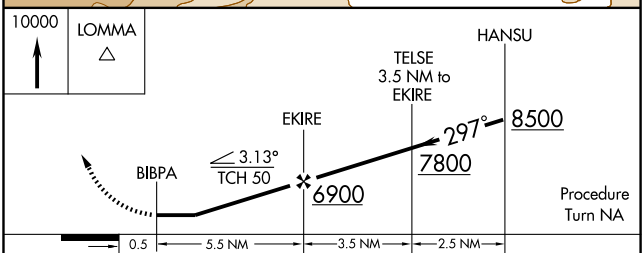
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	5340-1	482 (500-1)	5340-1¼ 482 (500-1¼)	5340-1½ 482 (500-1½)
CIRCLING	5400-1	542 (600-1)	5540-2 682 (700-2)	5640-2½ 782 (800-2½)

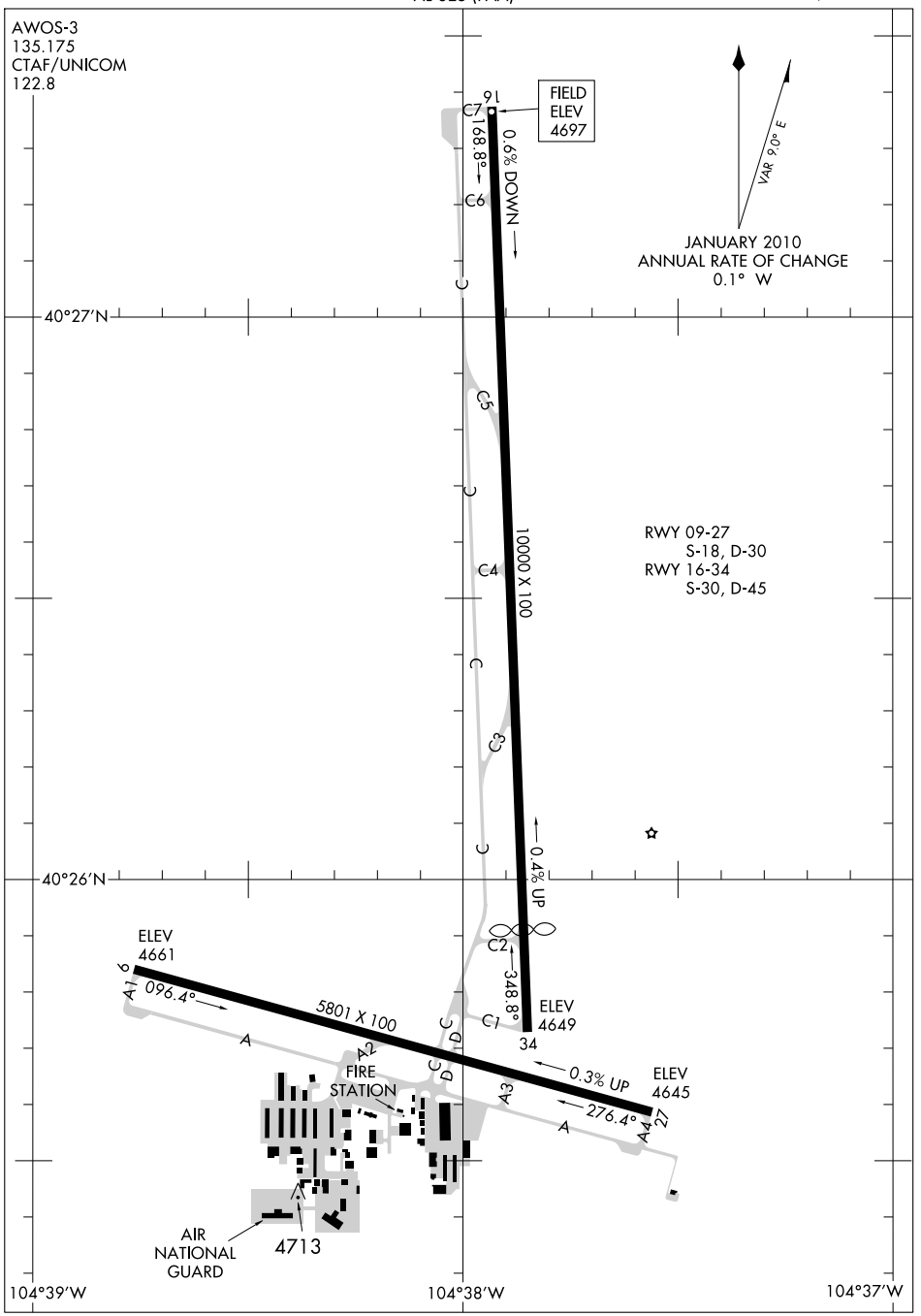
HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

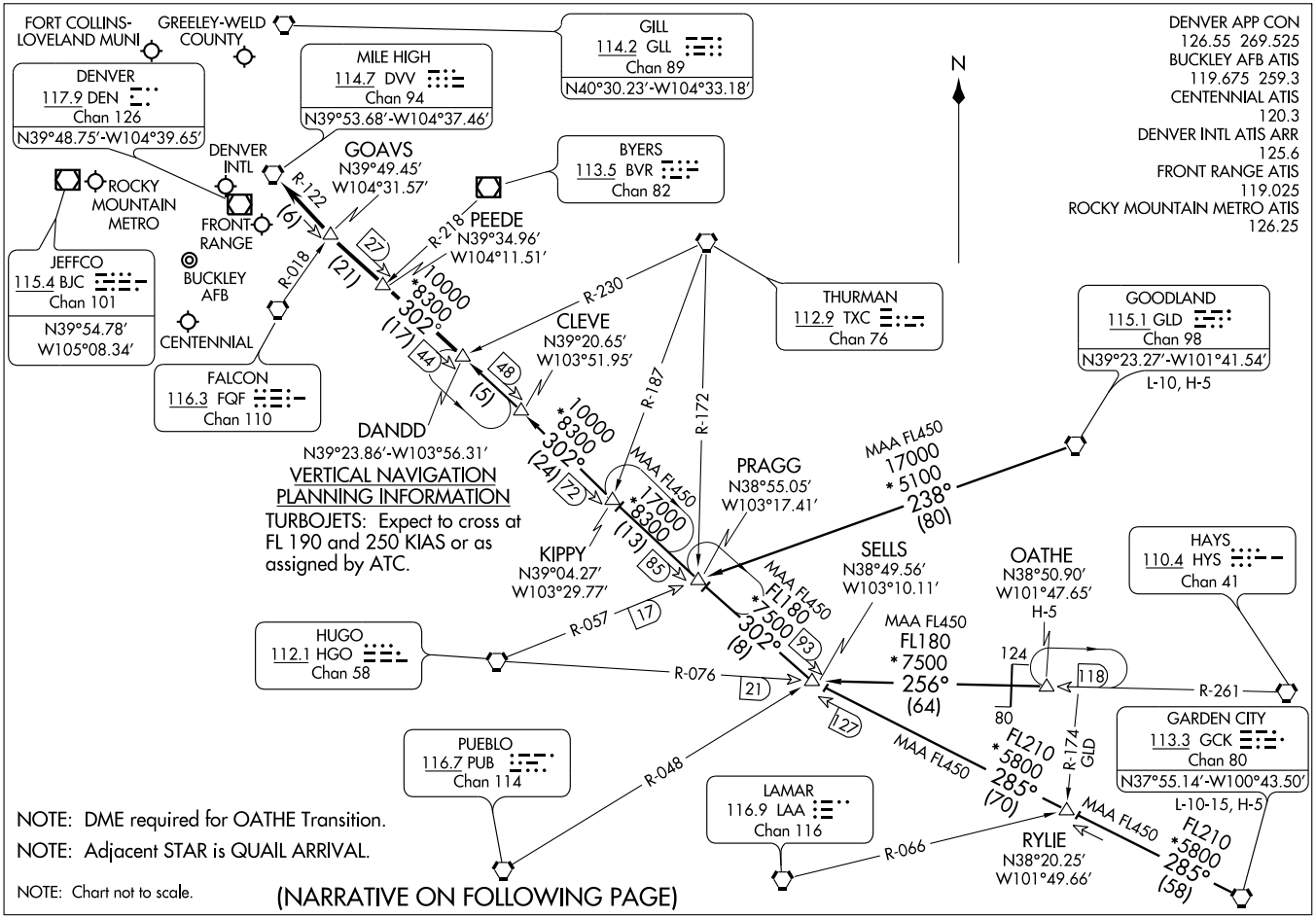
AIRPORT DIAGRAM

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

10210

DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042



DANDD FIVE ARRIVAL

(DANDD.DANDD5) 10042

ST-9077 (FAA)

DENVER, COLORADO

DENVER, COLORADO

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DENVER FIVE DEPARTURE

SL-325 (FAA)

SW-1, 21 OCT 2010 to 18 NOV 2010

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DENVER FIVE DEPARTURE

(DENVR5.DENVR) 10042

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

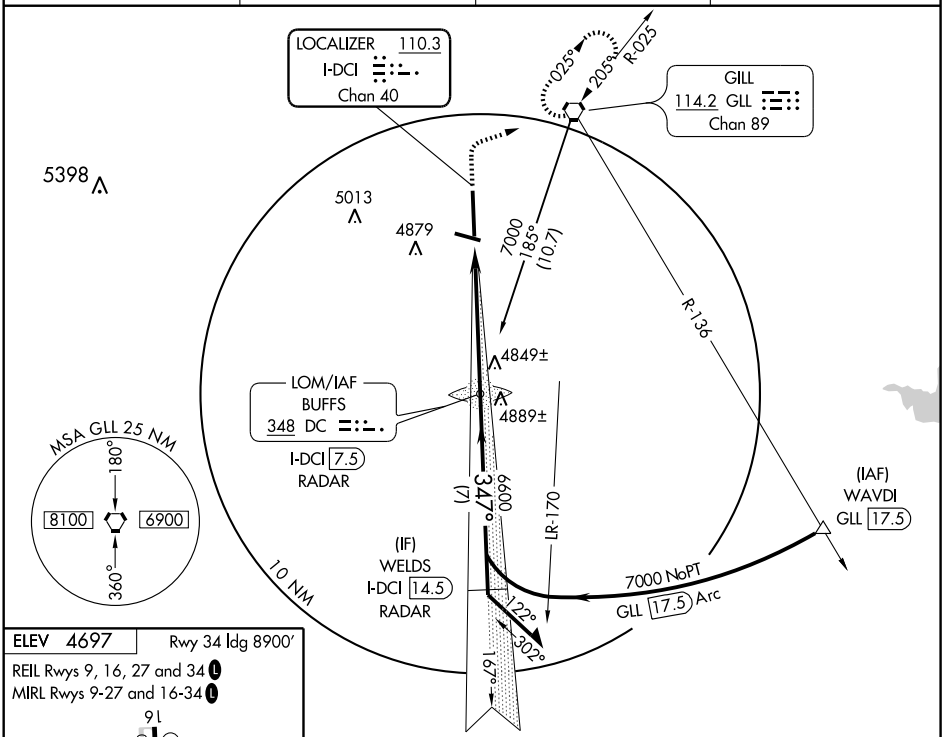
LOC/DME I-DCI	APP CRS	Rwy Idg	8900
110.3	347°	TDZE	4665
Chan 40		Apt Elev	4697

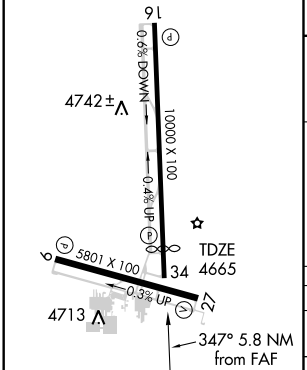
ILS or LOC RWY 34
GREELEY-WELD COUNTY (GXY)

Use I-DCI DME when on localizer course.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibility ¼ mile; increase all MDA 100 feet and Cat C/D visibility ¼ mile.
VDP NA when using Fort Collins-Loveland Muni altimeter setting.

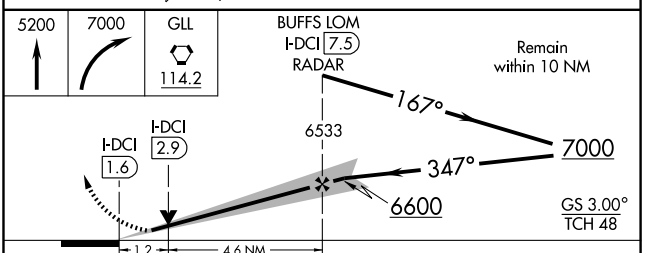
MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 34	4865-¾ 200 (200-¾)			
S-LOC 34	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	5100-1½ 435 (500-1½)
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′-W104°33.18′

FORT COLLINS-LOVELAND MUNI

GREELEY-WELD COUNTY

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

ROCKY MOUNTAIN METRO

DENVER INTL

FRONT RANGE

JEFFCO
115.4 BJC
Chan 101

BUCKLEY AFB

HUUGE
N39°34.72′
W104°47.91′

CENTENNIAL

LARKS
N39°15.44′-W105°18.31′

PAYDD
N39°24.10′
W105°04.73′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at 17000 and 250 KIAS or as assigned by ATC.

14400
*13800
040°
(14)

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′

RED TABLE
113.0 DBL
Chan 77

R-112

15000
*14400
(11)

16200
*14400
(23)

MURFE
N39°08.29′
W105°29.47′

R-288

R-273

HBU
R-050

17000
*14400
040°
(11)

TERRO
N38°53.47′
W105°52.38′

BLUE MESA
114.9 HBU
Chan 96

BLACK FOREST
112.5 BRK
Chan 72

MAA FL450
FL280
*16500
040°
(26)

HICKY
N38°46.28′
W106°03.38′

*15400
339°
(23)

FL200

R-053

R-070

MAA FL450
FL200
*15400
262°
(74)

FL310
*16300
022°
(30)

PAPPA
N38°29.61′
W106°28.70′

KANON
N38°23.75′
W105°59.51′

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

MAA FL450
FL310
*16300
022°
(100)

LOPEC
N38°05.56′
W106°51.55′
H-3

*15400
339°
(63)

MAA FL450
FL200

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′-W108°05.93′
L-8, H-4

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LARKS SIX ARRIVAL

DENVER, COLORADO

(LARKS.LARKS6) 09351

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

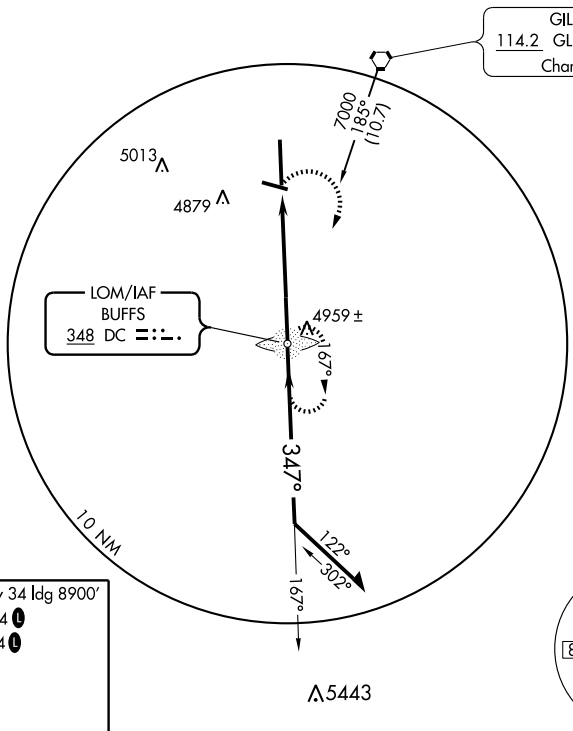
LOM DC	APP CRS	Rwy Idg	8900
348	347°	TDZE	4665
		Apt Elev	4697

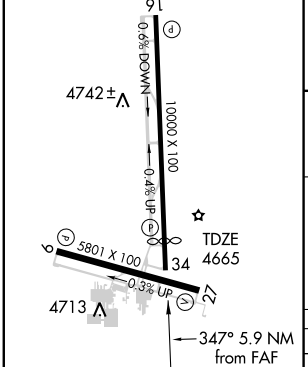
NDB RWY 34

GREELEY-WELD COUNTY (GXY)

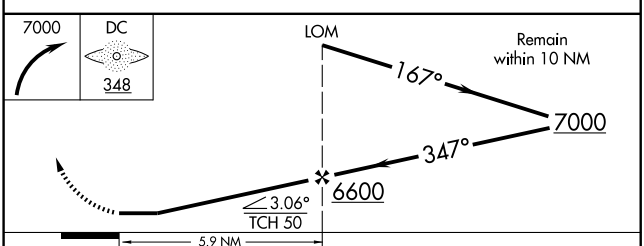
MISSED APPROACH: Climbing right turn to 7000 direct BUFFS LOM and hold, continue climb-in-hold to 7000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



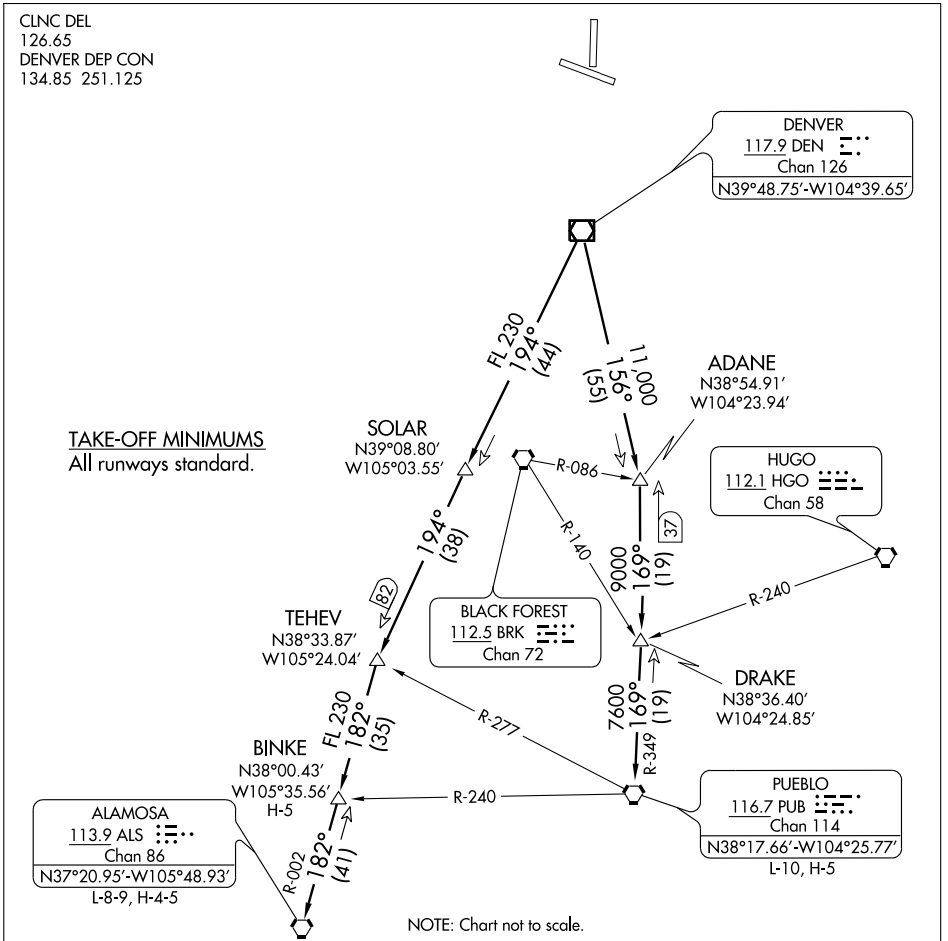
CATEGORY	A	B	C	D
S-34	5180-1	515 (500-1)	5180-1½ 515 (500-1½)	5180-1¾ 515 (500-1¾)
CIRCLING	5180-1	483 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

PIKES FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

POWDR SEVEN ARRIVAL

(POWDR.POWDR7) 09351

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METRO ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23′ W104°33.18′

GREELEY-WELD COUNTY

FORT COLLINS-LOVELAND MUNI

JEFFCO
115.4 BJC
Chan 101
N39°54.78′ W105°08.34′

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ W104°37.46′

SLOPE
N39°47.69′
W104°47.86′

ROCKY MOUNTAIN METRO

DENVER INTL

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′

POWDR
N39°23.71′-W105°28.89′

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect to cross at FL 190 and 250 KIAS or as assigned by ATC.

R-103
R-172
R-222
(10)
(21)
31
FRONT RANGE
BUCKLEY AFB
CENTENNIAL

FALCON
116.3 FQF
Chan 110
N39°41.41′ W104°37.26′

14000
042°
(19)
50
HLLIE
N39°35.05′
W105°09.60′

COLAS
N39°20.58′
W105°34.19′
(5)
55
14500
042°
(5)
60

KREMMLING
113.8 RLG
Chan 85
R-125

RED TABLE
113.0 DBL
Chan 77
N39°26.36′ W106°53.68′
L-9, H-3

16400
093°
(20)
JNETT
N39°21.14′
W106°28.77′
(33)
53
71
16400
042°
(8)
68
SKEED
N39°17.47′
W105°39.44′

R-212
R-139

FL 270
*13000
082°
(60)

FL 270
*16400
(50)

FL200
*16400
038°
(39)
65

DIRDY
N38°55.80′
W107°30.91′

BASEE
N39°12.37′
W105°48.00′

GRIPP
N38°48.69′
W106°27.28′

FL200
*16400
038°
(35)

031°
R-211

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ W108°47.56′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

N

NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POWDR SEVEN ARRIVAL
(POWDR.POWDR7) 09351
DENVER, COLORADO

ST-9077 (FAA)

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

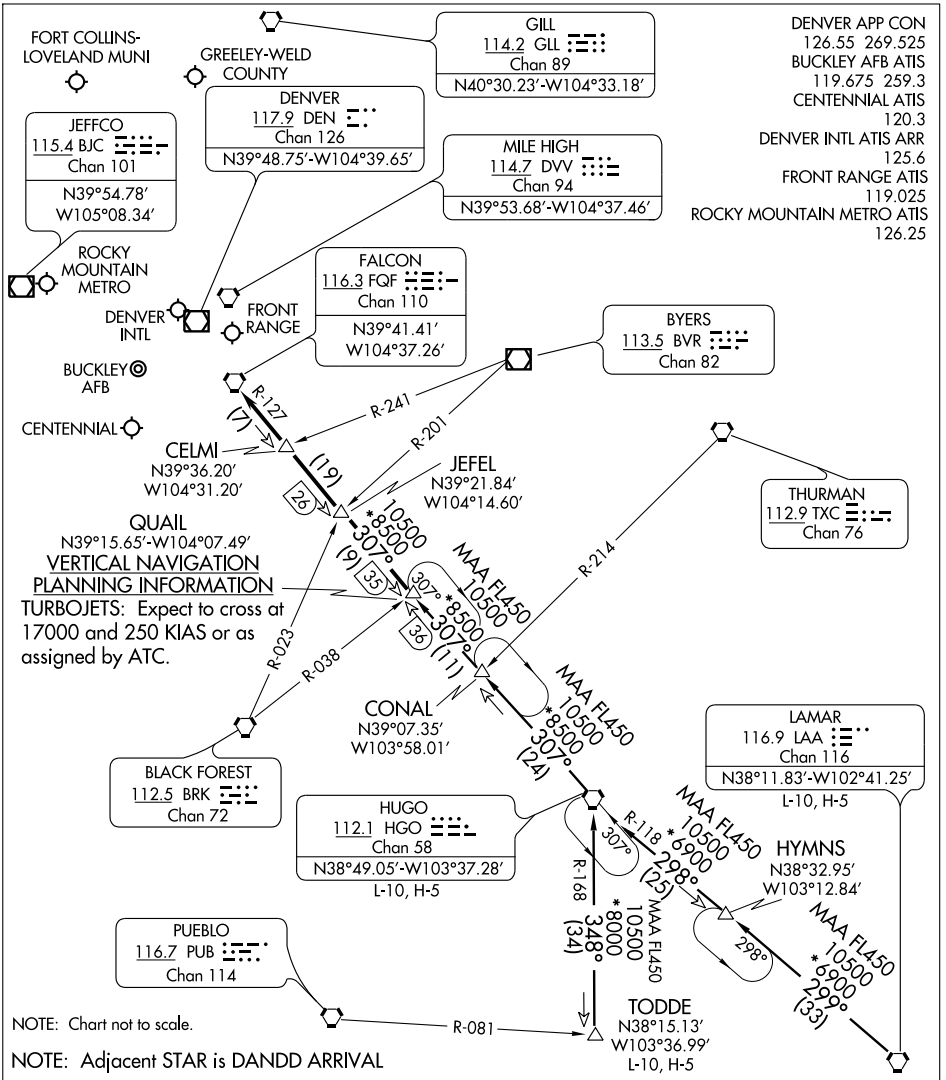
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

QUAIL SIX ARRIVAL

DENVER, COLORADO

(QUAIL.QUAIL6) 10042

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

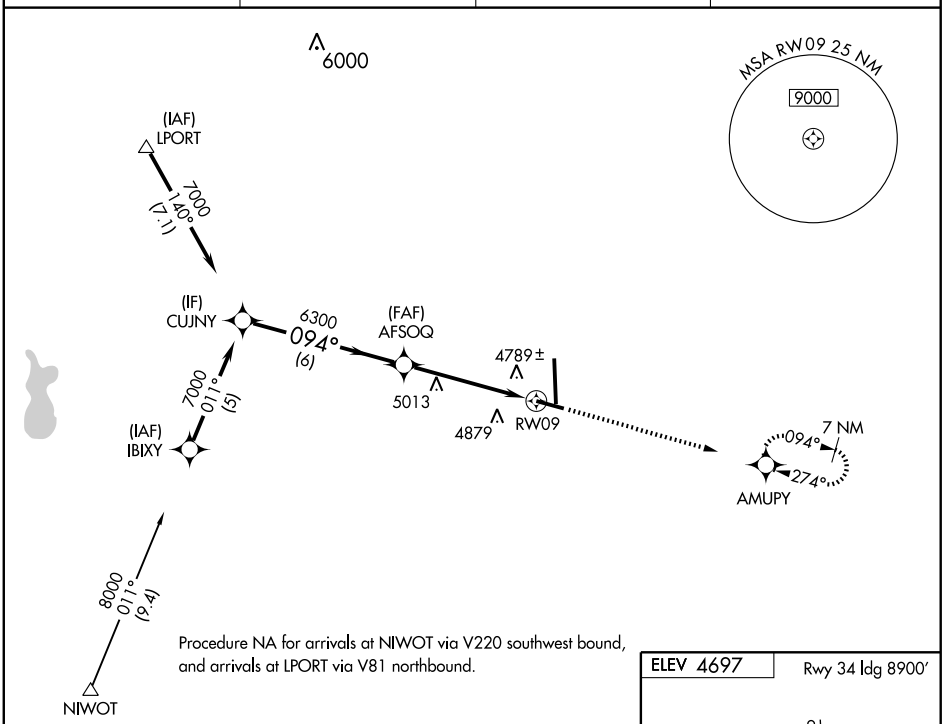
WAAS	APP CRS	Rwy Idg	5801
CH 62900	094°	TDZE	4661
W09A		Apt Elev	4697

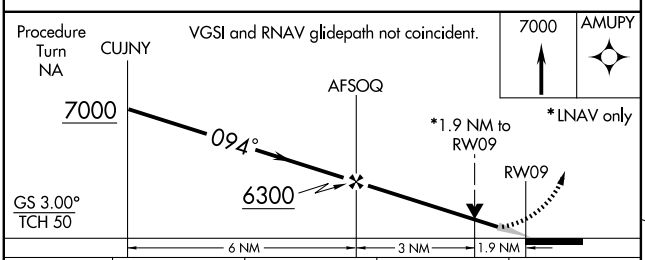
RNAV (GPS) RWY 9
GREELEY-WELD COUNTY (GXY)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -24°C (-11°F).

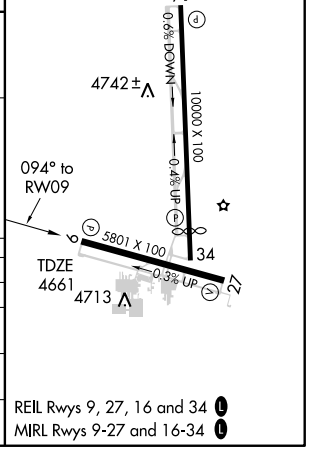
MISSED APPROACH: Climb to 7000 direct AMUPY and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4911-¾ 250 (300-¾)			
LNAV/VNAV DA	5201-2 540 (600-2)			
LNAV MDA	5320-1 659 (700-1)		5320-1¾ 659 (700-1¾)	5320-2 659 (700-2)
CIRCLING	5320-2 623 (700-2)			



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72708 W16A	APP CRS 167°	Rwy Idg 10000 TDZE 4697 Apt Elev 4697

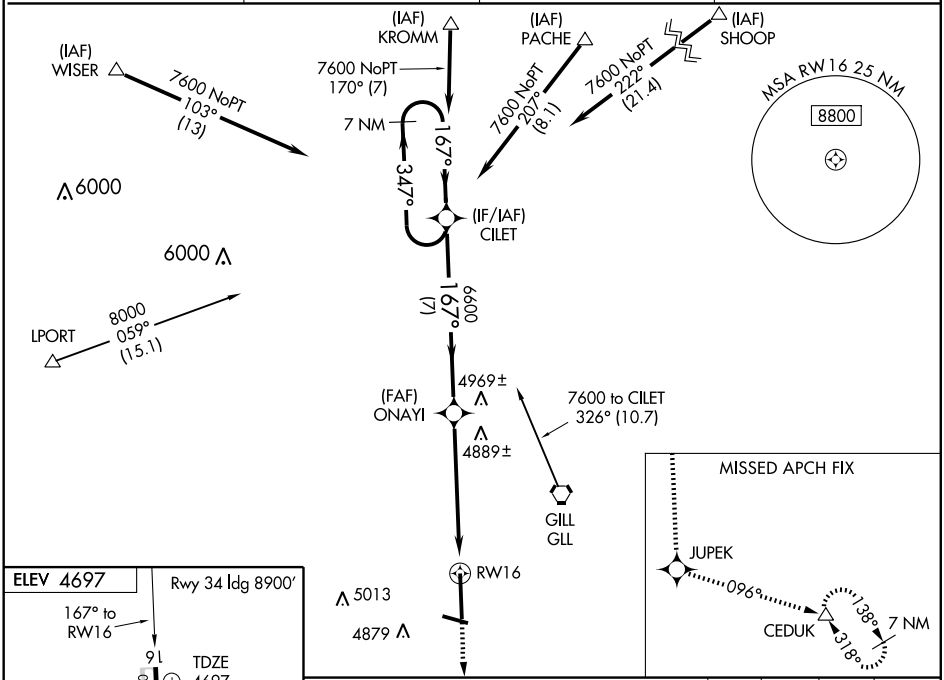
RNAV (GPS) RWY 16

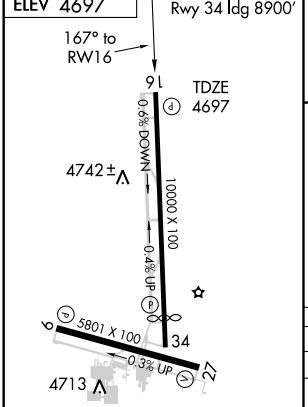
GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5063 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5207 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

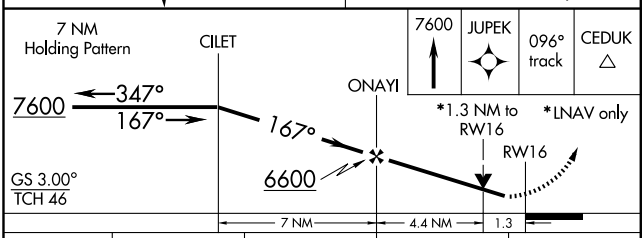
MISSED APPROACH: Climb to 7600 direct JUPEK and via 096° track to CEDUK and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





REIL Rwys 9, 16, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L



CATEGORY	A	B	C	D
LPV DA	4978-1 281 (300-1)			
LNAV/VNAV DA	5122-1½ 425 (500-1½)			
LNAV MDA	5140-1 443 (500-1)		5140-1¼ 443 (500-1¼)	5140-1½ 443 (500-1½)
CIRCLING	5140-1 443 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69607 W34A	APP CRS 347°	Rwy Idg 8900 TDZE 4665 Apt Elev 4697

RNAV (GPS) RWY 34

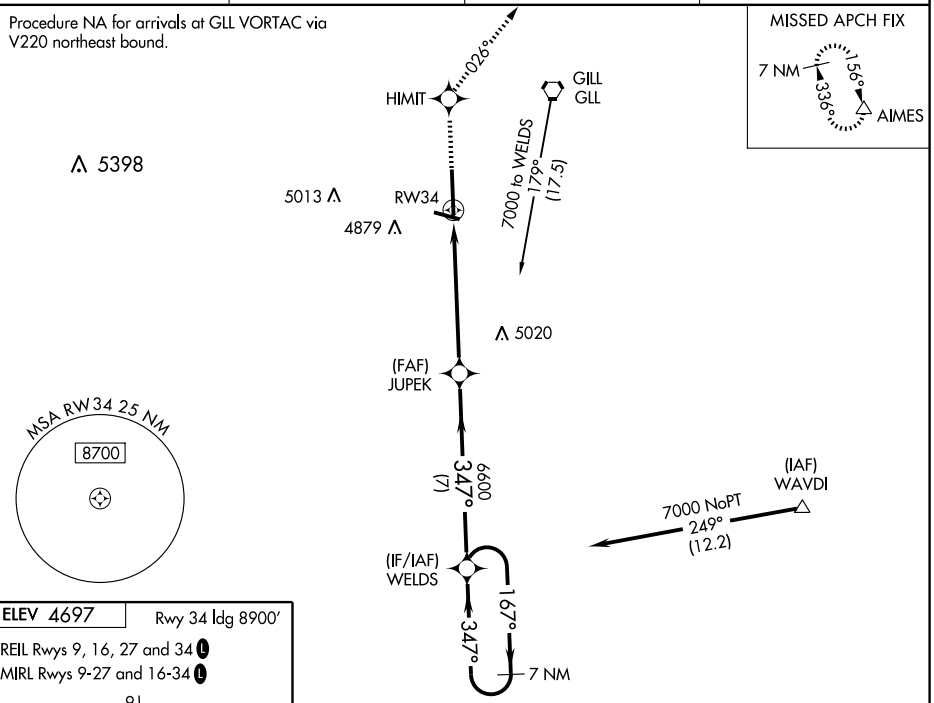
GREELEY-WELD COUNTY (GXY)

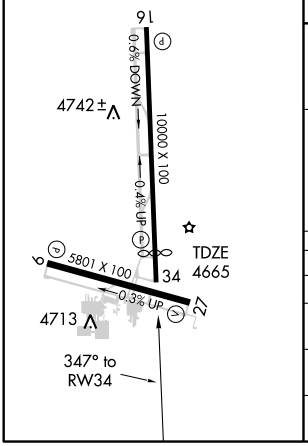
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5000 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5073 feet and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

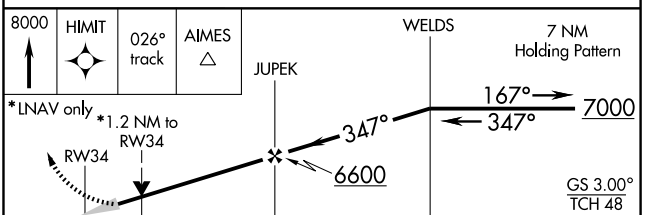
MISSED APPROACH: Climb to 8000 direct HIMIT and via 026° track to AIMES and hold, continue climb-in-hold to 8000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L

Procedure NA for arrivals at GLL VORTAC via V220 northeast bound.







CATEGORY	A	B	C	D
LPV DA	4915-1 250 (300-1)			
LNAV/VNAV DA	4988-1¼ 323 (300-1¼)			
LNAV MDA	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	5100-1½ 435 (500-1½)
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ROCKIES SEVEN DEPARTURE
(ROCKI7.DEN) 09239
GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

ROCKIES SEVEN DEPARTURE
(ROCKI7.DEN) 09239
GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SI-325 (FAA)

TAKE-OFF OBSTACLE NOTES

RWY 27: Tree 1634′ from DER, 836′ left of centerline, 56′ AGL/4717′ MSL.
Fence 237′ from DER, 422′ right of centerline, 9′ AGL/4670′ MSL.
Fence 99′ from DER, 423′ left of centerline, 4′ AGL/4665′ MSL.
RWY 34: Multiple trees beginning 1860′ from DER, 595′ right of centerline, up to 67′ AGL/4785′ MSL.
Tree 2854′ from DER, 524′ left of centerline, 73′ AGL/4770′ MSL.

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

KREMMLING
113.8 RLG
Chan 85
N40°00.16′-W106°26.55′
L-9-11, H-3-5

ZIMMR
N40°01.78′
W105°39.93′

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

R-078
16000
260°
(68)

R-073
16000
253°
(36)

16000
275°
(48)

CONNR
N39°41.94′
W105°39.95′

16300
251°
(47)

R-344

R-148

RIFLE
110.6 RIL
Chan 43
N39°31.69′ - W107°42.98′

16500
242°
(59)

FL 200
240°
(47)

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

R-062

FL 200
240°
(28)

BAYLR
N39°33.20′
W105°37.10′

N

R-134

RED TABLE
113.0 DBL
Chan 77
N39°26.36′-W106°53.68′
L-9, H-3

TEHRU
N39°14.56′
W106°43.25′

FL 280
240°
(27)

75

102

BOBBA
N39°23.70′
W106°11.17′

FL 280
219°
(71)

FL 200
201°
(69)

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

TAKE-OFF MINIMUMS
All runways standard.

DOVE CREEK
114.6 DVC
Chan 93
N37°48.52′-W108°55.88′
L-9, H-3

R-039

R-021

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

FL 280
218°
(64)

MONTROSE
117.1 MTJ
Chan 118
N38°30.39′-W107°53.96′
L-9, H-3

R-035

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

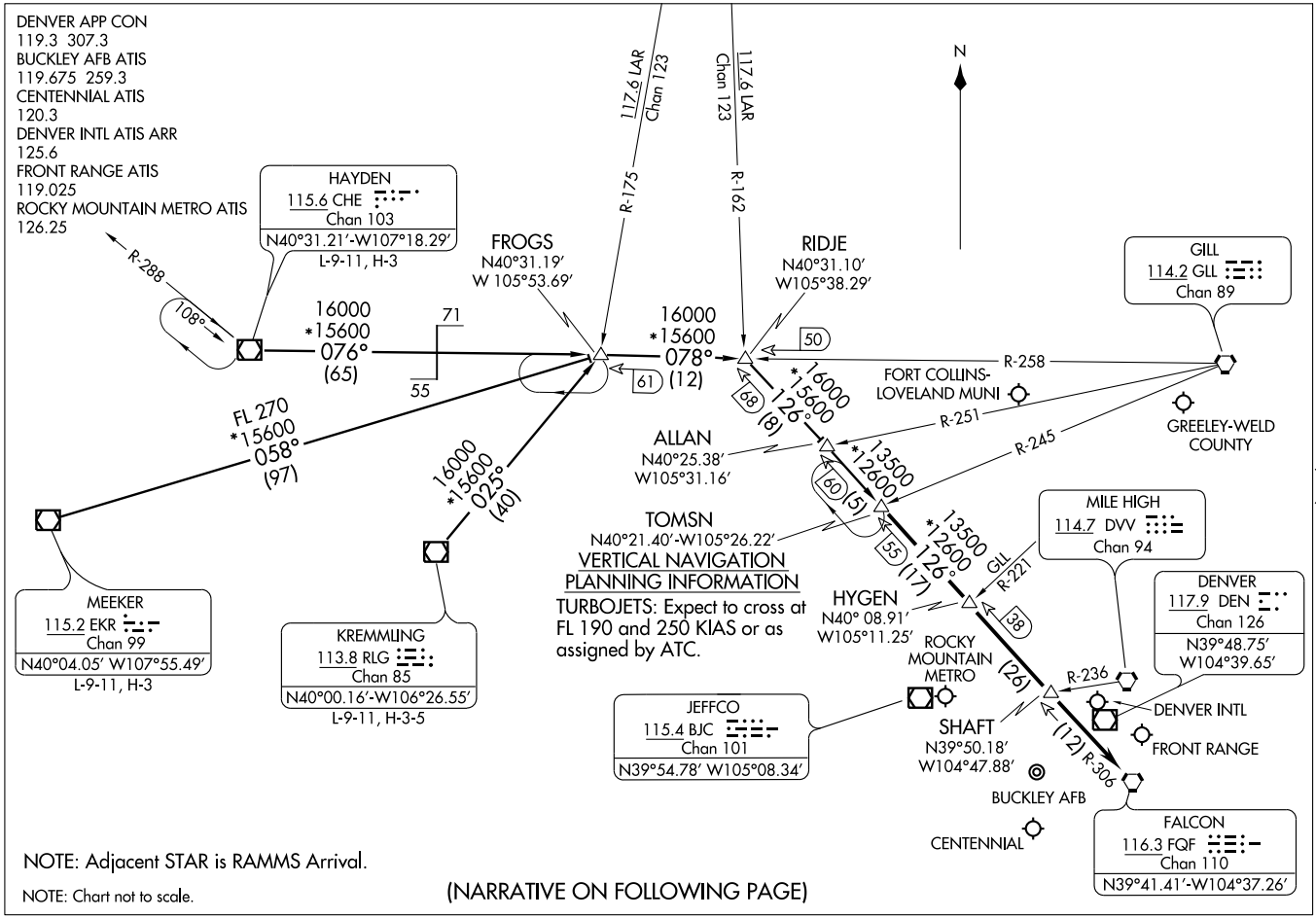
....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TOMSN FOUR ARRIVAL

(TOMSN.TOMSN4) 07298

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-9077 (FAA)

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GLL 114.2 Chan 89	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 4697

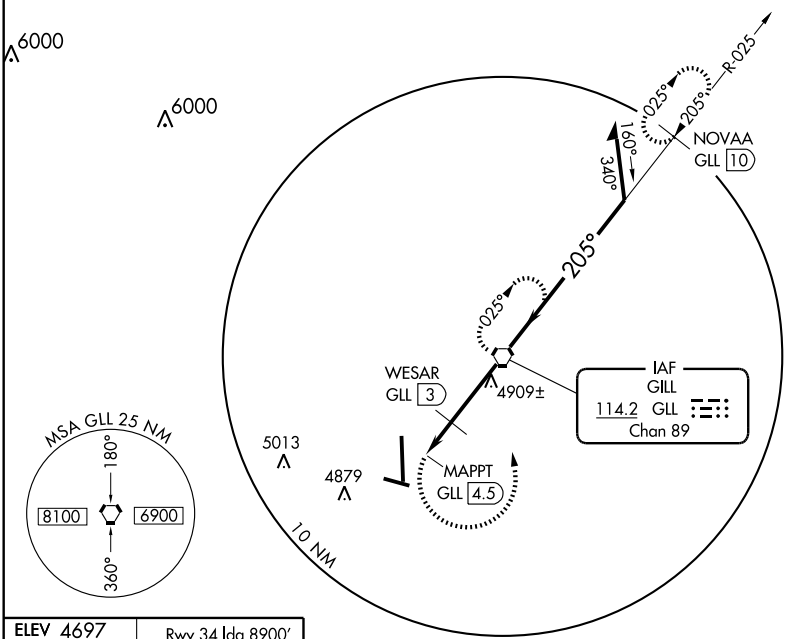
VOR or TACAN-A

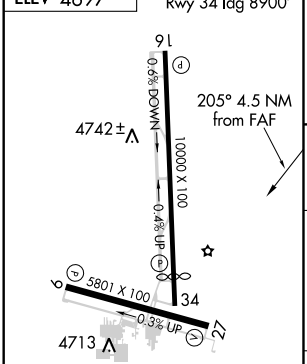
GREELEY-WELD COUNTY (GXY)

When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet. Increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000. (TACAN Aircraft continue via GLL R-025 to NOVAA/10 DME and hold NE, right turns, 205° inbound.)

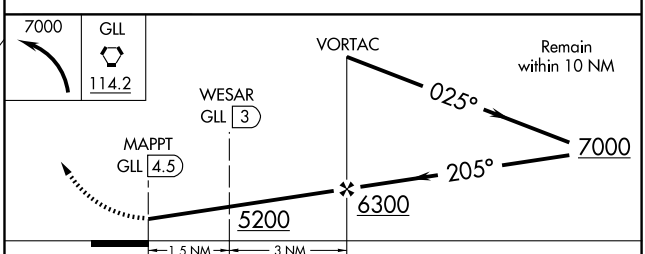
AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF)





REIL Rwys 9, 27, 16 and 34 (L)
MIRL Rwys 9-27 and 16-34 (L)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



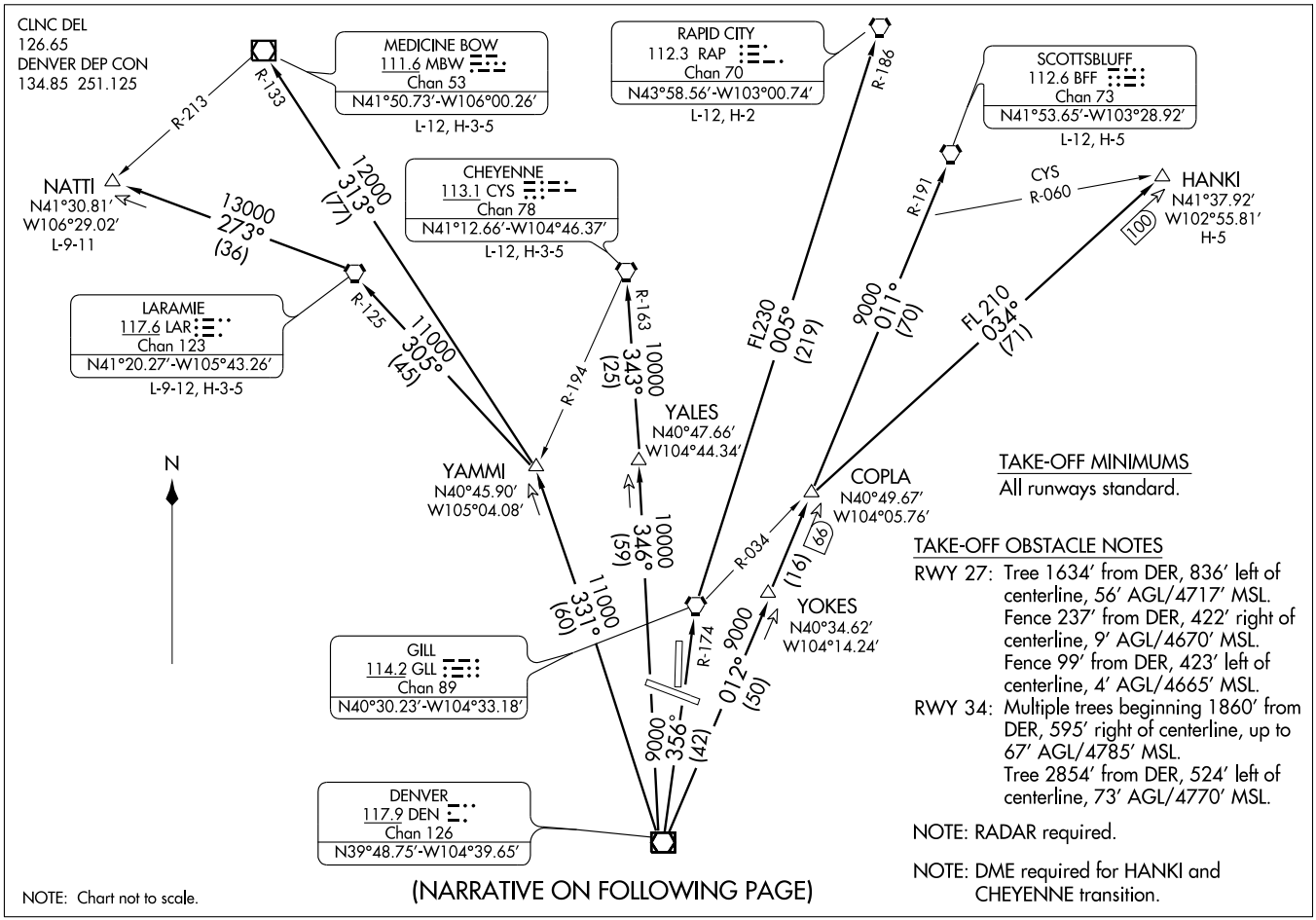
CATEGORY	A	B	C	D
CIRCLING	5200-1 503 (600-1)		5200-1½ 503 (600-1½)	5260-2 563 (600-2)
	WESAR FIX MINIMUMS			
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



YELLOWSTONE SIX DEPARTURE

(YELLO6.DEN) 09127

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SL-325 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
245°	TDZE	N/A
	Apt Elev	7680

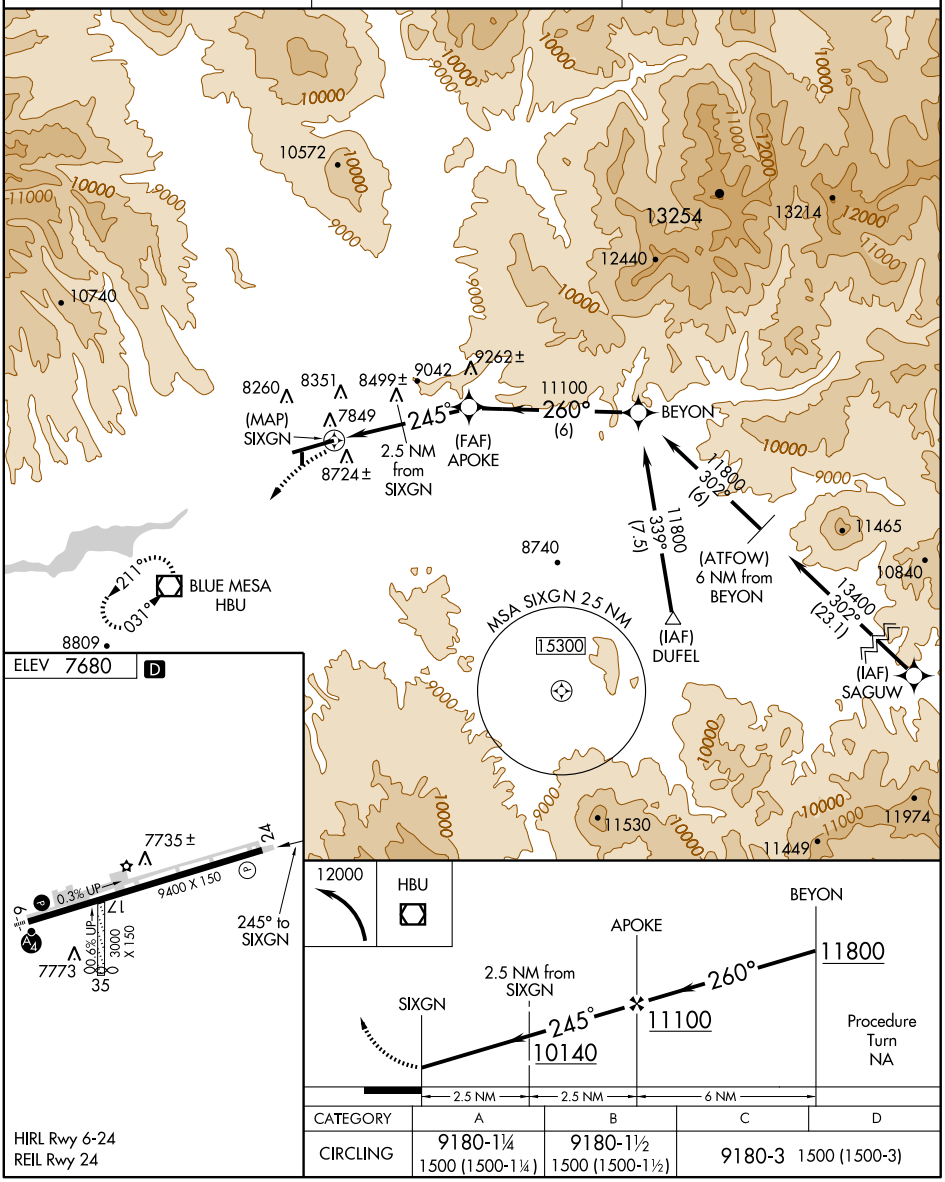
GPS-B

GUNNISON-CRESTED BUTTE RGNL (GUC)

T NA — Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	9180-1¼ 1500 (1500-1¼)	9180-1½ 1500 (1500-1½)	9180-3 1500 (1500-3)	

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GUC	APP CRS	Rwy Idg	9400
110.5	062°	TDZE	7667
Chan 42		Apt Elev	7680

ILS or LOC RWY 6

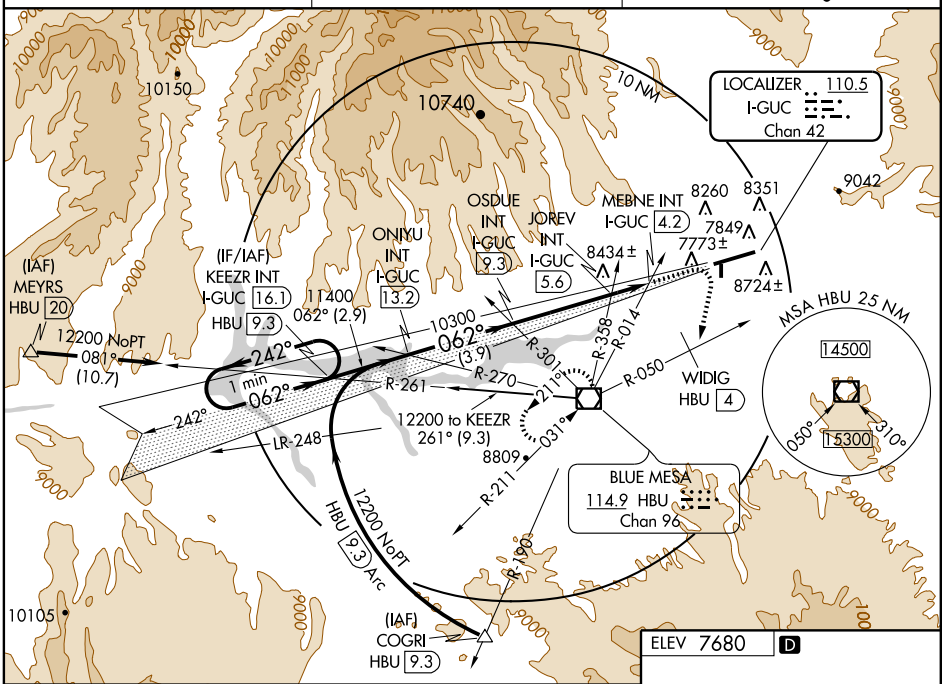
GUNNISON-CRESTED BUTTE RGNL (GUC)

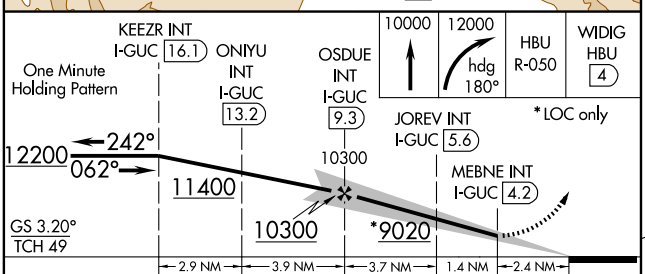
T A Circling NA at night. Inoperative table does not apply. When local altimeter setting not received, procedure NA. DME required. Visibility reduction by helicopters NA. Procedure NA when airport closed except by prior arrangement.

MALSF

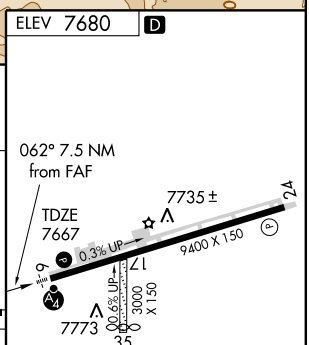
MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)			
JOREV FIX MINIMUMS				
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)			



HIRL Rwy 6-24
REIL Rwy 24

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9400
061°	TDZE	7667
	Apt Elev	7680

RNAV (RNP) RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

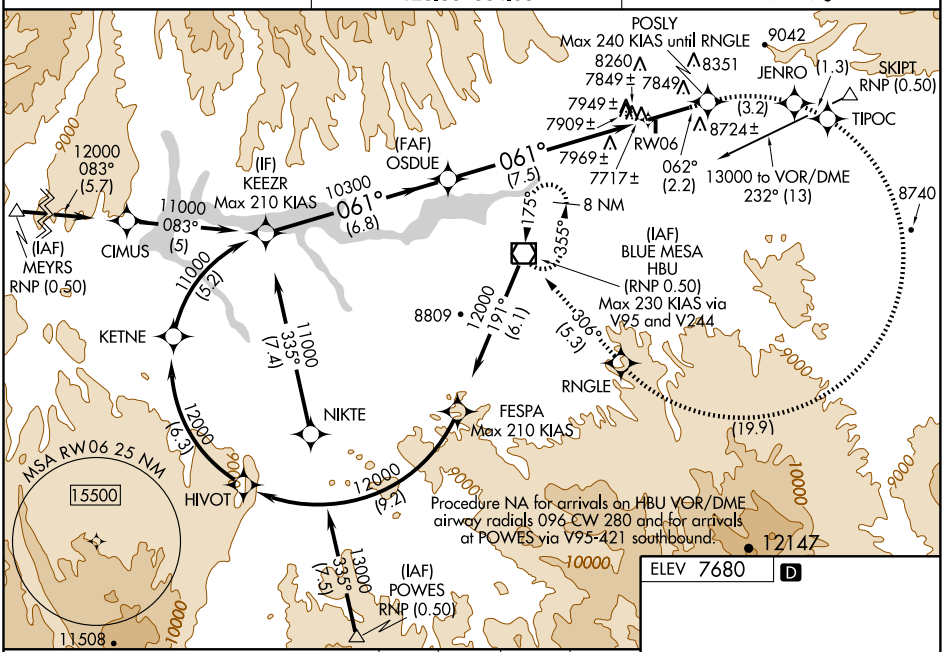
T RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

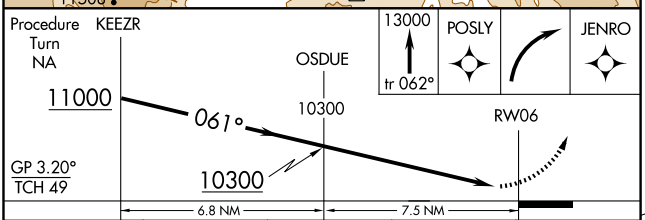
A * Missed approach requires minimum climb of 310 feet per NM to 9000.
** Missed approach requires minimum climb of 260 feet per NM to 9000.
*** Missed approach requires minimum climb of 230 feet per NM to 9000.
For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20** to 1¾ , RNP 0.26*** to 2, and RNP 0.30 to 2¼.

MALSF

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

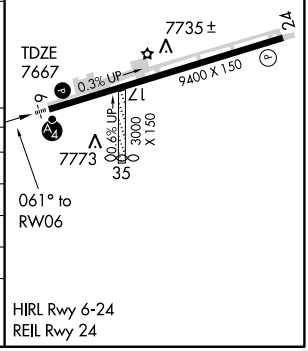
AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA**	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA***	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 6-24
REIL Rwy 24

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9400
242°	TDZE	7680
	Apt Elev	7680

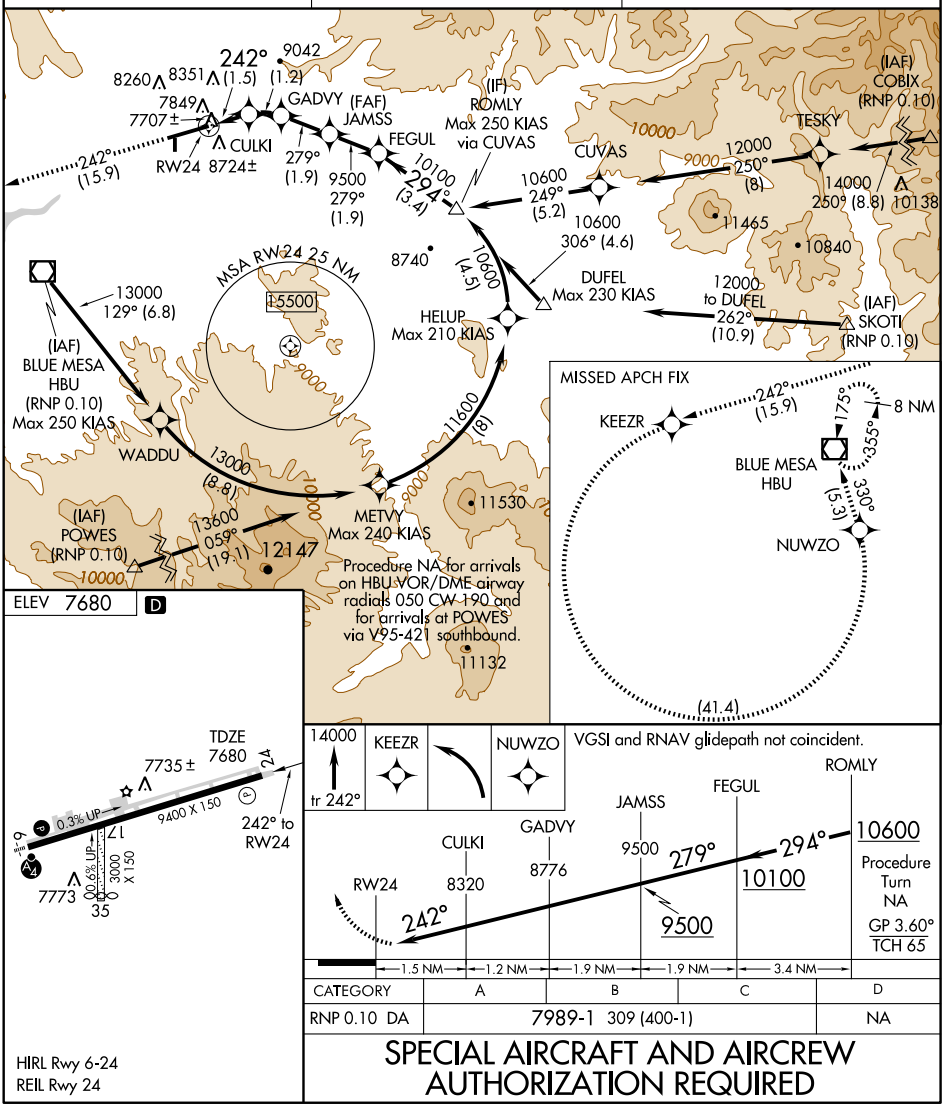
RNAV (RNP) RWY 24

GUNNISON-CRESTED BUTTE RGNL (GUC)

RF and GPS required.
When local altimeter setting not received, procedure NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 24°C (75°F).
When VGSI inoperative, procedure NA at night.
Missed approach requires minimum climb of 425 feet per NM to 9000.

MISSED APPROACH: Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
RNP 0.10 DA	7989-1 309 (400-1)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 6-24
REIL Rwy 24

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HBU 114.9 Chan 96	APP CRS 031°	Rwy Idg N/A TDZE N/A Apt Elev 7680

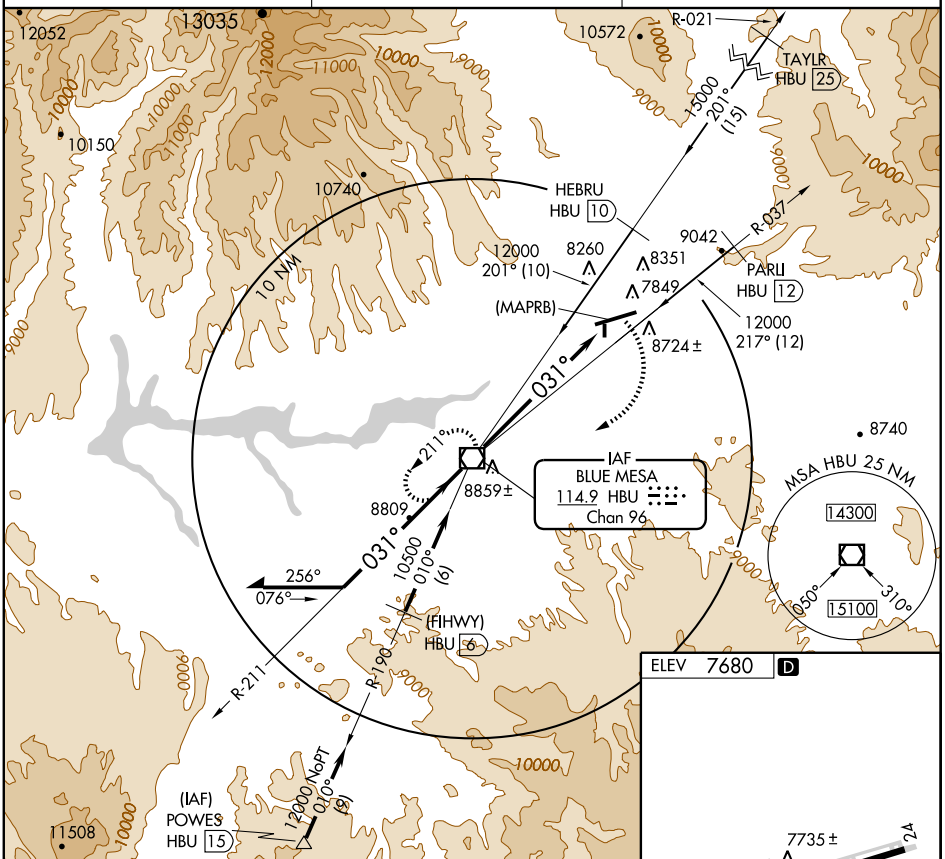
VOR or GPS-A

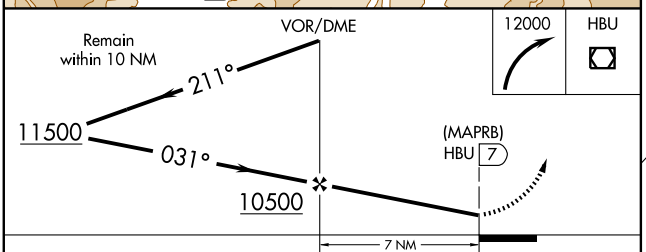
GUNNISON-CRESTED BUTTE RGNL (GUC)

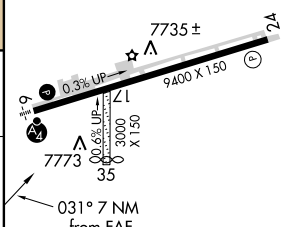
Procedure NA when airport closed except by prior arrangement.
Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF)







ELEV 7680 D

HIRL Rwy 6-24
REIL Rwy 24

CATEGORY	A	B	C	D
CIRCLING	9260-2 1580 (1600-2)	9340-2 1660 (1700-2)	9340-3 1660 (1700-3)	9900-3 2220 (2300-3)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HDN	APP CRS	Rwy Idg 9489
109.9	104°	TDZE 6591
Chan 36		Apt Elev 6606

ILS or LOC/DME Y RWY 10

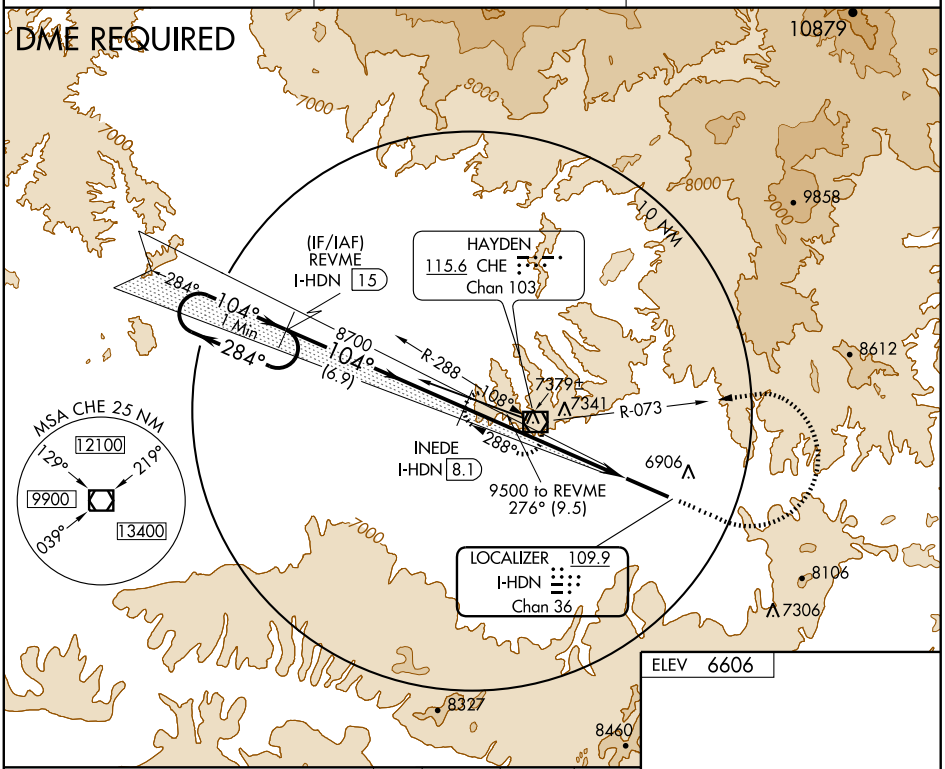
HAYDEN/ YAMPA VALLEY (HDN)

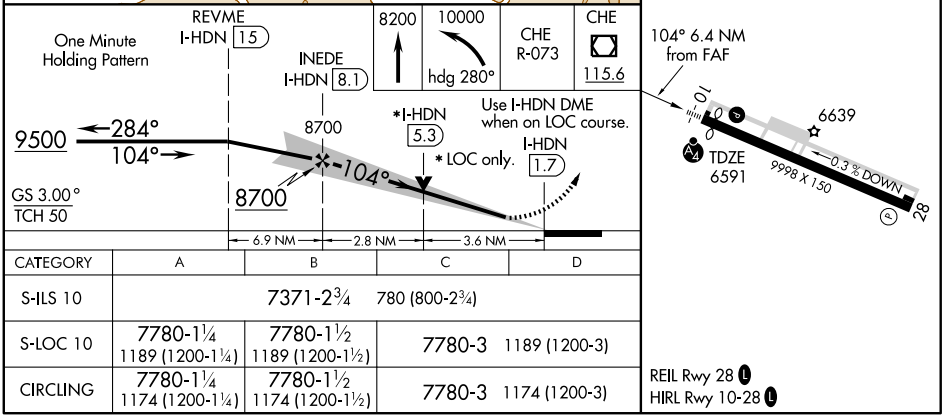
Inoperative table does not apply. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and S-ILS 10 all Cats visibilities ½ mile. VDP NA with Craig-Moffat altimeter setting.

MALSF

MISSED APPROACH: Climb to 8200 then climbing left turn to 10000 via heading 280° and CHE VOR/DME R-073 to CHE VOR/DME and hold, continue climb-in-hold to 10000.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF)





CATEGORY	A	B	C	D
S-ILS 10	7371-2¾ 780 (800-2¾)			
S-LOC 10	7780-1¼ 1189 (1200-1¼)	7780-1½ 1189 (1200-1½)	7780-3 1189 (1200-3)	
CIRCLING	7780-1¼ 1174 (1200-1¼)	7780-1½ 1174 (1200-1½)	7780-3 1174 (1200-3)	

REIL Rwy 28 L

HIRL Rwy 10-28 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9998
299°	TDZE	6606
	Apt Elev	6606

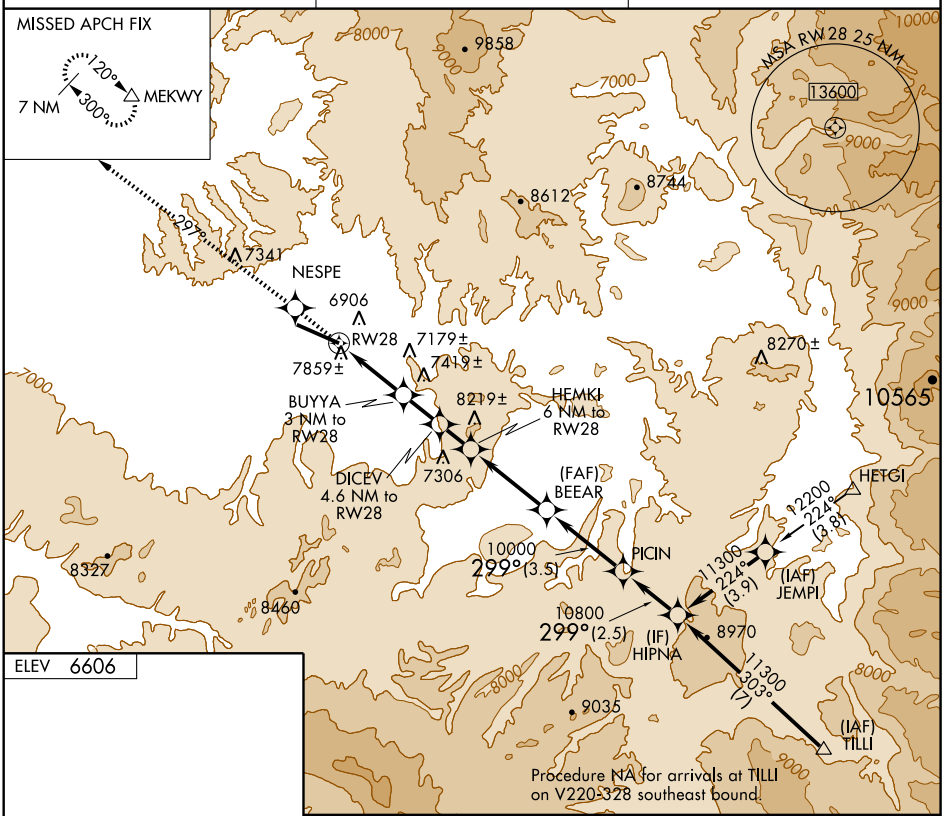
RNAV (GPS) RWY 28

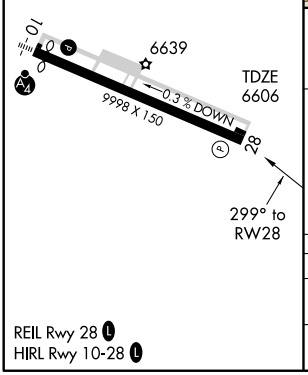
HAYDEN/ YAMPA VALLEY (HDN)

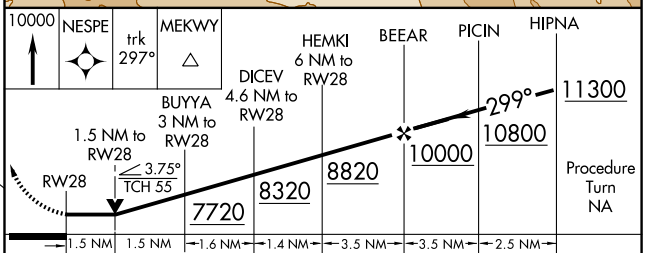
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 10000 direct NESPE and on track 297° to MEKWY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7220-1	614 (700-1)	7220-1¾ 614 (700-1¾)	NA
CIRCLING	7220-1	614 (700-1)	7220-1¾ 614 (700-1¾)	7320-2¼ 714 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9489
CH 53410	104°	TDZE	6591
W10A		Apt Elev	6606

RNAV (GPS) Y RWY 10

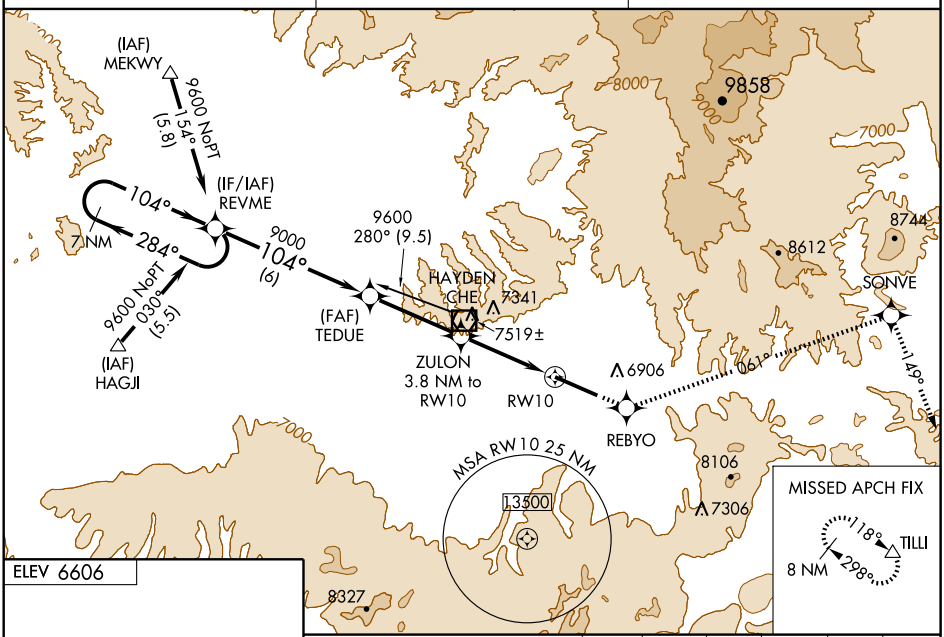
HAYDEN/ YAMPA VALLEY (HDN)

T A Inoperative table does not apply. Baro-VNAV NA when using Craig-Moffat altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and LPV all Cats visibility ½ mile.
VDP NA with Craig-Moffat altimeter setting.

MALSF

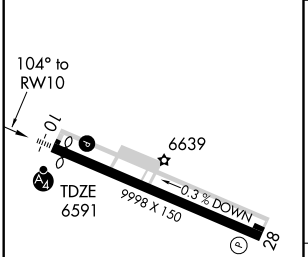
MISSED APPROACH: Climb to 13400 direct REBYO and on track 061° to SONVE and on track 149° to TILLI and hold, continue climb-in-hold to 13400.

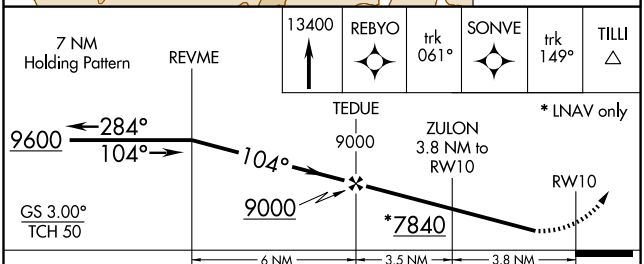
AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	7037-1½ 446 (500-1½)			
LNAV/VNAV DA	8347-7 1756 (1800-7)			
LNAV MDA	7780-1¼ 1189 (1200-1¼)	7780-1½ 1189 (1200-1½)	7780-3 1189 (1200-3)	
CIRCLING	7780-1¼ 1174 (1200-1¼)	7780-1½ 1174 (1200-1½)	7780-3 1174 (1200-3)	

REIL Rwy 28 L
HIRL Rwy 10-28 L

APP CRS	Rwy Idg	9489
104°	TDZE	6591
	Apt Elev	6606

RNAV (RNP) Z RWY 10

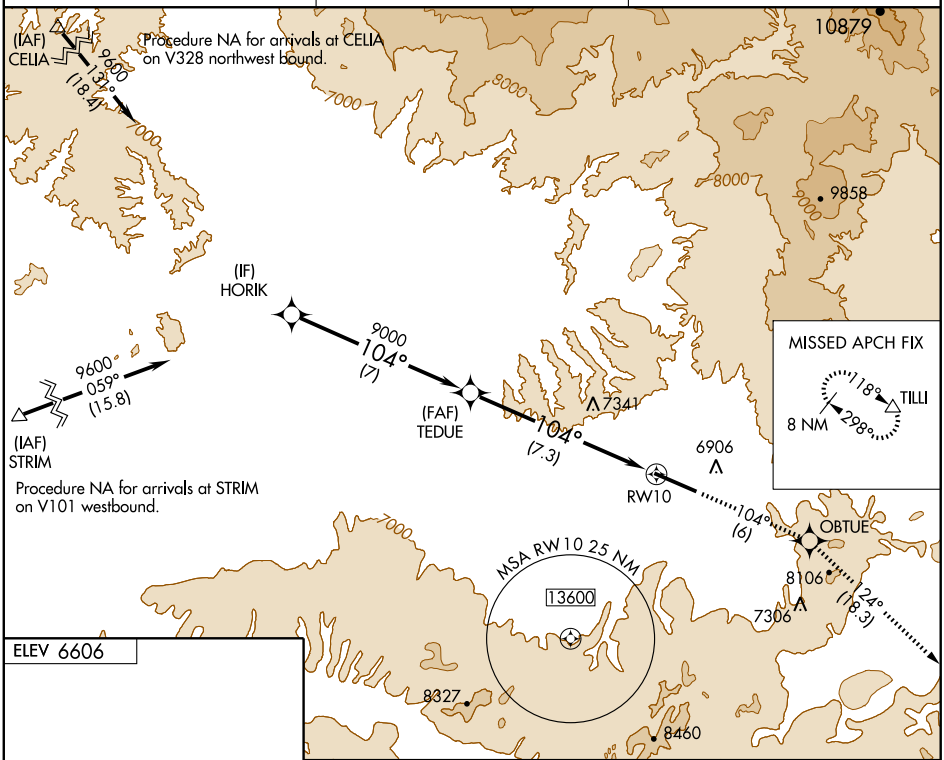
HAYDEN/ YAMPA VALLEY (HDN)

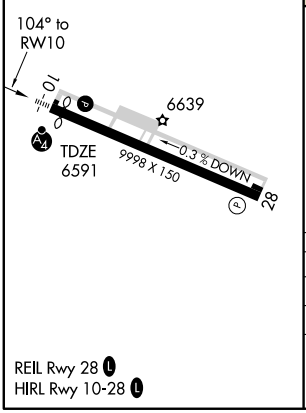
GPS required, for uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 36°C (97°F). Inoperative table does not apply. *Missed approach requires minimum climb of 320 feet per NM to 9500.

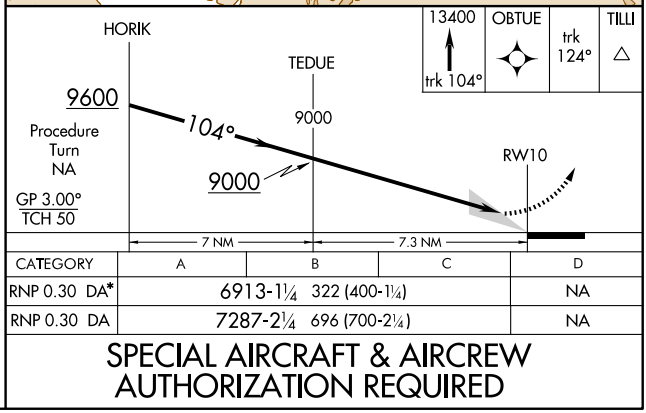
MALSF

MISSED APPROACH: Climb to 13400 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13400.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
RNP 0.30 DA*	6913-1¼ 322 (400-1¼)			NA
RNP 0.30 DA	7287-2¼ 696 (700-2¼)			NA

REIL Rwy 28 L
HIRL Rwy 10-28 L

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME CHE 115.6 Chan 103	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 6602

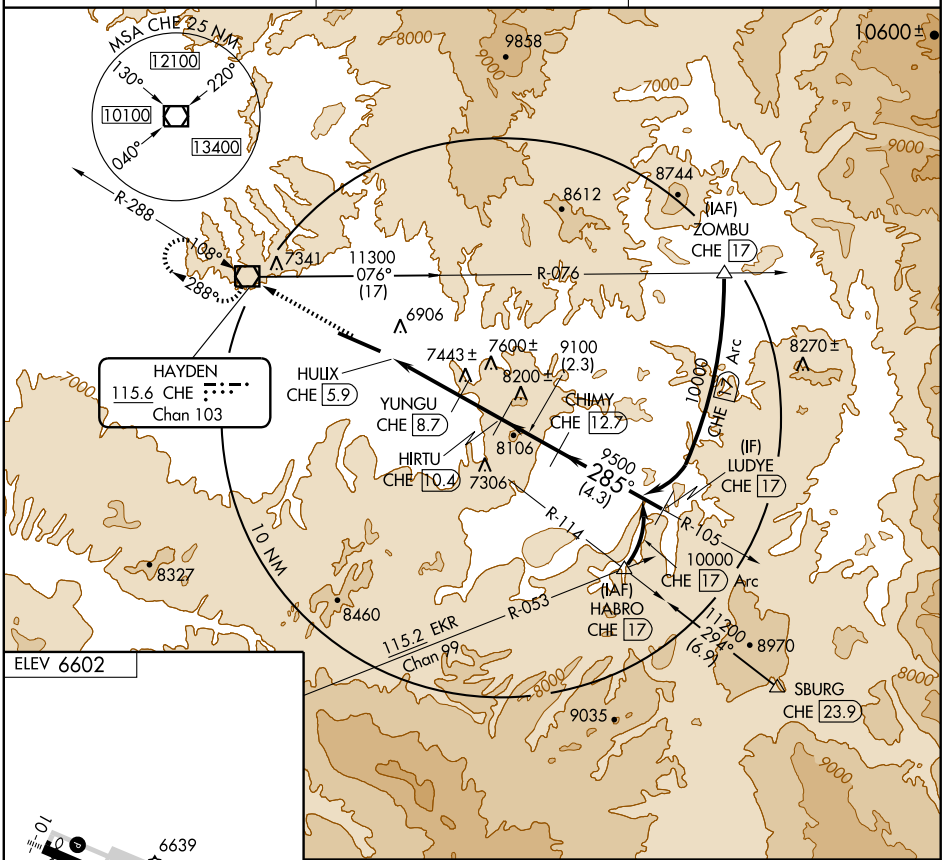
VOR/DME-B

HAYDEN/ YAMPA VALLEY (HDN)

If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L

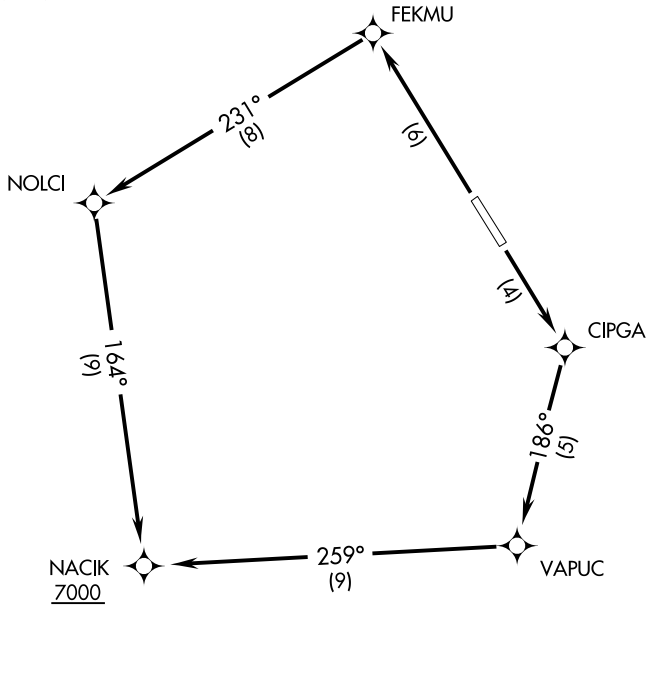


CATEGORY	A	B	C	D
CIRCLING	7900-1¼ 1298 (1300-1¼)	7900-1½ 1298 (1300-1½)	7900-3 1298 (1300-3)	

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 21 OCT 2010 to 18 NOV 2010

AWOS-3 119.275
DENVER CENTER
118.475 225.4
UNICOM 122.7 (CTAF)



TAKE-OFF MINIMUMS
Rwy 14, 32: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 14: Trees 2012′ from DER, 29′ left of centerline, 100′ AGL/3829′ MSL.
Rwy 32: Trees 1009′ from DER, 697′ left of centerline, 100′ AGL/3839′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb direct CIPGA, then via depicted route to cross NACIK at or above 7000.

TAKE-OFF RUNWAY 32: Climb direct FEKMU, then via depicted route to cross NACIK at or above 7000.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
141°	TDZE	3730
	Apt Elev	3730

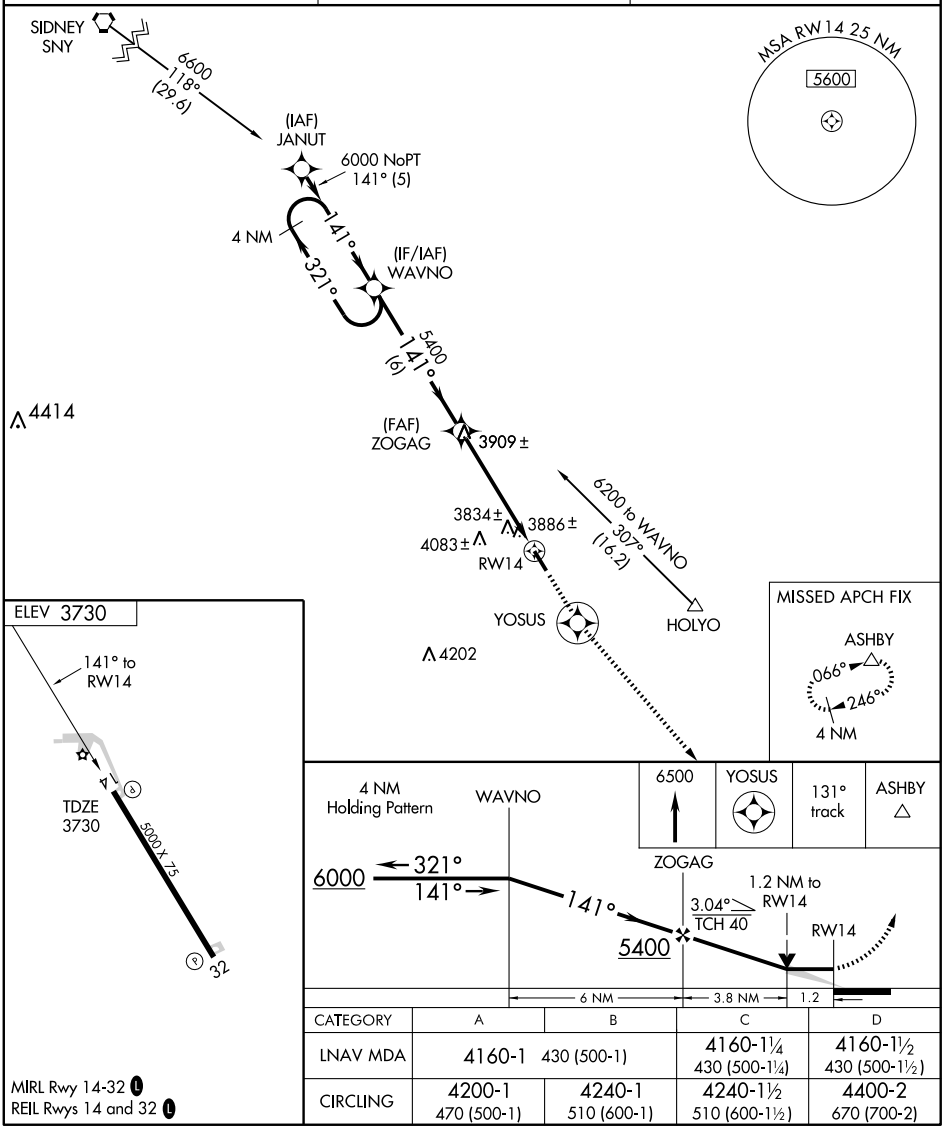
RNAV (GPS) RWY 14

HOLYOKE (HEQ)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Sidney Muni/ Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ½ mile and Circling Cat D visibility ¾ mile.
VDP NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4160-1 430 (500-1)		4160-1¼ 430 (500-1¼)	4160-1½ 430 (500-1½)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
321°	TDZE	3727
	Apt Elev	3730

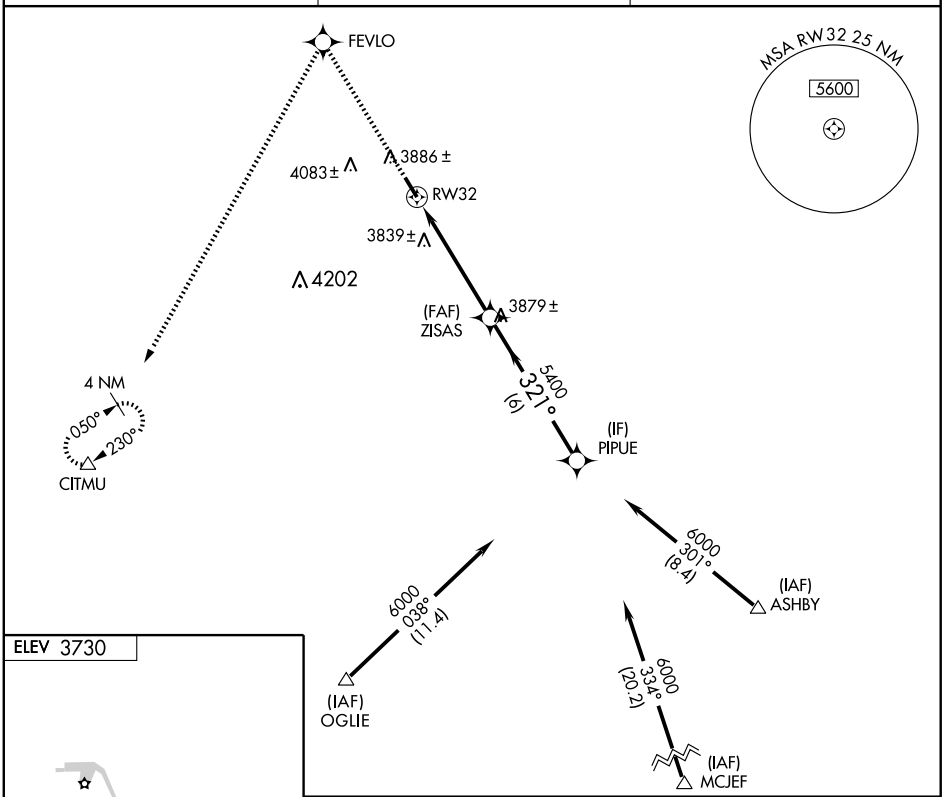
RNAV (GPS) RWY 32

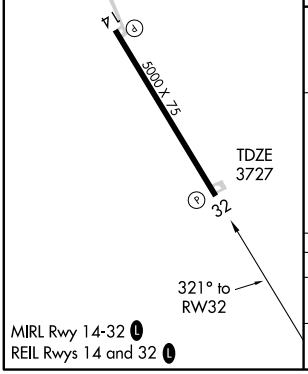
HOLYOKE (HEQ)

T NA DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Sidney Muni / Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat. C/D visibility ½ mile, Circling Cat. B/C visibility ¼ mile and Circling Cat. D visibility ¾ mile. VDP NA when using Sidney Muni / Lloyd W. Carr Field altimeter setting.

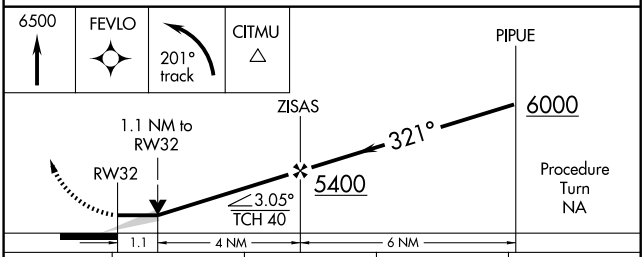
MISSED APPROACH: Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LNAV MDA	4100-1 373 (400-1)			4100-1¼ 373 (400-1¼)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5540
272°	TDZE	7400
	Apt Elev	7411

GPS RWY 27

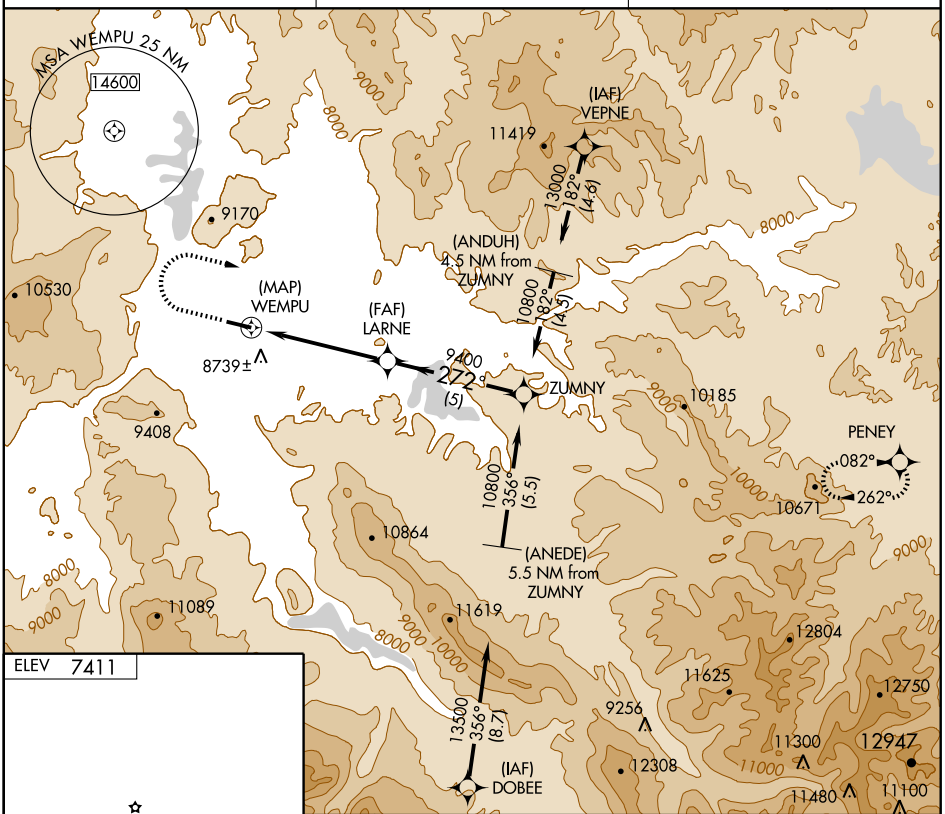
KREMMLING/MC ELROY AIRFIELD (2Ø∇)

NA — Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.

MISSED APPROACH: Climb to 9600 then climbing right turn to 15500 direct PENEY WP and hold.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L

SW-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-27	9180-1¼ 1780 (1800-1¼)	9180-1½ 1780 (1800-1½)	9180-3 1780 (1800-3)	NA
CIRCLING	9180-1¼ 1769 (1800-1¼)	9180-1½ 1769 (1800-1½)	9180-3 1769 (1800-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

VOR/DME RLG 113.8 Chan 85	APP CRS 034°	Rwy Idg N/A TDZE N/A Apt Elev 7411

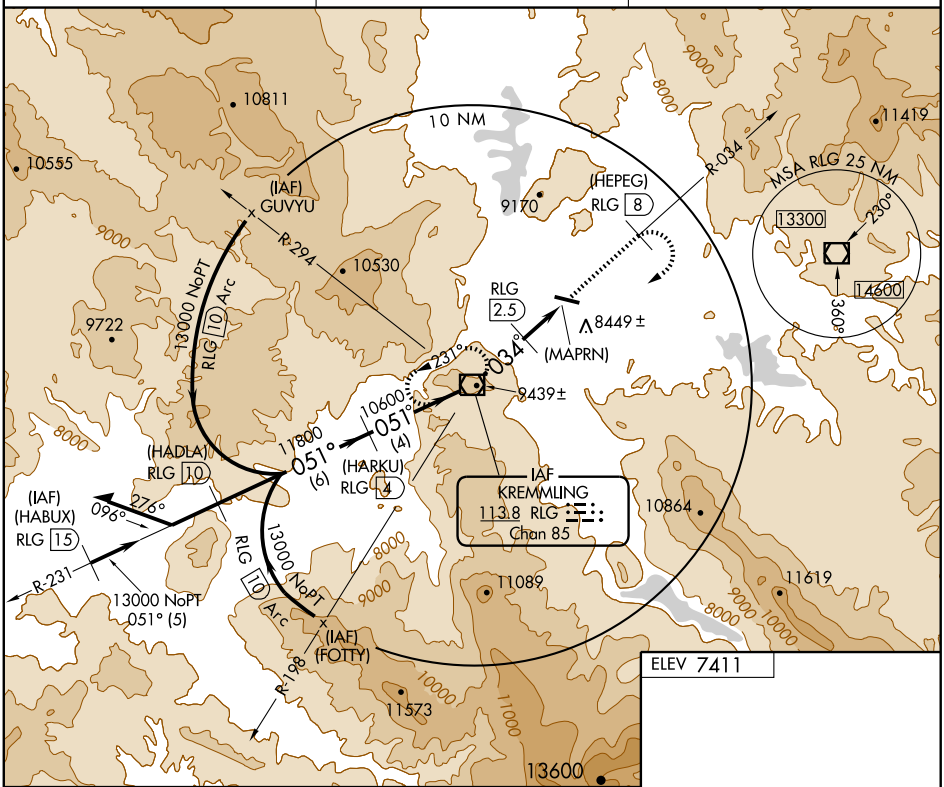
VOR/DME or GPS-A

KREMMLING/MC ELROY AIRFIELD (2ØV)

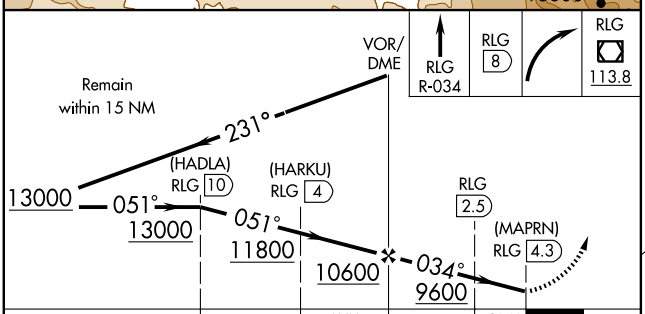
T NA — Obtain local altimeter setting on CTAF; when not received procedure not authorized.

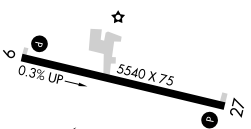
MISSED APPROACH: Climb to 8 DME via RLG R-034, then climbing right turn direct RLG VOR/DME. Continue climb to 13000 in holding pattern.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



ELEV 7411





034° 4.3 NM from FAF

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	9040-1¼ 1629 (1700-1¼)	9180-1½ 1769 (1800-1½)	9180-3 1769 (1800-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6849
CH 97613	081°	TDZE 4229
W08A		Apt Elev 4229

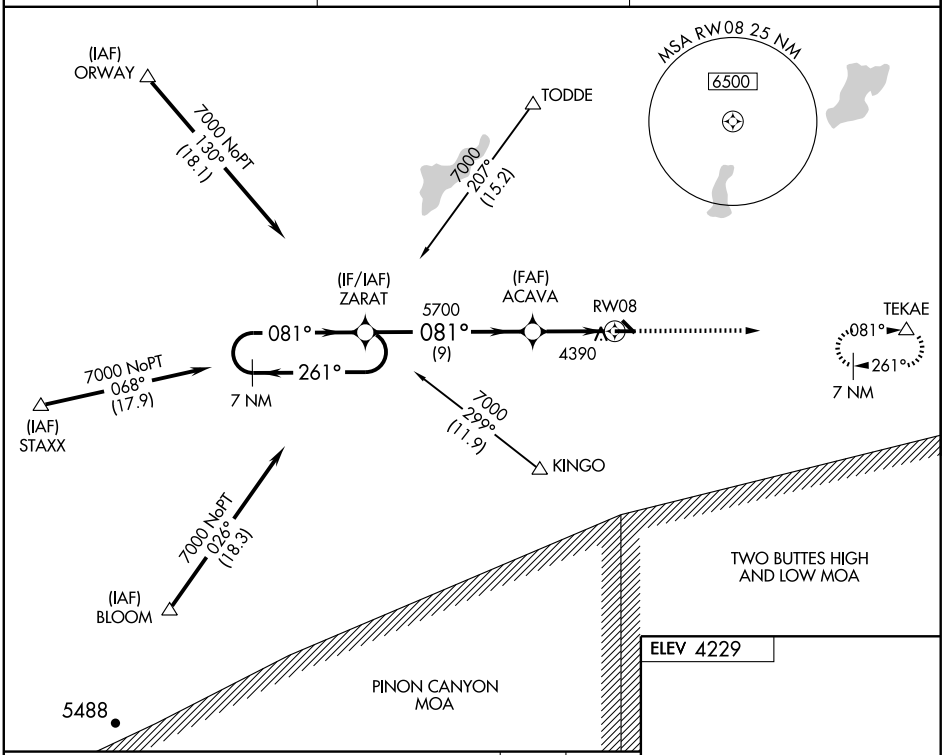
RNAV (GPS) RWY 8

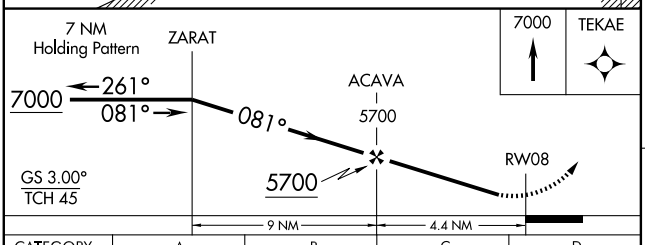
LA JUNTA MUNI (LHX)

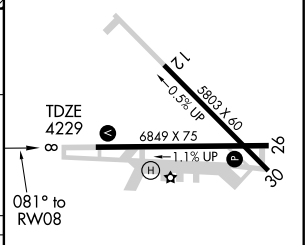
Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities ¾ mile.

MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4528-1		299 (300-1)	
LNAV/VNAV DA	4738-1¾		509 (600-1¾)	
LNAV MDA	4700-1 471 (500-1)		4700-1¼ 471 (500-1¼)	4700-1½ 471 (500-1½)
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4780-2 551 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6849
CH 93813	261°	TDZE 4188
W26A		Apt Elev 4229

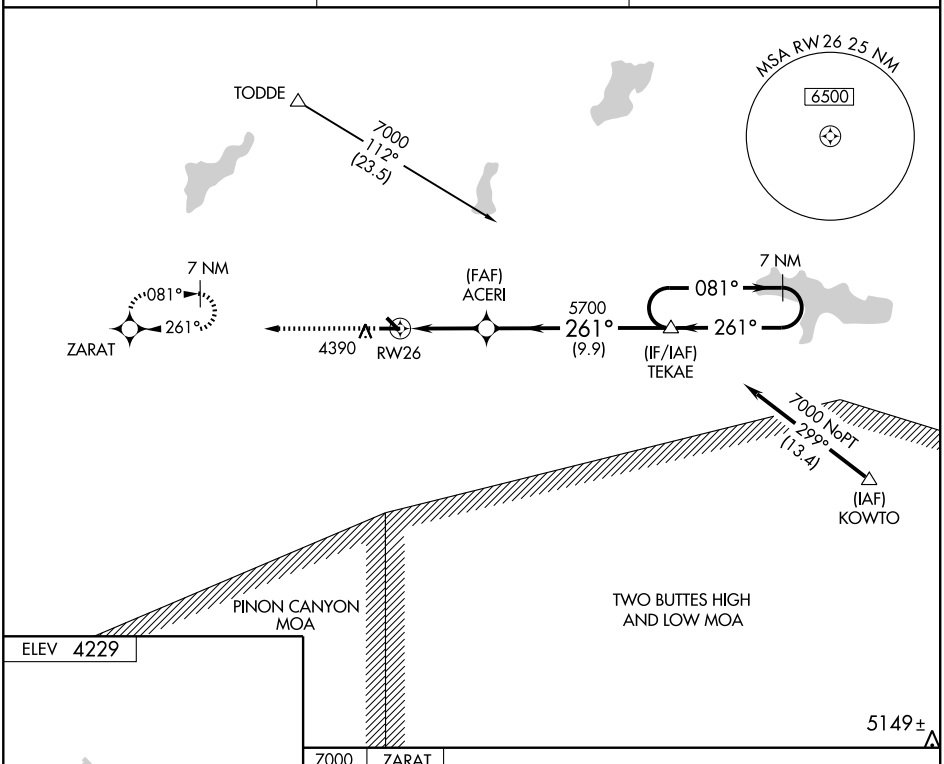
RNAV (GPS) RWY 26

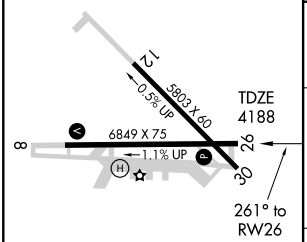
LA JUNTA MUNI (LHX)

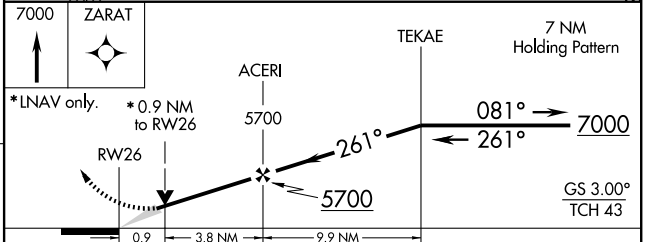
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4438-1		250 (300-1)	
LNAV/VNAV DA	4438-1		250 (300-1)	
LNAV MDA	4480-1		292 (300-1)	
CIRCLING	4740-1	511 (600-1)	4740-1½ 511 (600-1½)	4780-2 551 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

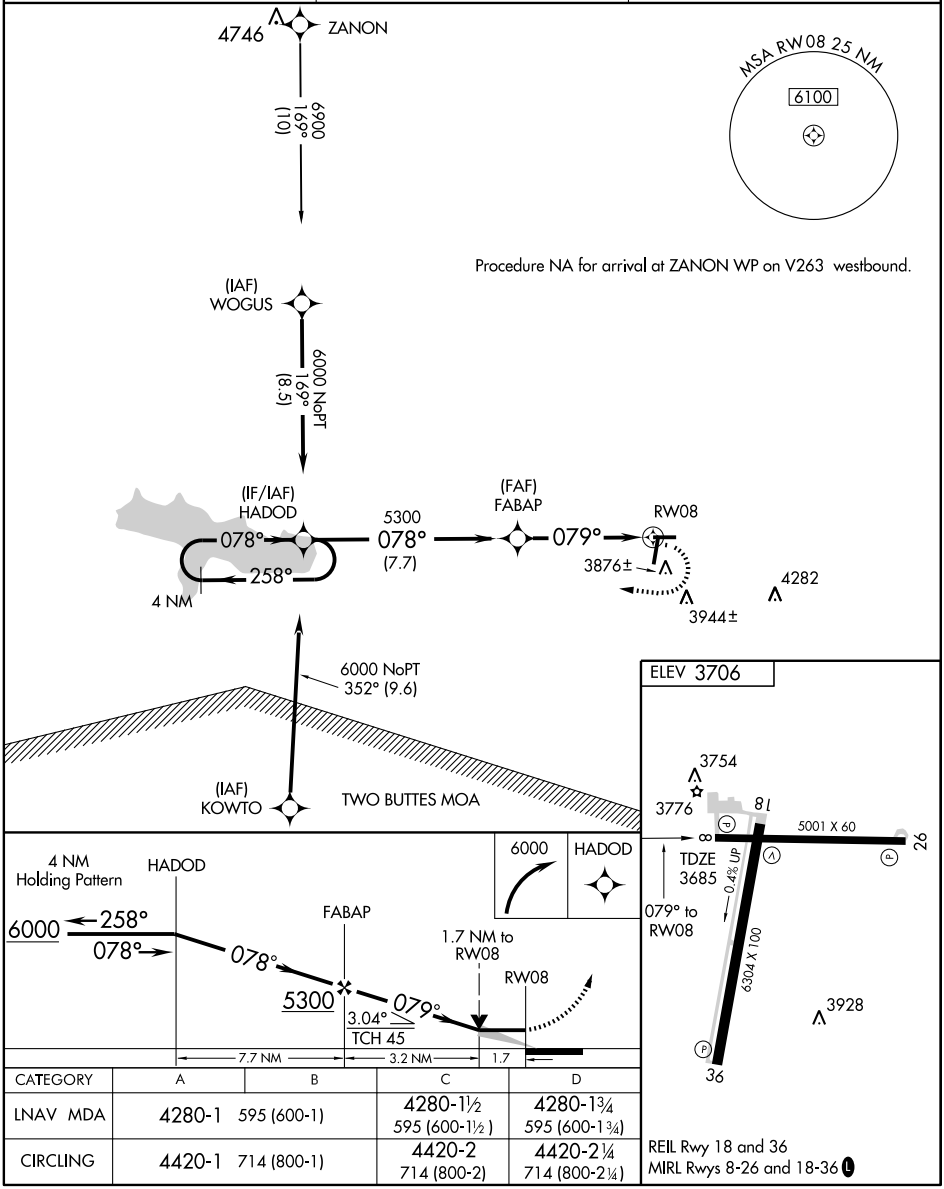
APP CRS	Rwy Idg	5001
079°	TDZE	3685
	Apt Elev	3706

RNAV (GPS) RWY 8
LAMAR MUNI (LAA)

Circling NA at night to Rwy 8, 26 and 36.
NA Straight-in NA at night to Rwy 8.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct HADOD WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4280-1	595 (600-1)	4280-1½ 595 (600-1½)	4280-1¾ 595 (600-1¾)
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6304
CH 86613	179°	TDZE	3695
W18A		Apt Elev	3706

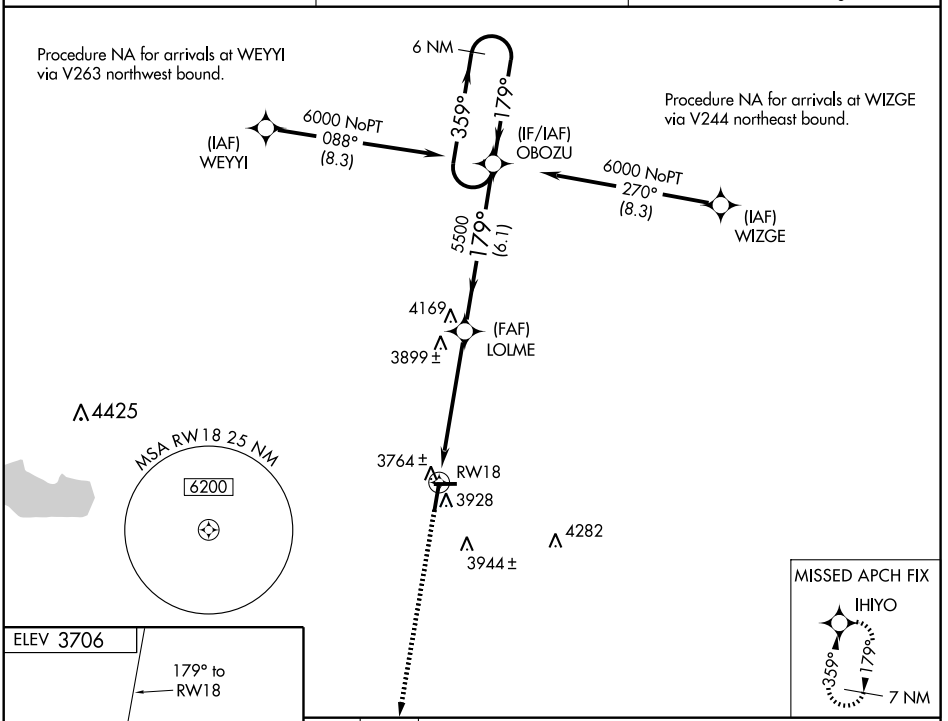
RNAV (GPS) RWY 18

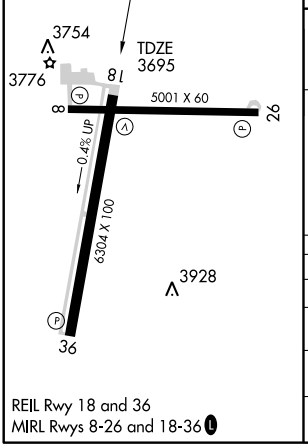
LAMAR MUNI (LAA)

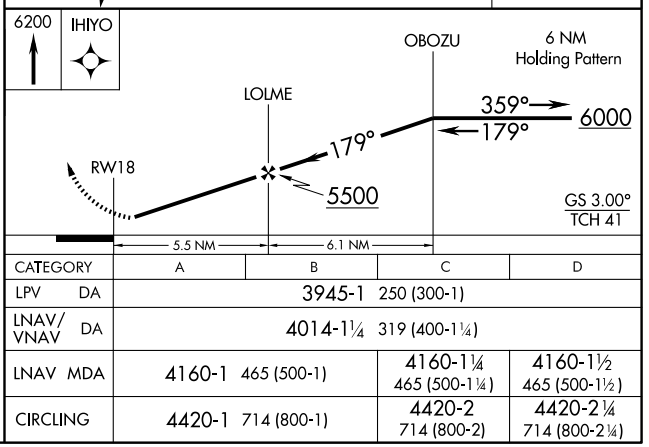
Circling to Rwy 8, 26 and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using La Junta altimeter setting . When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat A/B ¼ mile, Cat C/D ½ mile.

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3945-1 250 (300-1)			
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)			
LNAV MDA	4160-1 465 (500-1)		4160-1¼ 465 (500-1¼)	4160-1½ 465 (500-1½)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
259°	TDZE	3689
	Apt Elev	3706

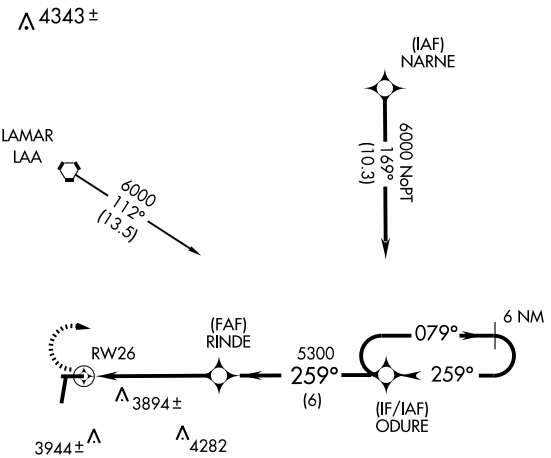
RNAV (GPS) RWY 26

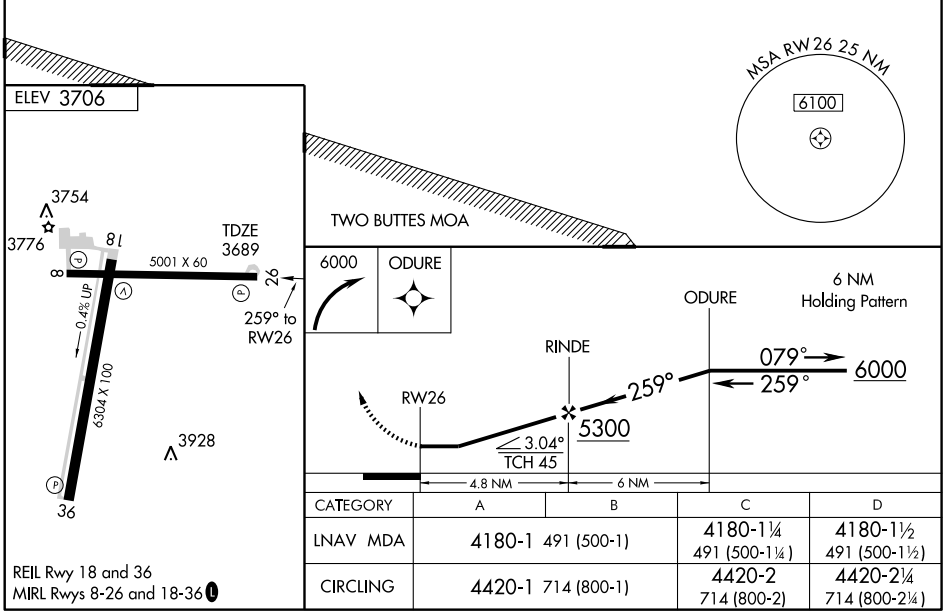
LAMAR MUNI (LAA)

Circling NA at night to Rwy 26, 8, and 36.
Straight in NA at night to Rwy 26.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct ODURE WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	4180-1 491 (500-1)		4180-1¼ 491 (500-1¼)	4180-1½ 491 (500-1½)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

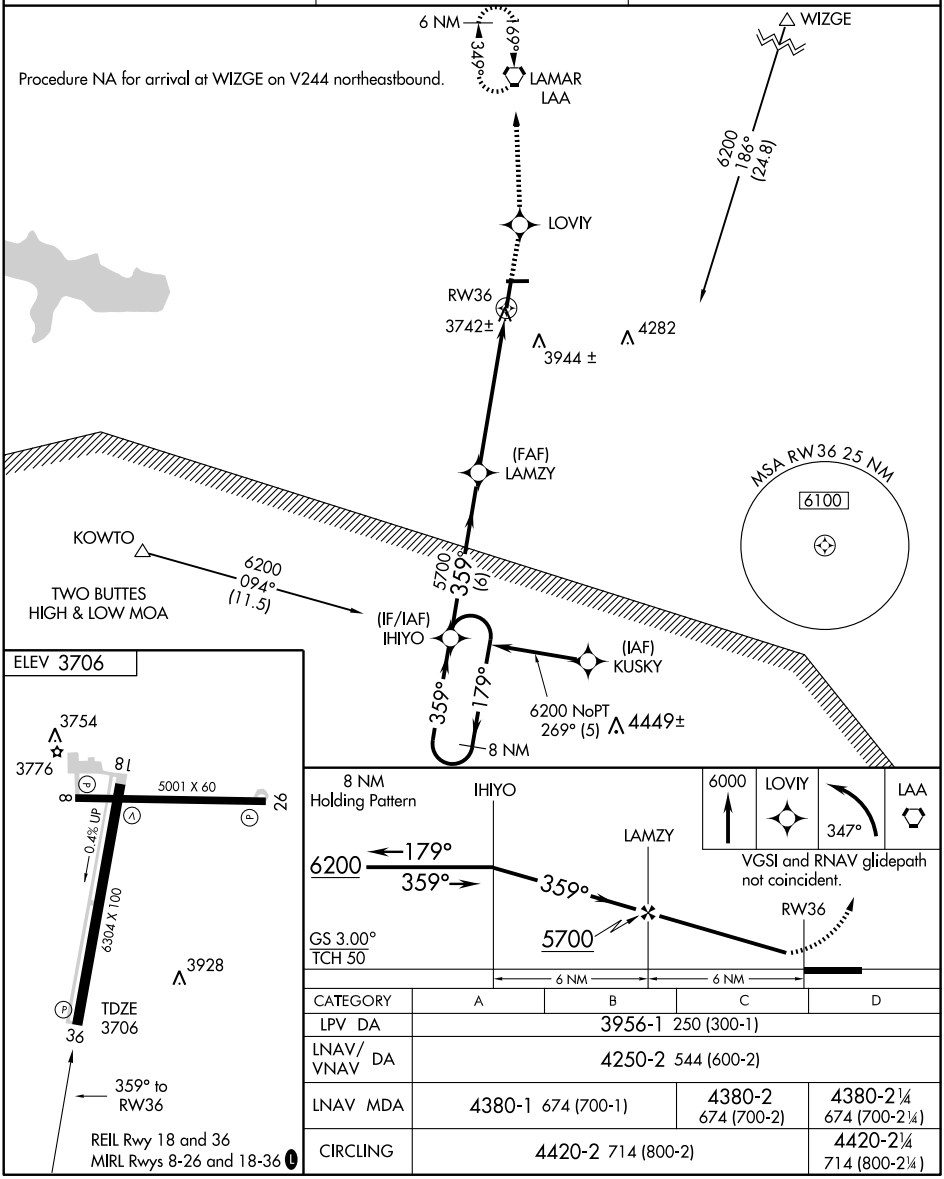
WAAS	APP CRS	Rwy Idg	6304
Chan 99400	359°	TDZE	3706
W36A		Apt Elev	3706

RNAV (GPS) RWY 36
LAMAR MUNI (LAA)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -22°C (-7°F).
Straight-in minimums NA at night.
Circling to Rwy 36, 8, and 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3956-1 250 (300-1)			
LNAV/ VNAV DA	4250-2 544 (600-2)			
LNAV MDA	4380-1 674 (700-1)		4380-2 674 (700-2)	4380-2¼ 674 (700-2¼)
CIRCLING	4420-2 714 (800-2)			4420-2¼ 714 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LAA	APP CRS	Rwy Idg	6304
116.9	350°	TDZE	3706
Chan 116		Apt Elev	3706

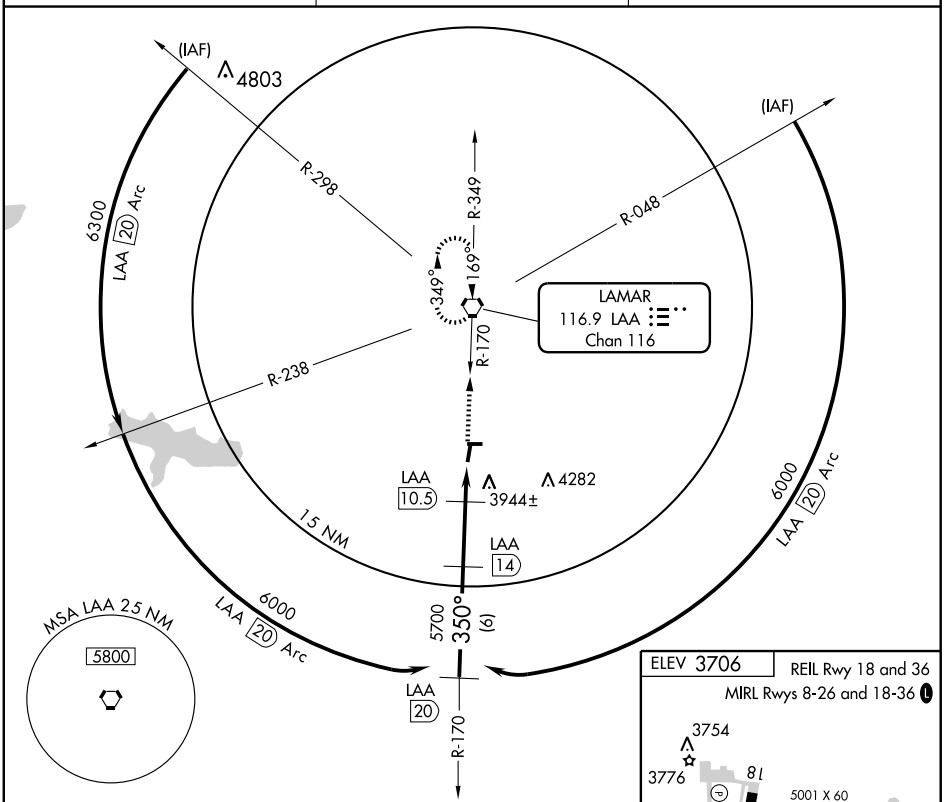
VOR/DME RWY 36

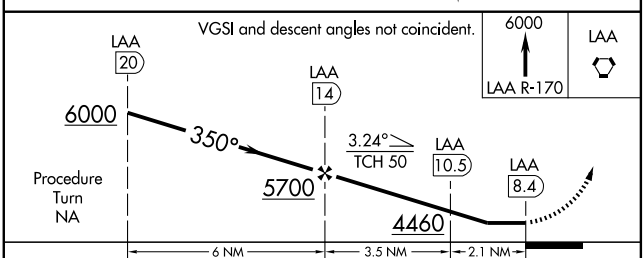
LAMAR MUNI (LAA)

Procedure NA at night.

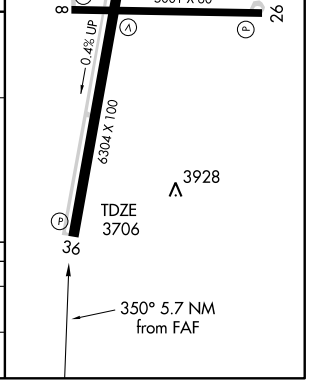
MISSED APPROACH: Climb to 6000 via LAA R-170 to LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	4200-1 496 (500-1)		4200-1¼ 496 (500-1¼)	4200-1½ 496 (500-1½)
CIRCLING	4420-1 714 (800-1)	4420-1 714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

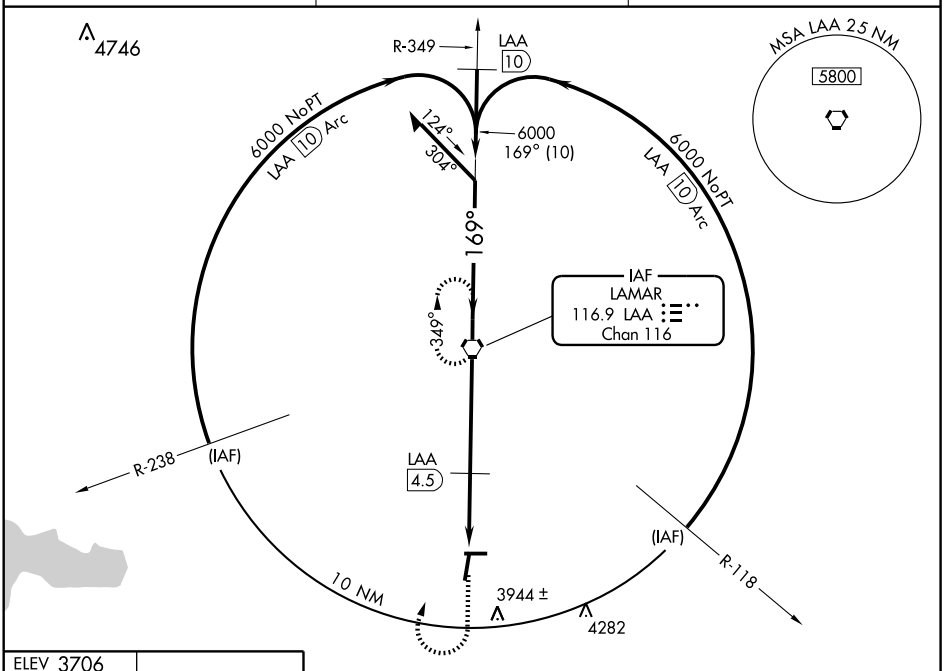
VORTAC LAA	APP CRS	Rwy Idg	6304
116.9	169°	TDZE	3695
Chan 116		Apt Elev	3706

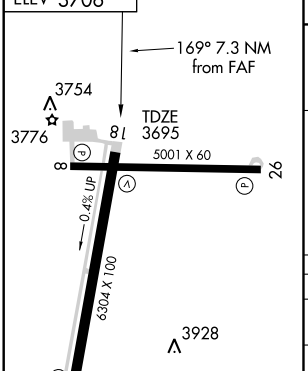
VOR RWY 18
LAMAR MUNI (LAA)

Procedure NA at night.

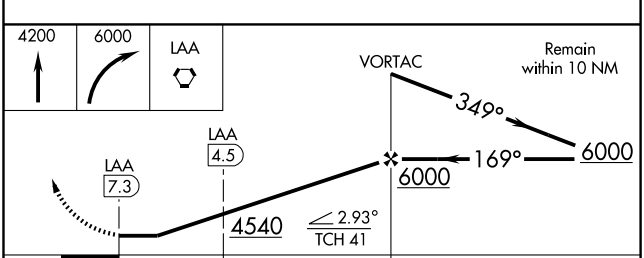
MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-18	4540-1 847 (900-1)	4540-1¼ 847 (900-1¼)	4540-2½ 847 (900-2½)	4540-2¾ 847 (900-2¾)
CIRCLING	4540-1 836 (900-1)	4540-1¼ 836 (900-1¼)	4540-2½ 836 (900-2½)	4540-2¾ 836(900-2¾)
DME MINIMA				
S-18	4260-1 565 (600-1)		4260-1½ 565 (600-1½)	4260-1¾ 565 (600-1¾)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 364' per NM to 13500.
Rwy 16: NA, ATC.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 71' from DER, 378' right of centerline, up to 100' AGL/10042' MSL.
Tree 37' from DER, 140' left of centerline, 100' AGL/10019 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 16000 direct OLOWI and via 343° track to DAVVY. Then via assigned route.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6400
161°	TDZE	9928
	Apt Elev	9928

GPS RWY 16

LEADVILLE/ LAKE COUNTY (LXV)

T
NA

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

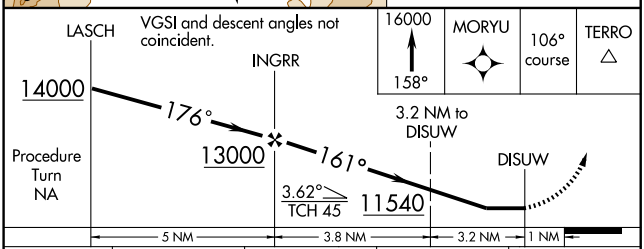
ASOS	DENVER CENTER	UNICOM
118.375	119.85 363.15	122.8 (CTAF) L

SW-1, 21 OCT 2010 to 18 NOV 2010

(IAF) DAVVY
156° (5.9)
14000
LASCH
176° (5)
13000
(FAF) INGRR
161°
3.2 NM to DISUW
(MAP) DISUW
158° (11.9)
MSA DISUW 25 NM
15500
11000
12000
13000
14000
11888
12933
12840
13092
13672
14007
13272
13206
13852
14266
13209
12867
13862
14286
13822
11219±
13781
10320
12467
12266
13898
14433

MISSED APCH FIX
MORYU
106° (21)
11 NM
283°
103°
TERRO

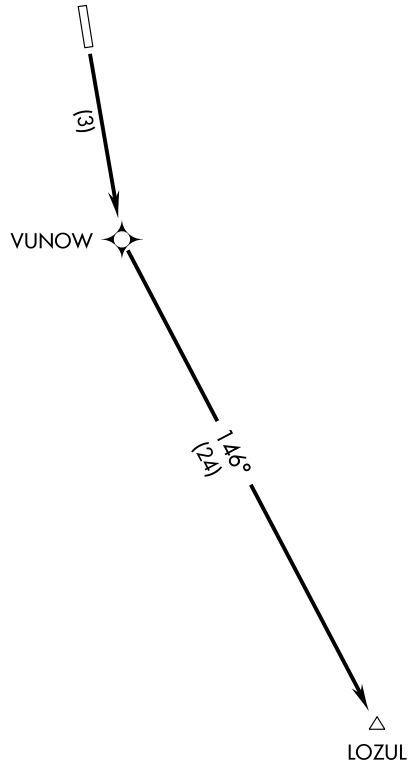
ELEV 9928
TDZE 9928
16
34
6400 X 75
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
S-16	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	
CIRCLING	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	

LOZUL TWO DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS
Rwy 16: Standard with minimum climb of 322′ per NM to 14300.
Rwy 34: NA, ATC.

TAKE-OFF OBSTACLE NOTE
Multiple trees beginning 47′ from DER, 453′ left of centerline, up to 100′ AGL/10079′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 16200′ direct VUNOW and via 146° track to LOZUL. Then via assigned route.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
346°	TDZE	N/A
	Apt Elev	5052

RNAV (GPS)-B

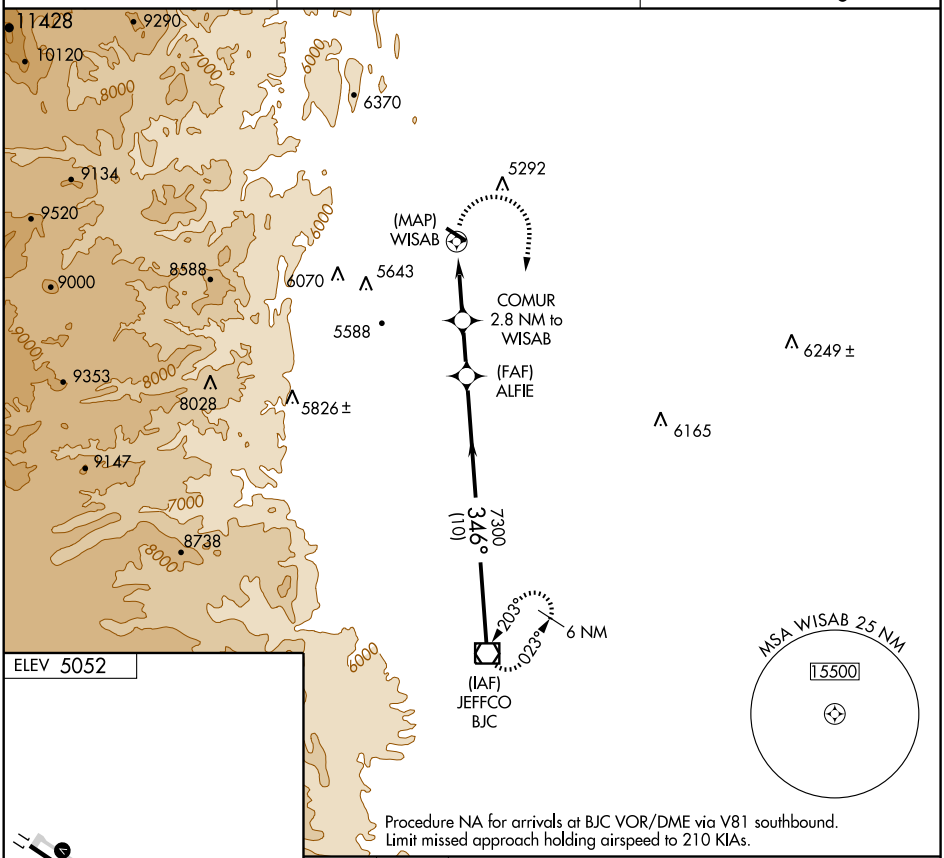
LONGMONT/ VANCE BRAND (LMO)

T
NA

Use Denver Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)

MIRL Rwy 11-29 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
293°	TDZE	5044
	Apt Elev	5055

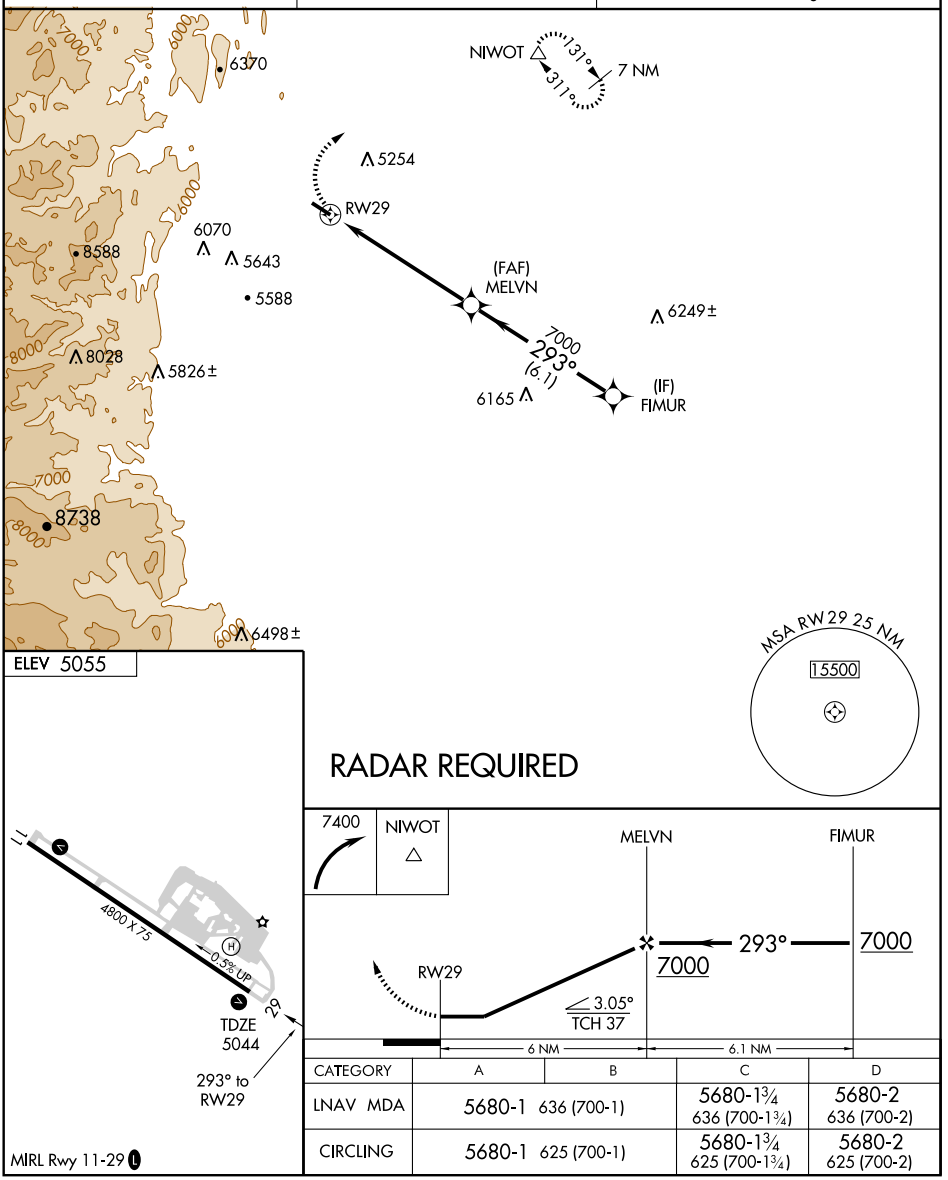
RNAV (GPS) RWY 29

LONGMONT/ VANCE BRAND (LMO)

When local altimeter setting not received, use Denver Intl altimeter setting: increase all MDA 120 feet and visibility Cat B ¼ mile and Cat C/D ½ mile. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7400 direct NIWOT and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5680-1 636 (700-1)		5680-1¾ 636 (700-1¾)	5680-2 636 (700-2)
CIRCLING	5680-1 625 (700-1)		5680-1¾ 625 (700-1¾)	5680-2 625 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BJC 115.4 Chan 101	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 5052

VOR/DME-A

LONGMONT/ VANCE BRAND (LMO)

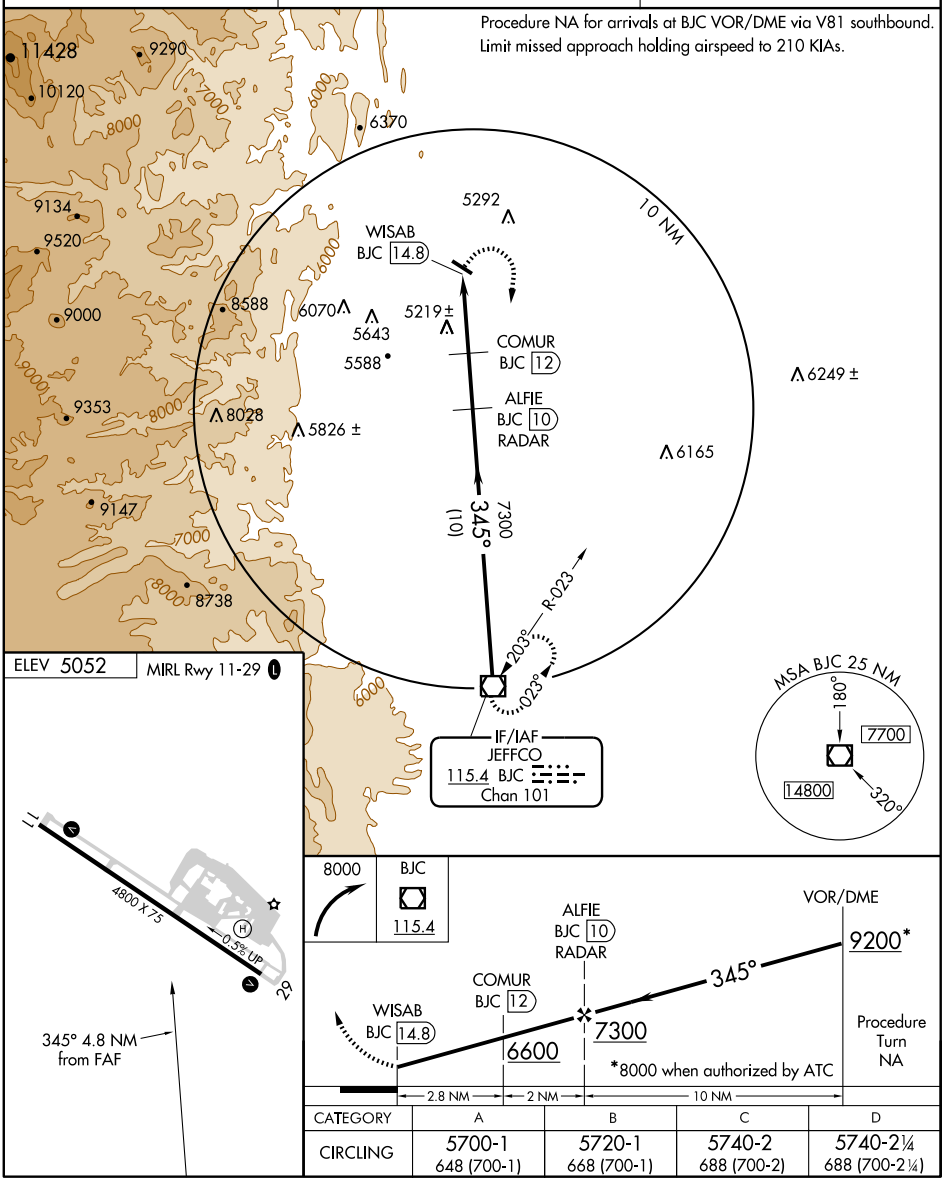
T
A NA

Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L

Procedure NA for arrivals at BJC VOR/DME via V81 southbound.
Limit missed approach holding airspeed to 210 KIAs.



CATEGORY	A	B	C	D
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

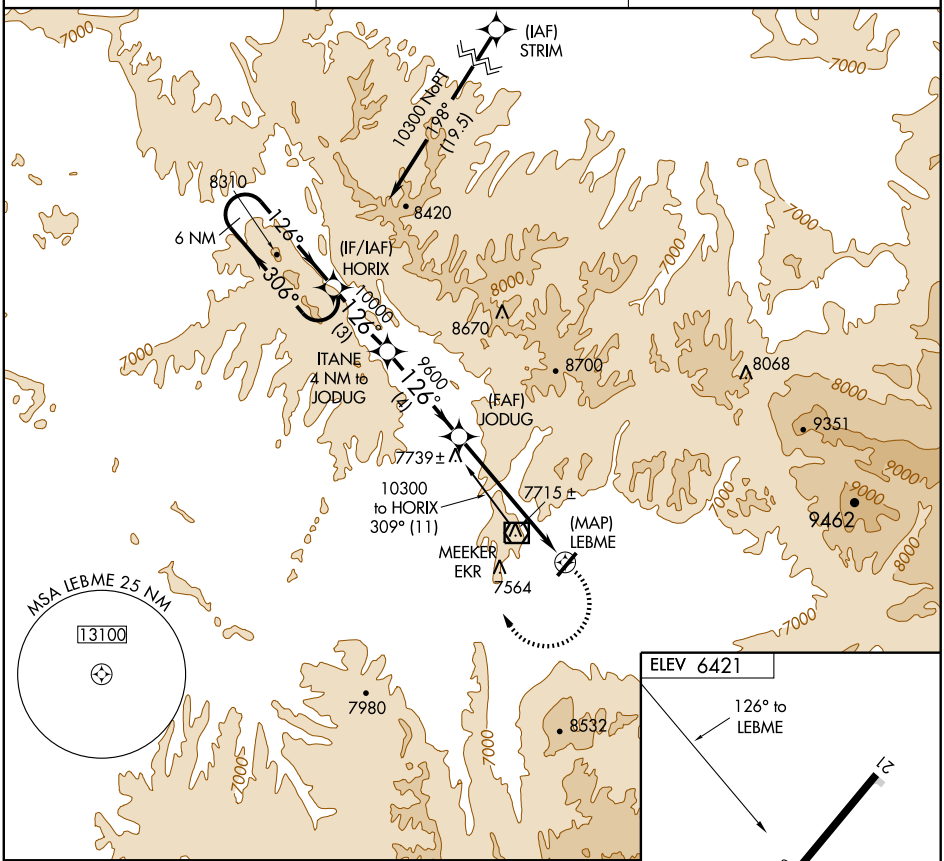
APP CRS	Rwy Idg	N/A
126°	TDZE	N/A
	Apt Elev	6421

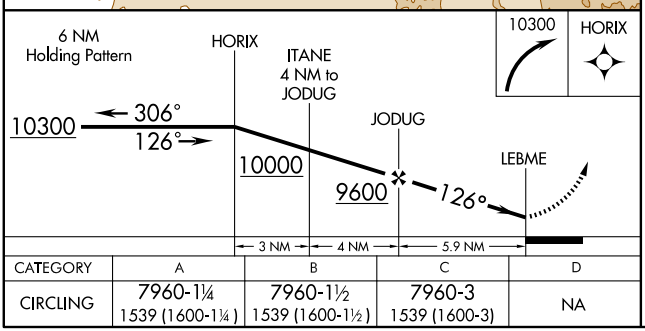
RNAV (GPS)-B
MEEKER (EEO)

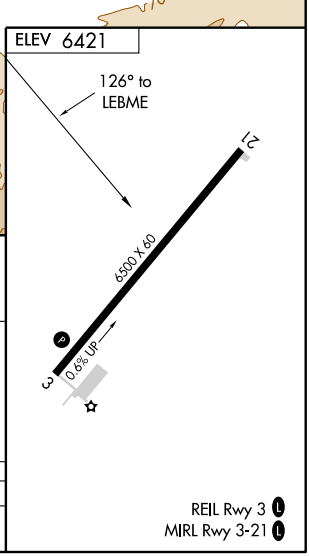
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA

REIL Rwy 3 L
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

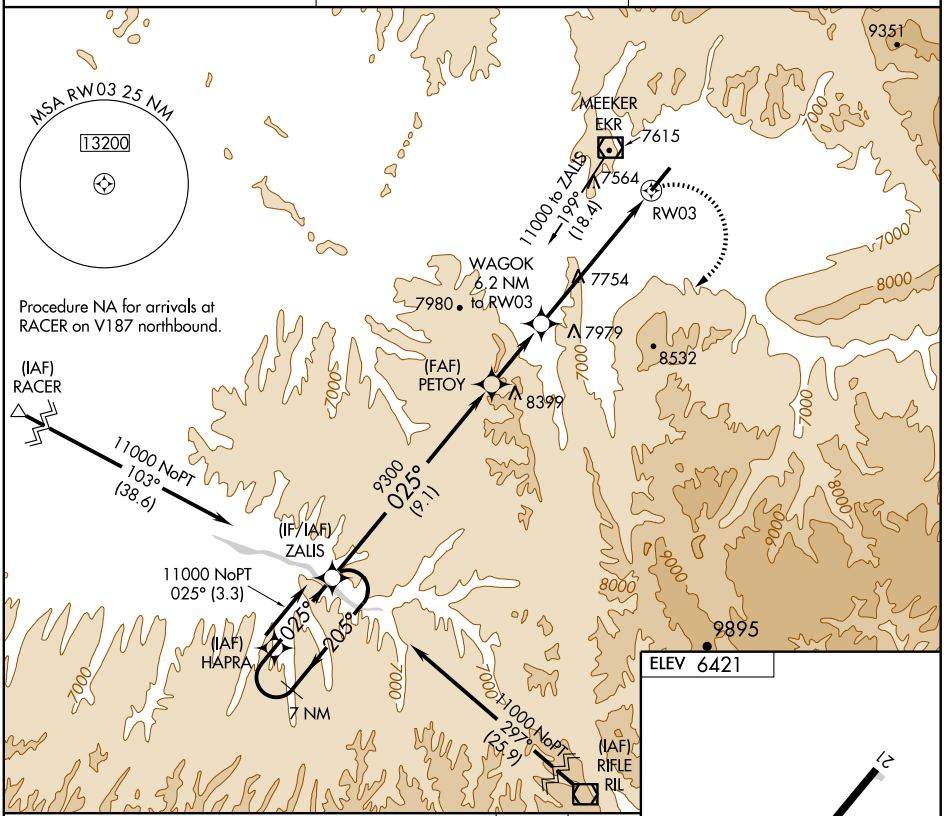
MEEKER (EEO)

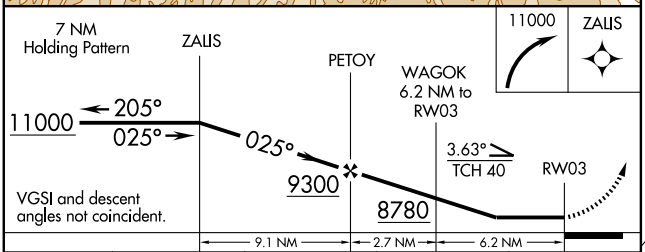
APP CRS	Rwy Idg	6500
025°	TDZE	6367
	Apt Elev	6421

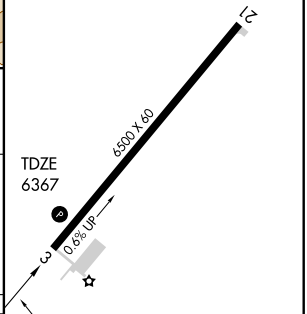
Circling NA west of Rwy 3-21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 11000 direct ZALIS and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	8020-1¼ 1653 (1700-1¼)	8020-1½ 1653 (1700-1½)	8020-3 1653 (1700-3)	NA
CIRCLING	8020-1¼ 1599 (1600-1¼)	8020-1½ 1599 (1600-1½)	8020-3 1599 (1600-3)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

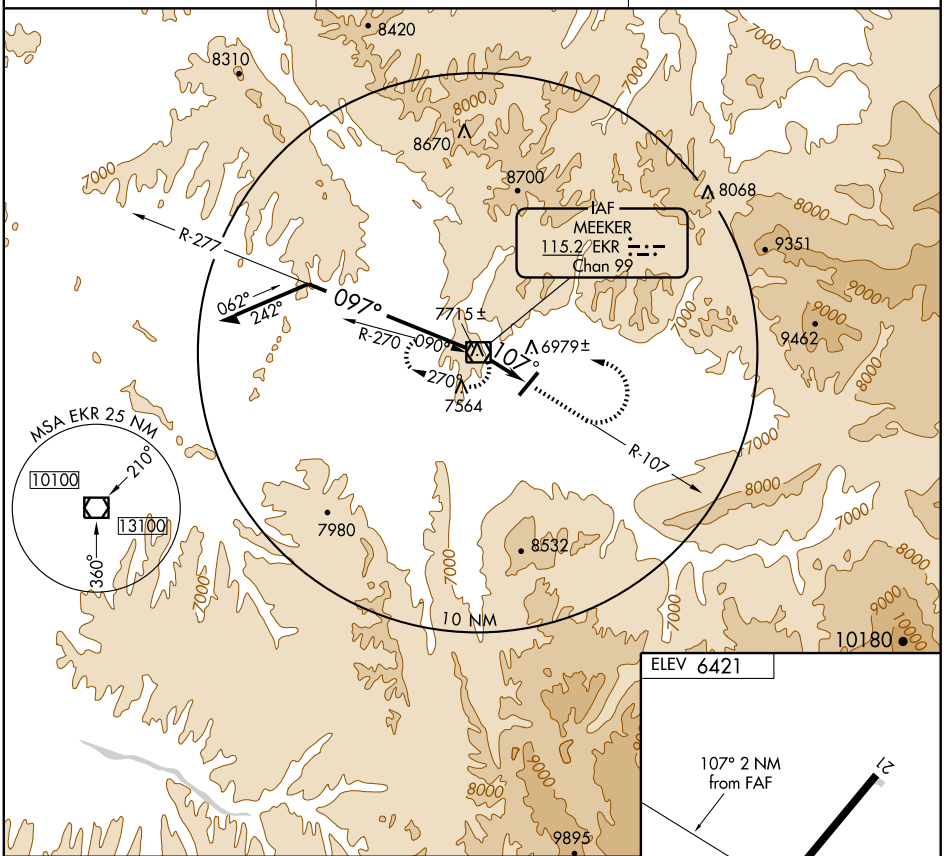
VOR/DME EKR	APP CRS	Rwy Idg	N/A
115.2	107°	TDZE	N/A
Chan 99		Apt Elev	6421

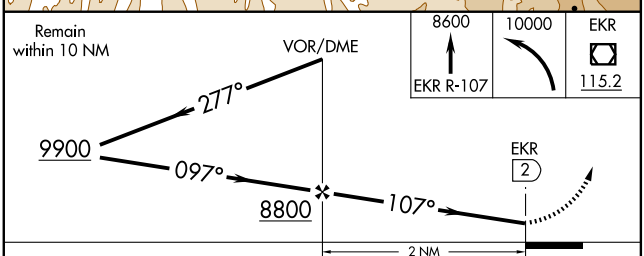
VOR-A
MEEKER (EEO)

T
NA
Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 1579 (1600-1¼)	8000-1½ 1579 (1600-1½)	8000-3 1579 (1600-3)	NA

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5900
197°	TDZE	7605
	Apt Elev	7608

GPS RWY 20

MONTE VISTA MUNI (MVI)

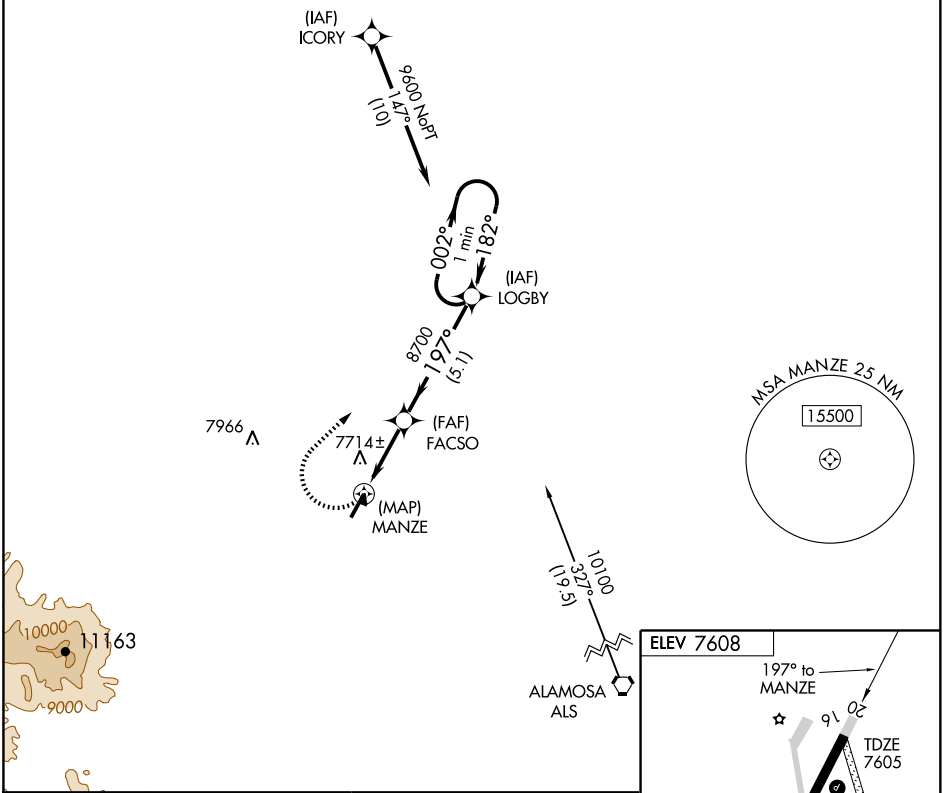
NA

Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 9600 direct LOGBY WP and hold.

DENVER CENTER
128.375 379.95

UNICOM
122.8 (CTAF) L



MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S-20	8000-1 395 (400-1)			8000-1¼ 395 (400-1¼)
CIRCLING	8060-1 452 (500-1)		8060-1½ 452 (500-1½)	8160-2 552 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

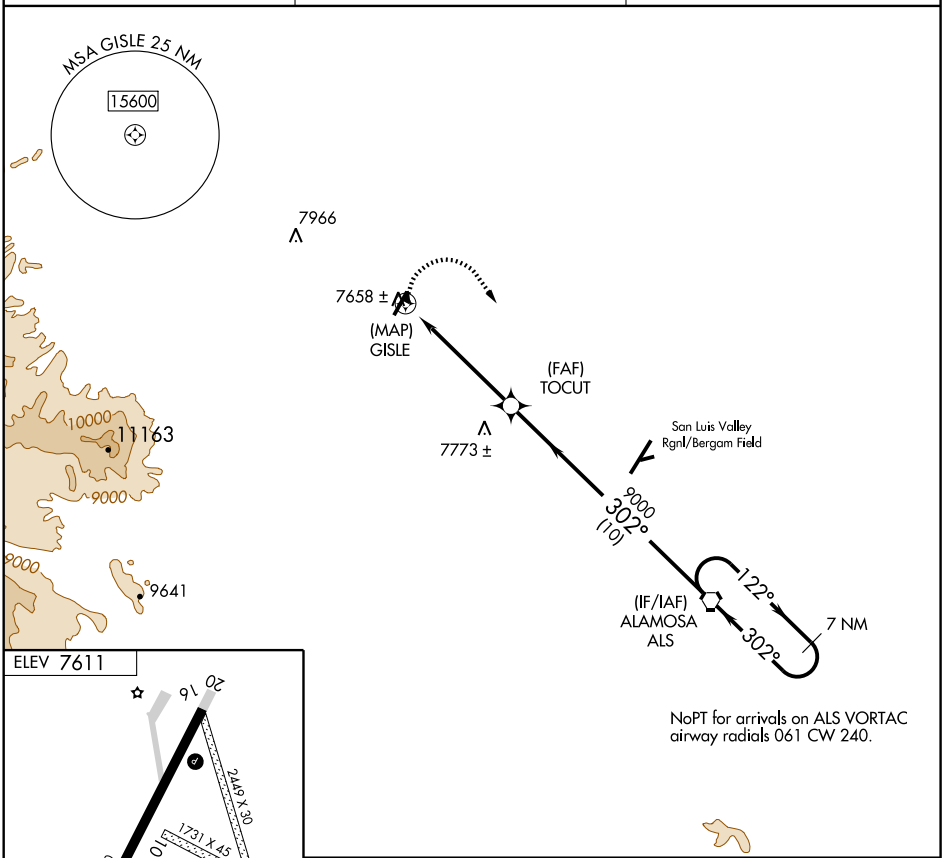
APP CRS	Rwy Idg	N/A
302°	TDZE	N/A
	Apt Elev	7611

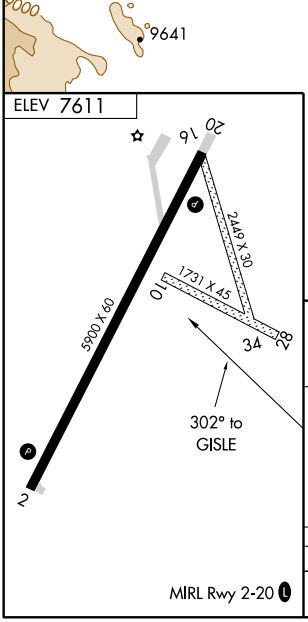
RNAV (GPS)-B
MONTE VISTA MUNI (MVI)

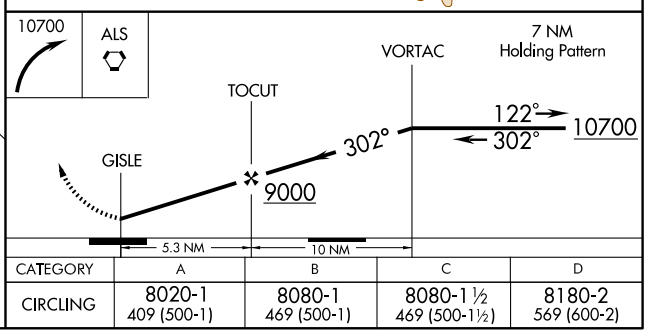
Use Alamosa altimeter setting.
Circling to RWY 10-28 and RWY 16-34 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALAMOSA ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1½)	8180-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ALS	APP CRS	Rwy Idg	N/A
113.9	301°	TDZE	N/A
Chan 86		Apt Elev	7611

VOR/DME-A

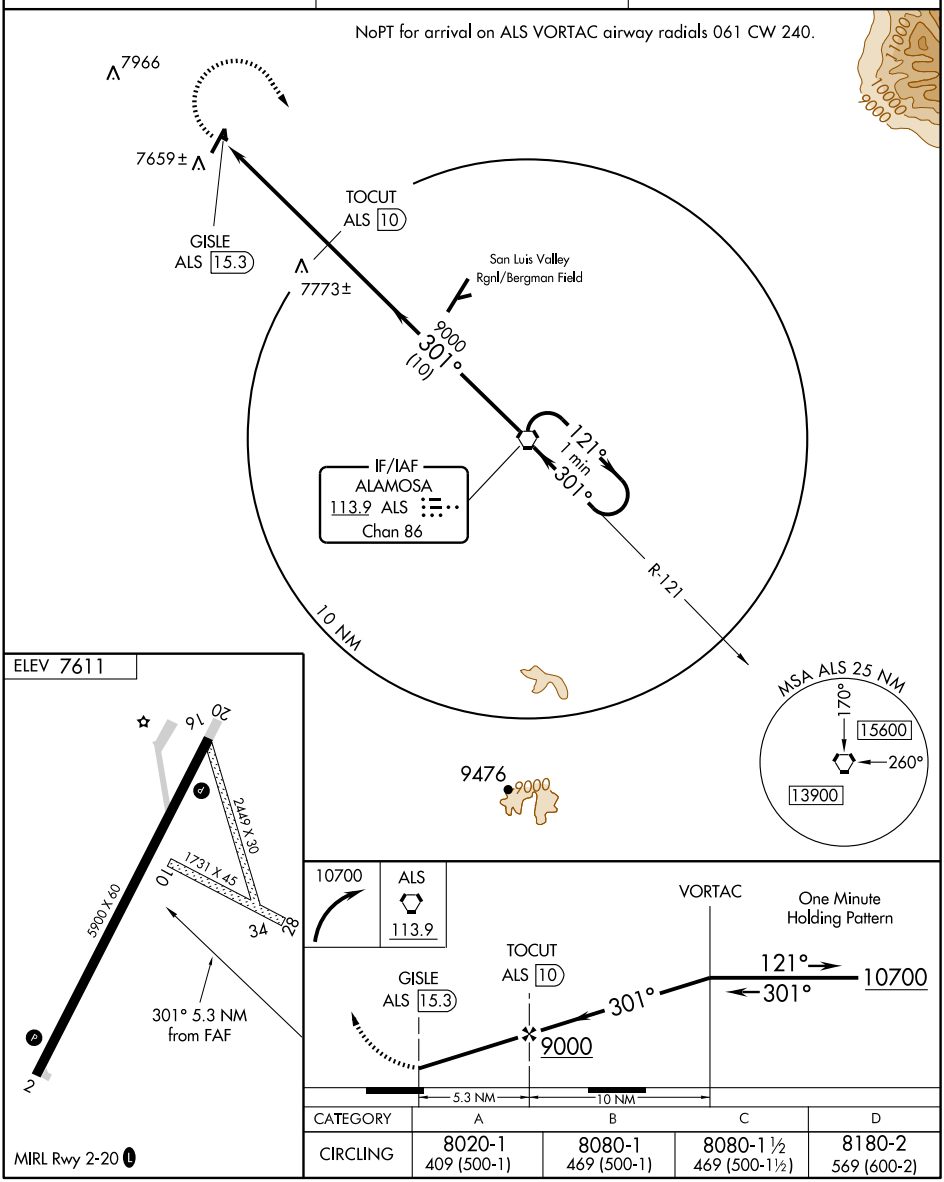
MONTE VISTA MUNI (MVI)

T
A NA Circling to Rwy 10-28 and Rwy 16-34 NA. Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALAMOSA ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L

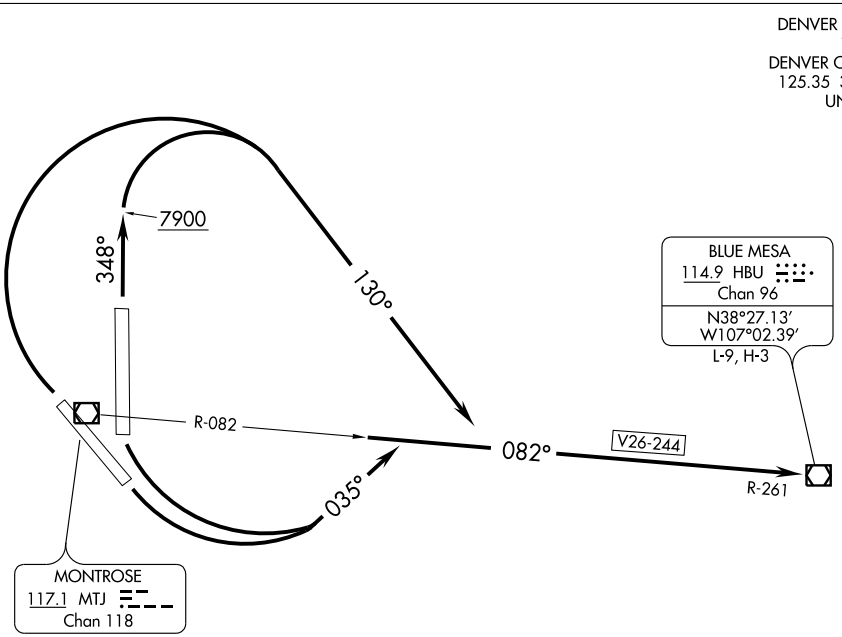
NoPT for arrival on ALS VORTAC airway radials 061 CW 240.



CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1½)	8180-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

BLUE MESA ONE DEPARTURE



TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

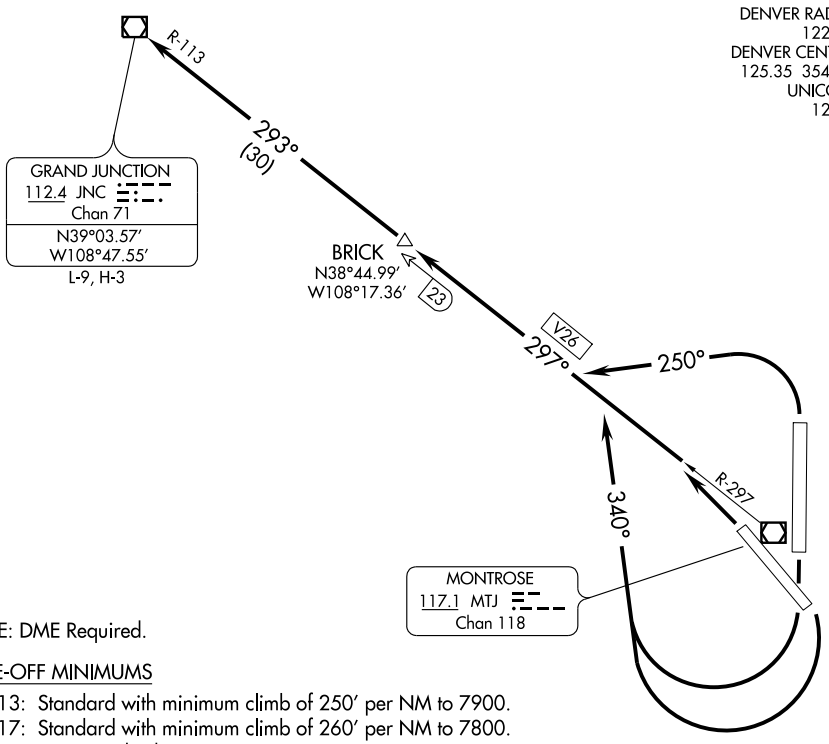
TAKE-OFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

SW-1, 21 OCT 2010 to 18 NOV 2010

BRICK ONE DEPARTURE



NOTE: DME Required.

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250' per NM to 7900.
Rwy 17: Standard with minimum climb of 260' per NM to 7800.
Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL. Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.
Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.
Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

TAKE-OFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

. . . . Via V26 to JNC VOR/DME.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MTJ	APP CRS	Rwy Idg	10000
111.3	168°	TDZE	5704
		Apt Elev	5759

ILS or LOC/DME RWY 17

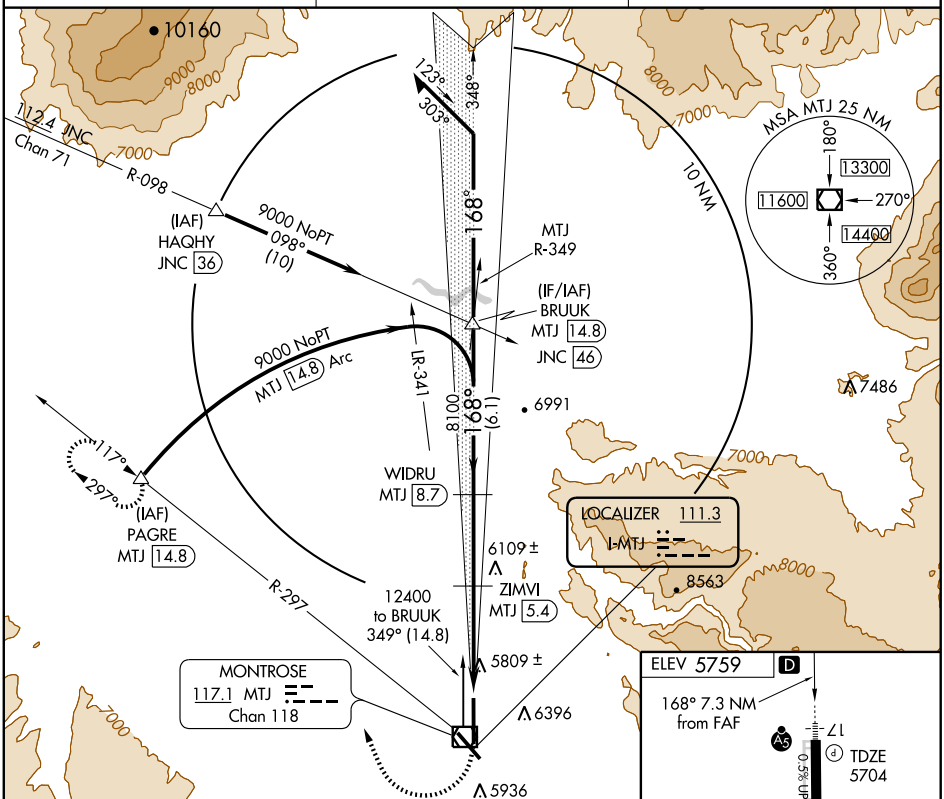
MONTROSE RGNL (MTJ)

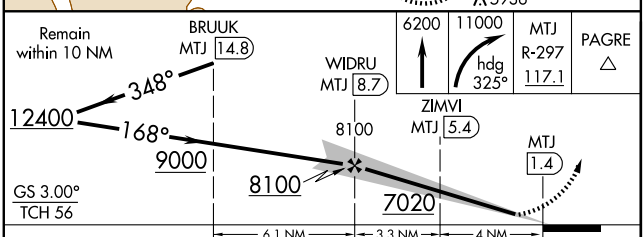
DME required.
DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required.

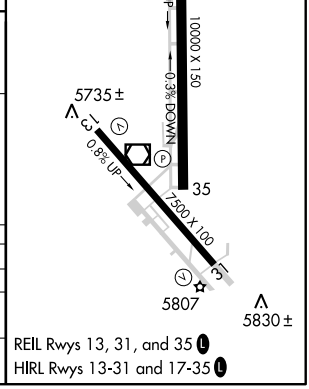
MALSR

MISSED APPROACH: Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L



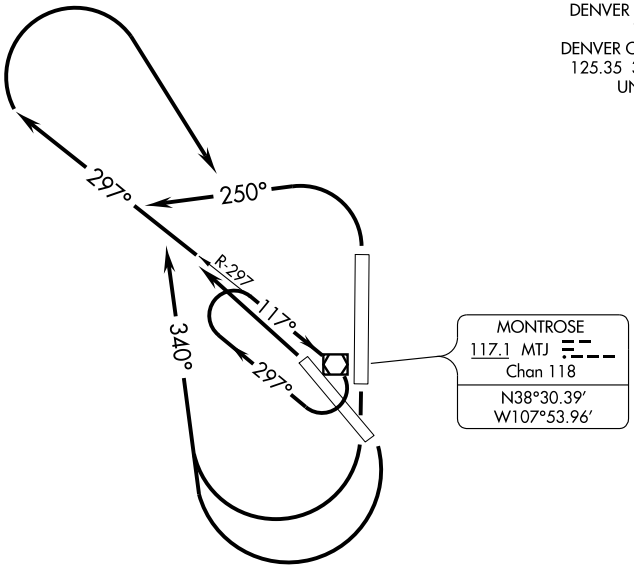




CATEGORY	A	B	C	D
S-ILS 17	5904-½ 200 (200-½)			
S-LOC 17	6060-½ 356 (400-½)			6060-¾ 356 (400-¾)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

MONTROSE ONE DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250' per NM to 8100, or 5000-3 for climb in visual conditions.
Rwy 17: Standard with minimum climb of 260' per NM to 8100, or 5000-3 for climb in visual conditions.
Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL. Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.
Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.
Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course.

TAKE-OFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7500
127°	TDZE	5719
	Apt Elev	5759

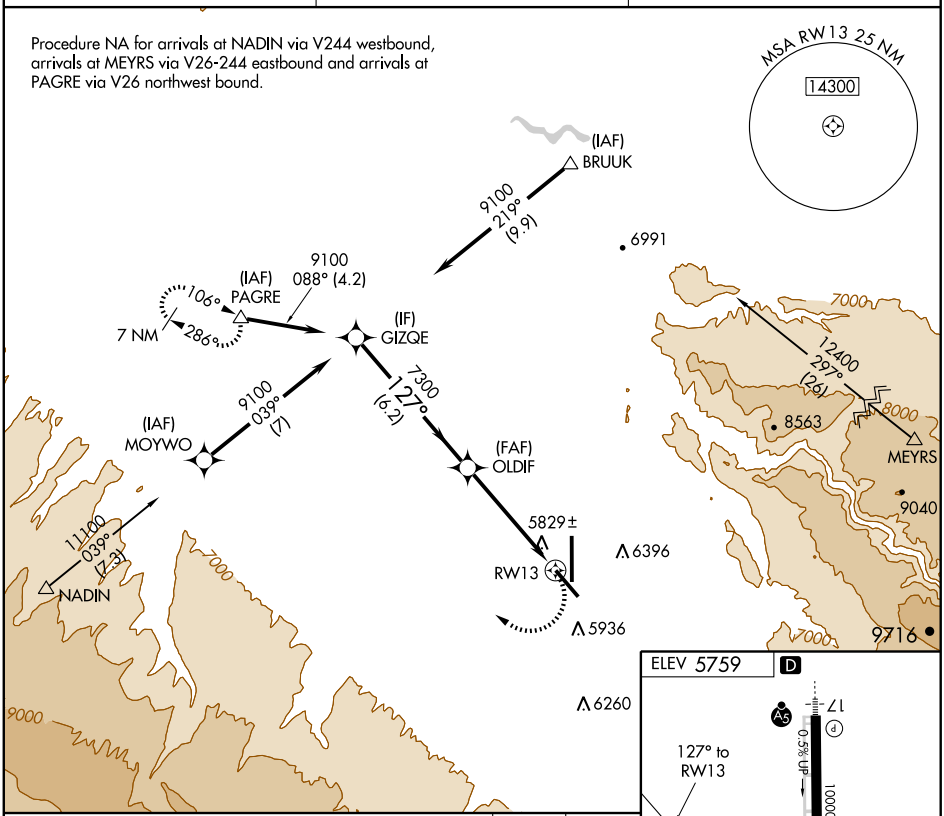
RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

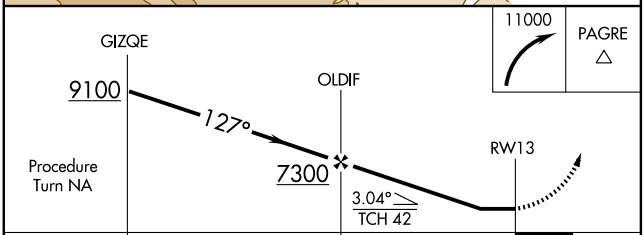
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

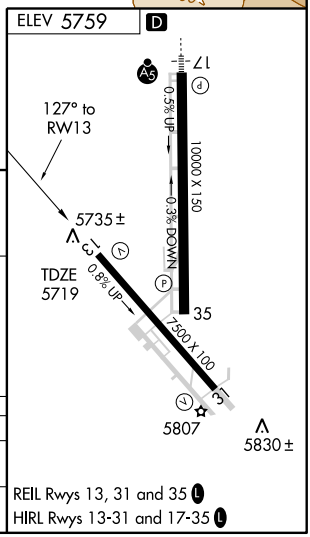
ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L

Procedure NA for arrivals at NADIN via V244 westbound, arrivals at MEYRS via V26-244 eastbound and arrivals at PAGRE via V26 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	6160-1 441 (500-1)		6160-1¼ 441 (500-1¼)	6160-1½ 441 (500-1½)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
340°	TDZE	5730
	Apt Elev	5759

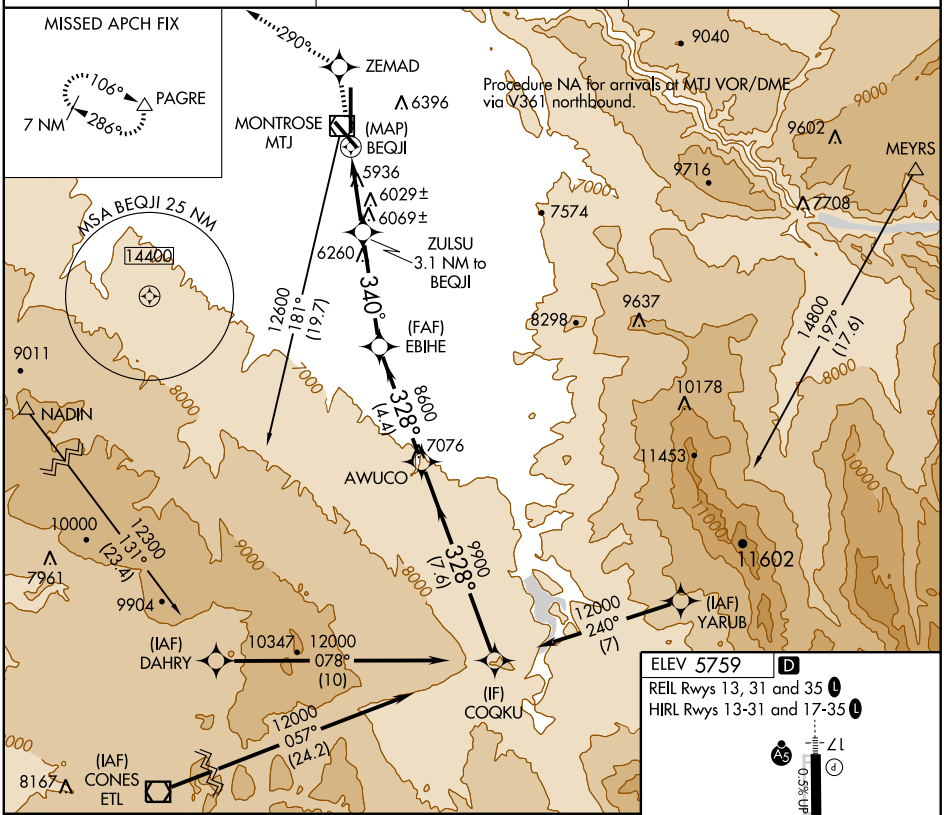
RNAV (GPS) RWY 35

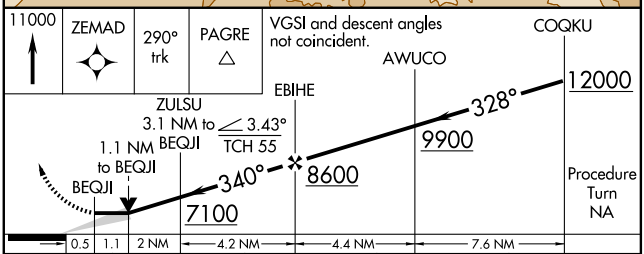
MONTROSE RGNL (MTJ)

DME/DME RNP-0.3 NA.

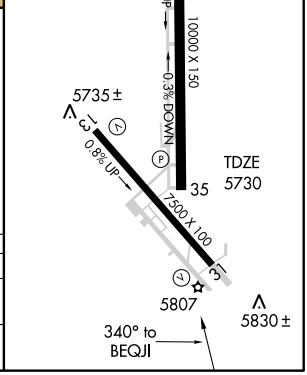
MISSED APPROACH: Climb to 11000 direct ZEMAD and via 290° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	6280-1 550 (600-1)		6280-1½ 550 (600-1½)	6280-1¾ 550 (600-1¾)
CIRCLING	6280-1 521 (600-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 17

MONTROSE RGNL (MTJ)

APP CRS	Rwy Idg	10000
168°	TDZE	5704
	Apt Elev	5759

DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L

Procedure NA for arrivals at GEJYU via V361 northeast bound and arrivals at HAQHY via V484 westbound.

MSA RW17 25 NM
13400

(IAF) HAQHY
9800 102° (10)

(IAF) GEJYU
9800 246° (10)

DIRDY
13000 211° (11.7)

(IF) BRUUK
8100 168° (9.1)

11400 340° (9)

106° 286° 7 NM

PAGRE

11400 to HAQHY 014° (21.6)

NADIN

(FAF) WIDRU

ZIMVI 4 NM to RW17

YECTU 2 NM to RW17

RW17

6669±

5869±

6396

5936

6991

7486

14800 319° (21.3)

MEYRS

8563

9040

9716

7574

7000

8000

9000

ELEV 5759 D

168° to RW17

TDZE 5704

0.5% UP

0.3% DOWN

10000 X 150

5735±

0.8% UP

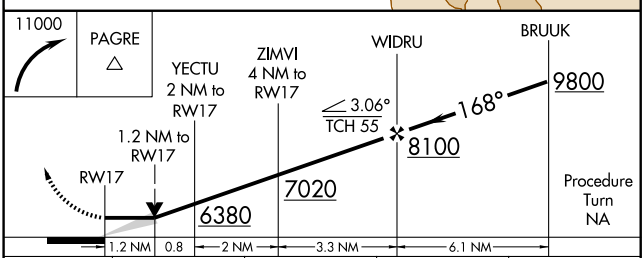
35

7500 X 100

5807

5830±

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	6120-½ 416 (400-½)		6120-¾ 416 (400-¾)	6120-1 416 (400-1)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MTJ	APP CRS	Rwy Idg	7500
117.1	117°	TDZE	5719
Chan 118		Apt Elev	5759

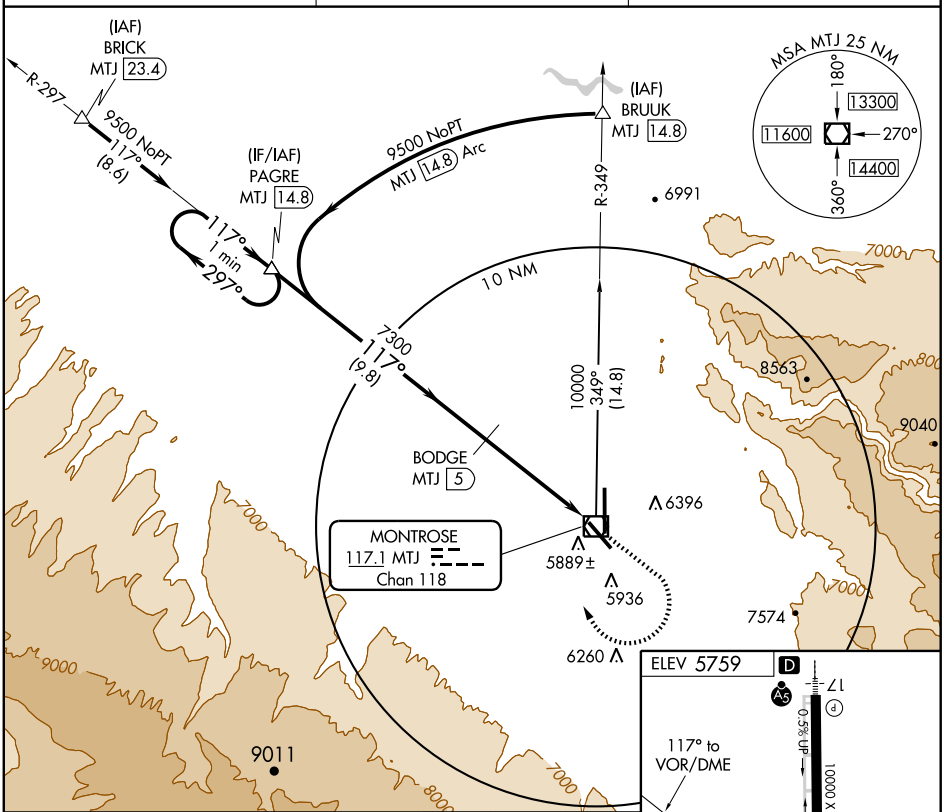
VOR/DME RWY 13

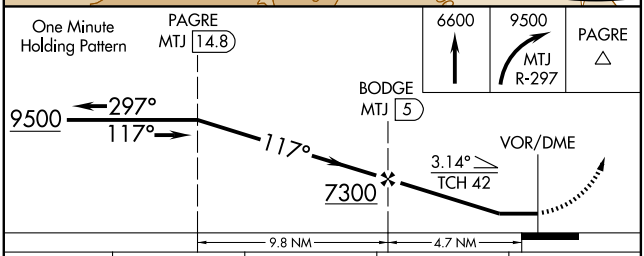
MONTROSE RGNL (MTJ)

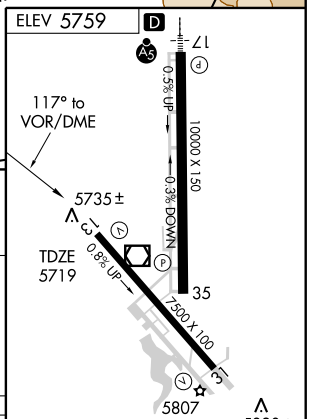
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 via MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L







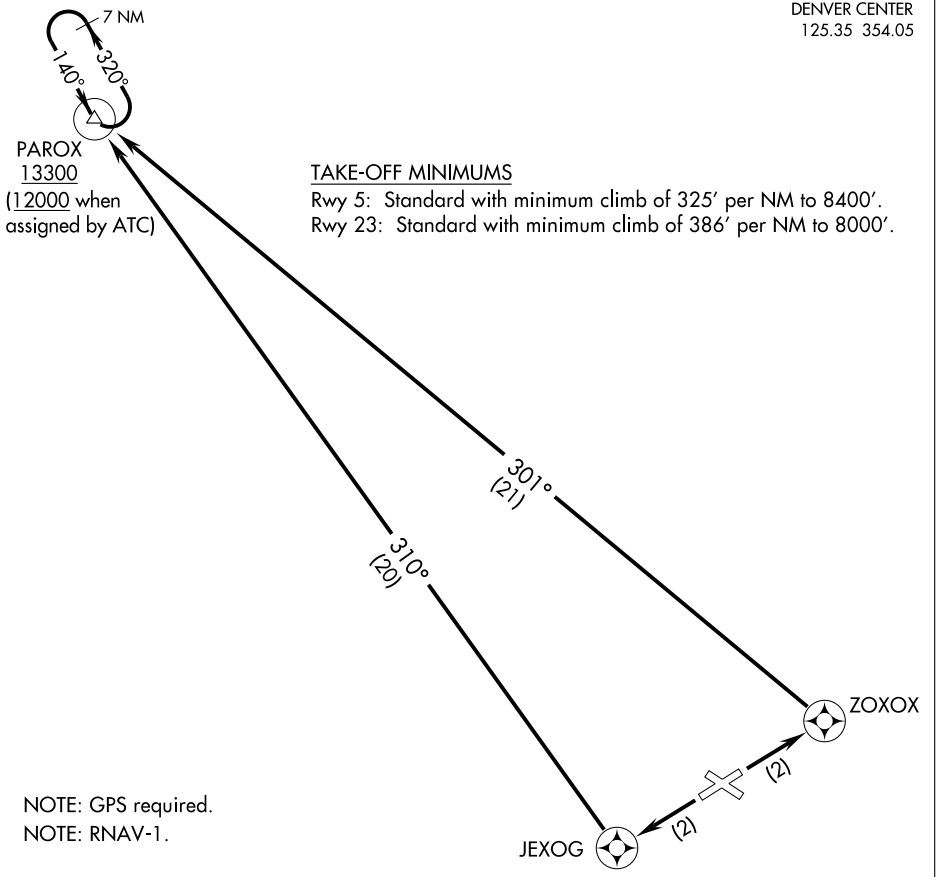
CATEGORY	A	B	C	D
S-13	6140-1 421 (400-1)		6140-1¼ 421 (400-1¼)	
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

REIL Rwys 13, 31 and 35 L

HIRL Rwys 13-31 and 17-35 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

NUCLA ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15' AGL/5962' MSL.
Tree 202' from DER, 309' right of centerline, 20' AGL/5979' MSL.

Rwy 23: Tree 13' from DER, 181' right of centerline, 20' AGL/5905' MSL.
Vehicle on road 209' from DER, left and right of centerline, 15' AGL/ 5922' MSL.
Tree 125' from DER, 91' left of centerline, 20' AGL/ 5902' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .

TAKE-OFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
126°	TDZE	N/A
	Apt Elev	5940

RNAV (GPS)-A

NUCLA/ HOPKINS FIELD (AIB)

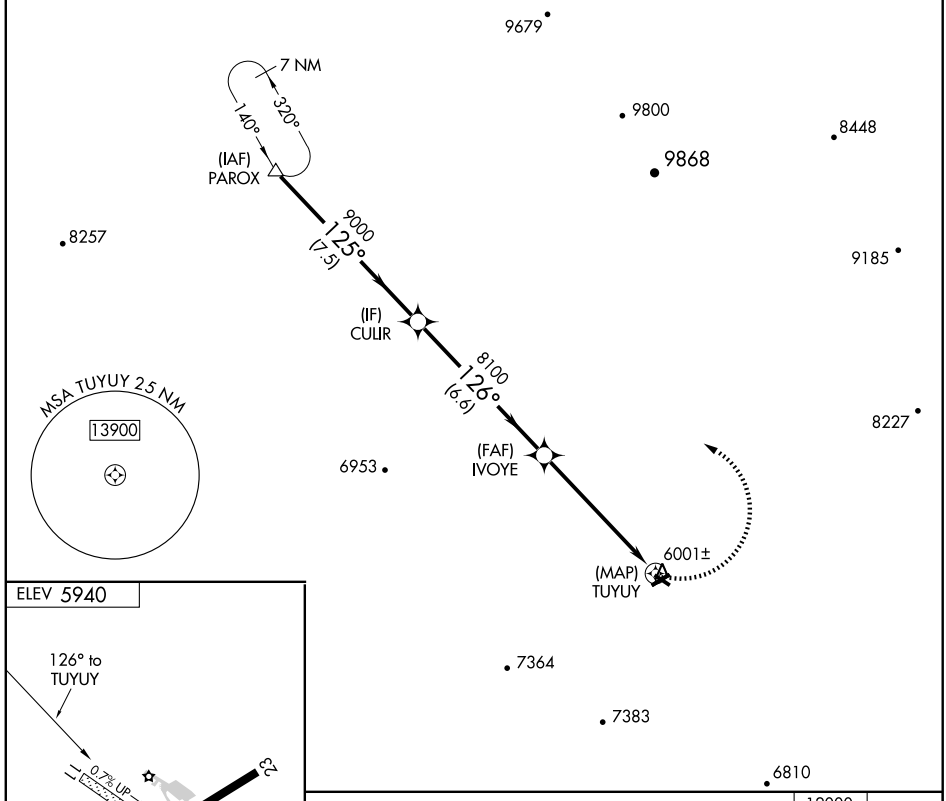
NA

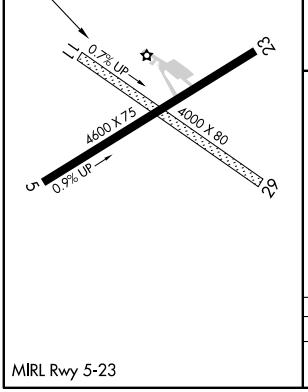
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling to Rwys 11/29 NA.

MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

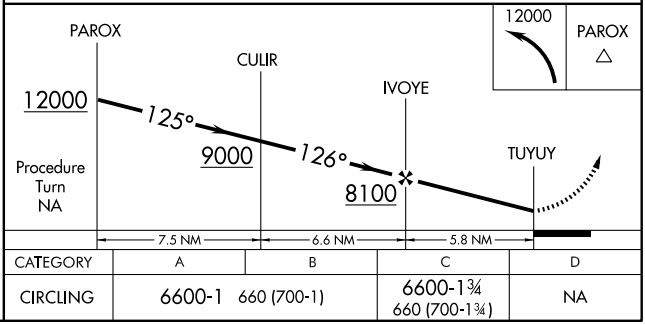
AWOS-3	DENVER CENTER	UNICOM
132.525	125.35 354.05	122.8 (CTAF)

NoPT for arrival at PAROX on V391 southbound.
All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.





MIRL Rwy 5-23



CATEGORY	A	B	C	D
CIRCLING	6600-1 660 (700-1)		6600-1¾ 660 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
349°	TDZE	N/A
	Apt Elev	7664

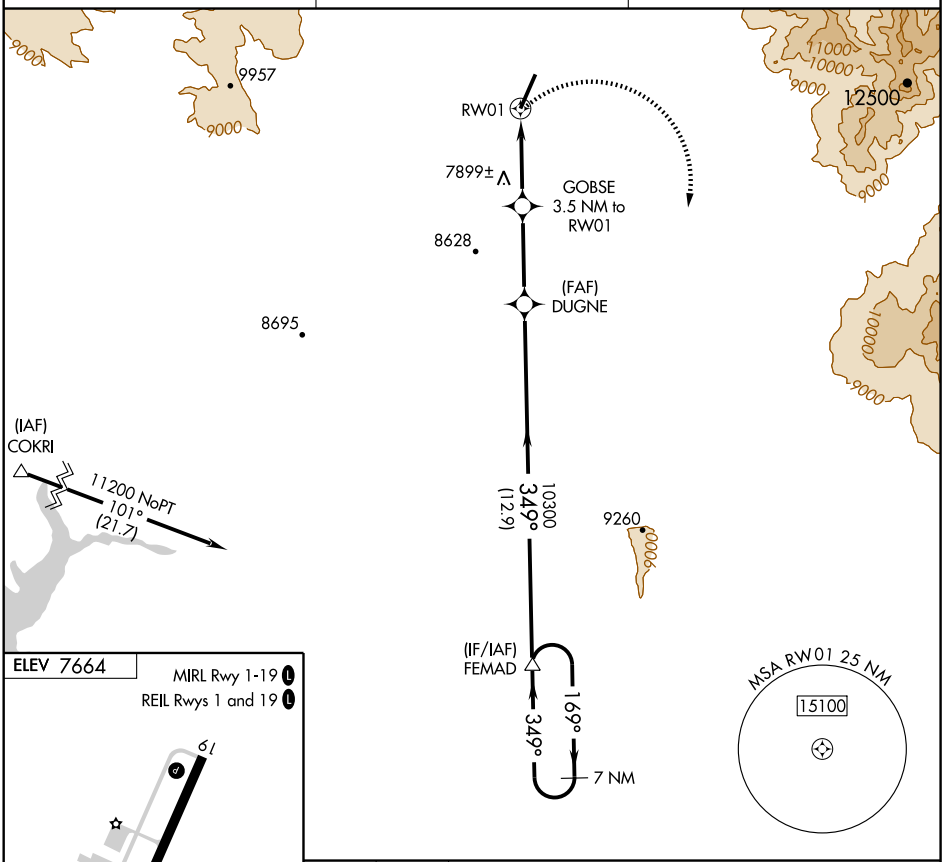
RNAV (GPS)-A

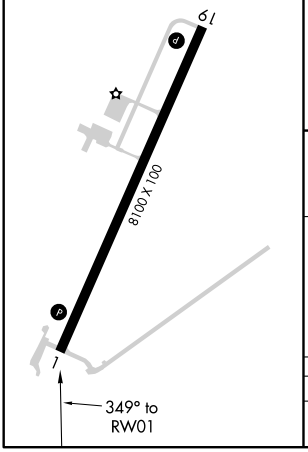
PAGOSA SPRINGS / STEVENS FIELD (PSO)

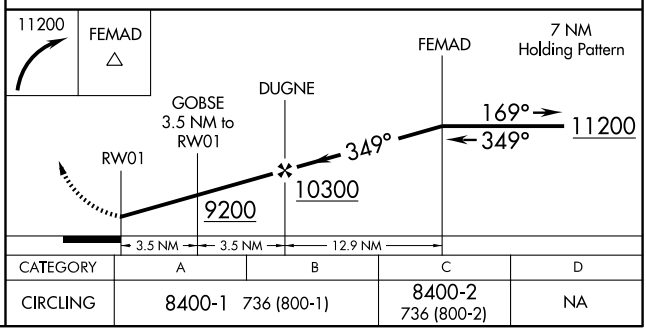
Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Durango altimeter setting: increase all MDAs 220 feet and visibility Cat. A ¼ mile, Cat. B ½ mile, Cat. C 1 mile.

MISSED APPROACH: Climbing right turn to 11200 direct FEMAD and hold.

AWOS-3	DENVER CENTER	UNICOM
127.175	118.575 348.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	8400-1 736 (800-1)		8400-2 736 (800-2)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM

ATIS
125.25
PUEBLO TOWER ★
119.1 257.8
GND CON
121.9
CLNC DEL
120.9

FIELD ELEV 4729

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

17
C5
169.6°
0.9% DOWN
4741
8310 X 150
LAHSO
ELEV 4669
079.6°
18
A1
10498 X 150
ELEV 4649
259.6°
26R
0.4% UP
A4 A5 A7 A8 A9 A10 A11 A12
ELEV 4656
079.6°
A2 A3 A6
8R
3767 X 75
259.6°
26L
ELEV 4644
0.3% UP
F
A3
A6
1.0% UP
349.6°
C
D
C1
35
ELEV 4648
HANGAR
TWR
TERMINAL NWS
GENERAL AVIATION PARKING
GENERAL AVIATION PARKING

38°18′N
38°17′N
104°31′W
104°30′W
104°29′W
104°28′W

VAR 8.7° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 08L-26R
S-75, D-170, 2S-175, 2D-250
RWY 08R-26L
S-20
RWY 17-35
S-93, D-110, 2S-140, 2D-170

AL-334 (FAA)

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO

CANYON ONE DEPARTURE

(CANYN1.PUB) 10042

PUEBLO MEMORIAL (PUB)

PUEBLO, COLORADO

ATIS★
125.25
DENVER DEP CON★
120.1 290.5
DENVER CENTER★
128.375 379.95
PUEBLO TOWER★
119.1 257.8
GND CON
121.9

N

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

KREMMLING
113.8 RLG
Chan 85
N40°00.16′-W106°26.55′
L-9-11, H-3-5

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′-W104°46.37′
L-12, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′-W104°37.46′
L-10, H-3-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

RIFLE
110.6 RIL
Chan 43
N39°31.69′-W107°42.98′
L-9, H-3

FALCON
116.3 FQF
Chan 110
N39°41.41′-W104°37.26′
L-10, H-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′-W103°12.90′
L-10, H-5

RED TABLE
113.7 DBL
Chan 77
N39°26.36′-W106°53.68′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

LAMAR
116.9 LAA
Chan 116
N38°11.83′-W102°41.25′
L-10, H-5

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5

DURANGO
108.2 DRO
Chan 19
N37°09.20′-W107°44.98′
L-8-9

TOBE
111.2 TBE
Chan 49
N37°15.52′-W103°36.00′
L-15, H-5

TAKE-OFF MINIMUMS
Rwy 8L, 8R, 26L, 26R, 17: Standard.
Rwy 35: Standard with minimum climb of 285′ per NM to 7000′.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CANYN1.PUB) 10042
CANYON ONE DEPARTURE
PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO

SI-334 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 8R: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26L: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26R: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 17: Climb assigned heading between 150° and 190° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 35: Climb assigned heading between 020° and 040° to 7000′ or assigned ATC altitude. Thence. . . .

. . . . Expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain ATC assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7,000′ (Runway 26 departures will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

TAKE-OFF OBSTACLE NOTES

Runway 8L: Rising terrain 57′ from DER, 123′ left of centerline, up to 4649′ MSL.
Runway 8R: Rising terrain 180′ from DER, 58′ left of centerline, up to 4659′ MSL.
Runway 26L: Rising terrain 110′ from DER, 182′ right of centerline, up to 4659′ MSL, rising terrain 128′ from DER, 122′ left of centerline, up to 4659′ MSL.
Runway 26R: Rising terrain 208′ from DER, 446′ right of centerline, up to 4679′ MSL.
Runway 35: Rising terrain 2′ from DER, 7′ left of centerline, up to 4749′ MSL, rising terrain 196′ from DER, 11′ right of centerline up to 4793′ MSL, transmission poles 1.1 NM from DER, 703′ right of centerline, 46′ AGL/4925′ MSL, RADAR reflector 996′ from DER, on centerline, 4′ AGL/4757′ MSL.

SW-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 17

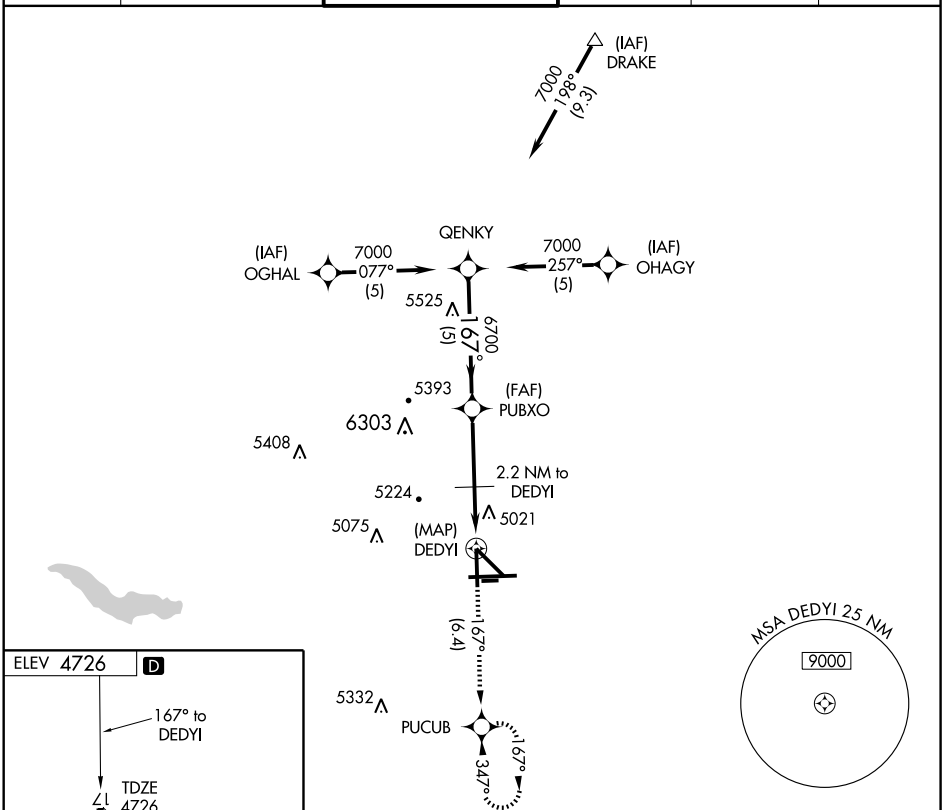
PUEBLO MEMORIAL (PUB)

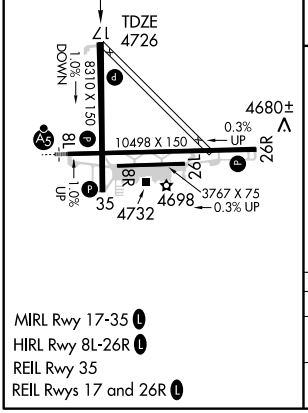
APP CRS	Rwy Idg	8308
167°	TDZE	4726
	Apt Elev	4726

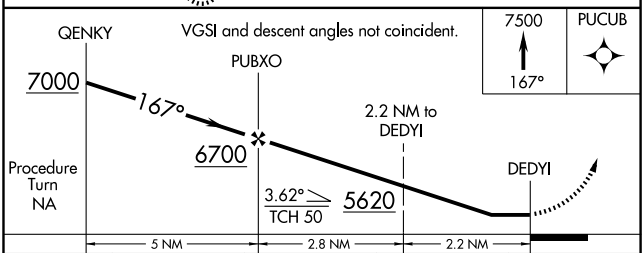
T
A NA

MISSED APPROACH: Climb to 7500 via 167° course to PUCUB WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

CATEGORY	A	B	C	D
S-17	5280-1	554 (600-1)	5280-1½ 554 (600-1½)	5280-1¾ 554 (600-1¾)
CIRCLING	5340-1	614 (700-1)	5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 35

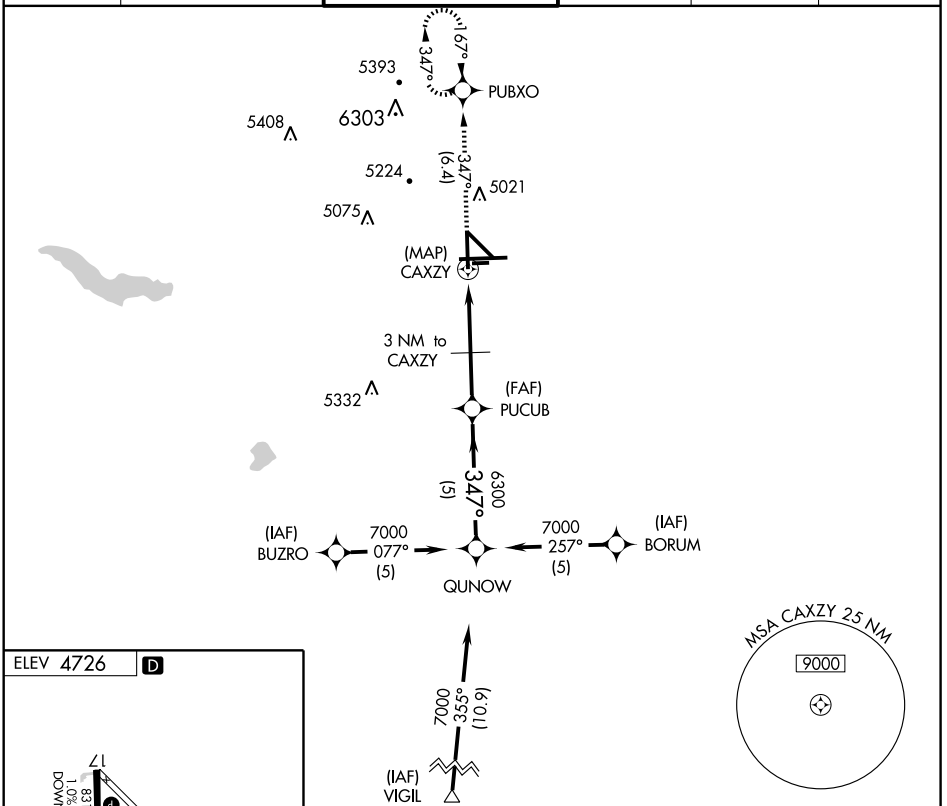
PUEBLO MEMORIAL (PUB)

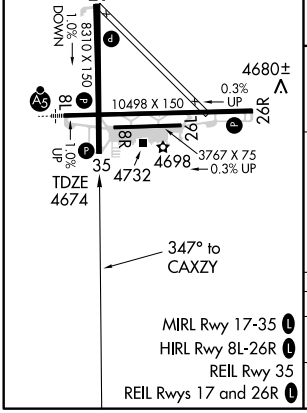
APP CRS	Rwy Idg	8308
347°	TDZE	4674
	Apt Elev	4726

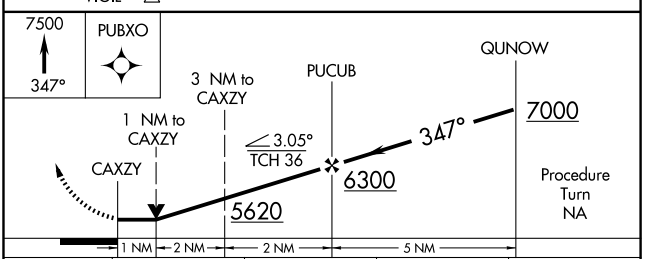
T
A NA

MISSED APPROACH: Climb to 7500 via 347° course to PUBXO WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

CATEGORY	A	B	C	D
S-35	5000-1 326 (300-1)			
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5360-2 634 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 8L

PUEBLO MEMORIAL (PUB)

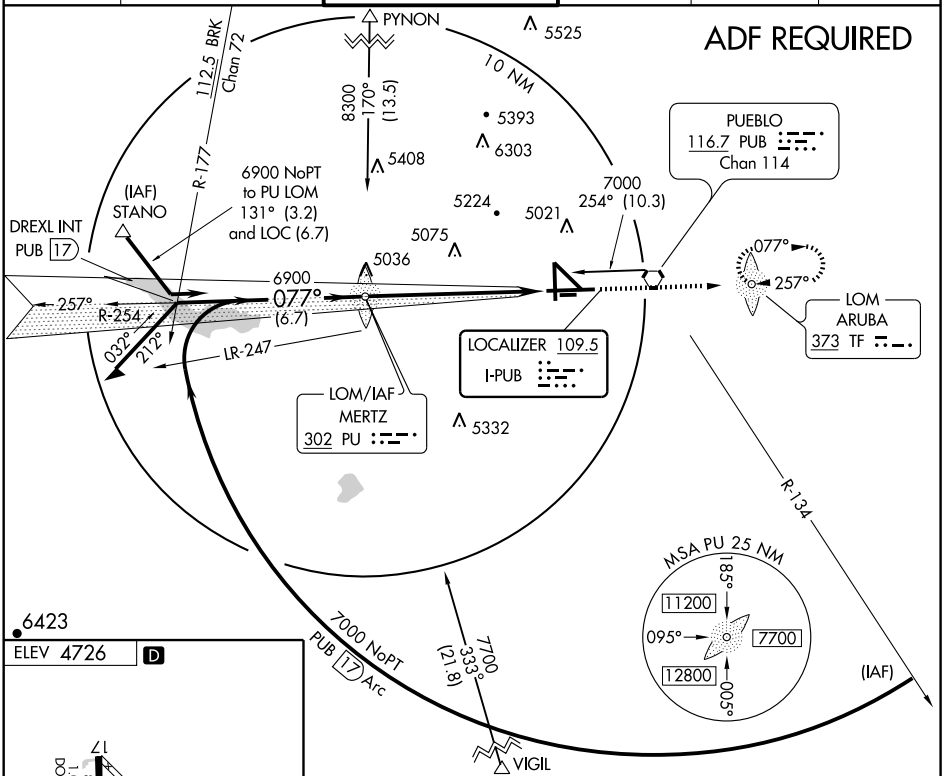
LOC I-PUB	APP CRS	Rwy Idg	10496
109.5	077°	TDZE	4668
		Apt Elev	4726

* Procedure turn not authorized for Cat. E aircraft.
Cat. E circling not authorized west of Rwy 17-35.
ILS glideslope unusable for coupled approaches below 4910 MSL.

MALSR

MISSED APPROACH: Climb to 7000 direct ARUBA LOM and hold.

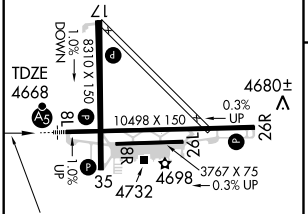
ATIS *	DENVER APP CON *	PUEBLO TOWER *	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

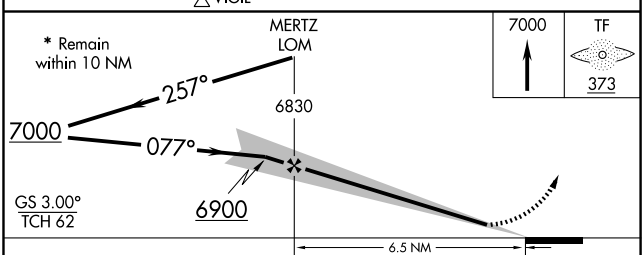
ELEV 4726 D



077° 6.5 NM from FAF

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D	E
S-ILS 8L	4868-½ 200 (200-½)				
S-LOC 8L	5260- ½	592 (600- ½)	5260-1 592 (600-1)	5260-1¼ 592 (600-1¼)	5260-1½ 592 (600-1½)
CIRCLING	5340-1	614 (700-1)	5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)	5660-3 934 (1000-3)

LOC I-TFR	APP CRS	Rwy Idg	10496
108.3	257°	TDZE	4656
		Apt Elev	4726

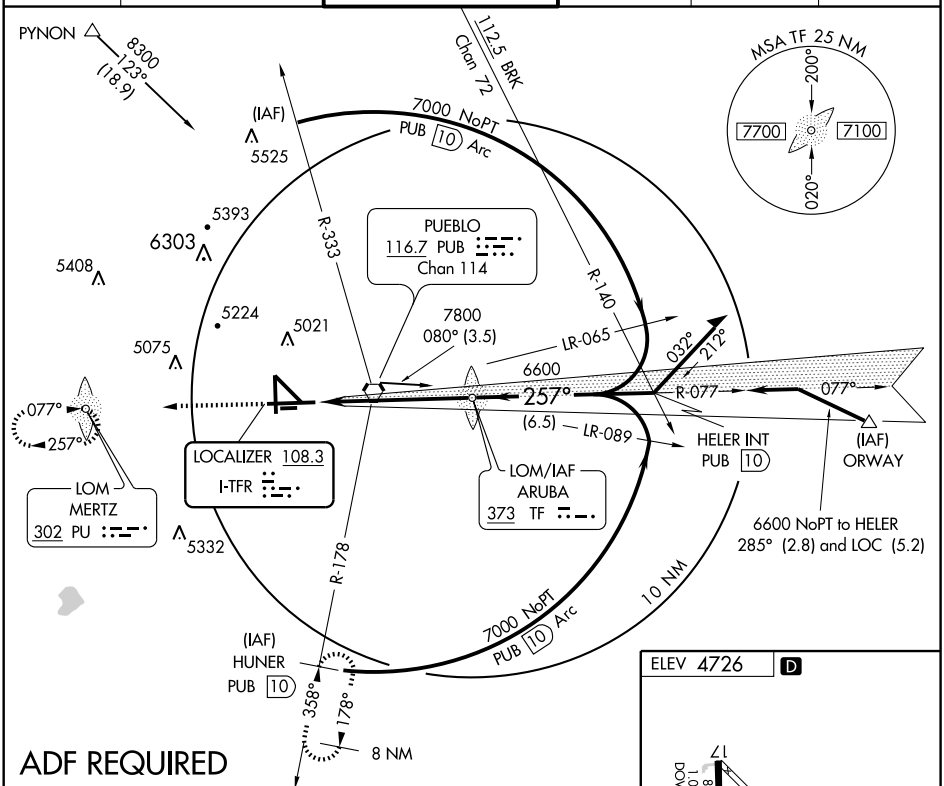
ILS or LOC RWY 26R

PUEBLO MEMORIAL (PUB)

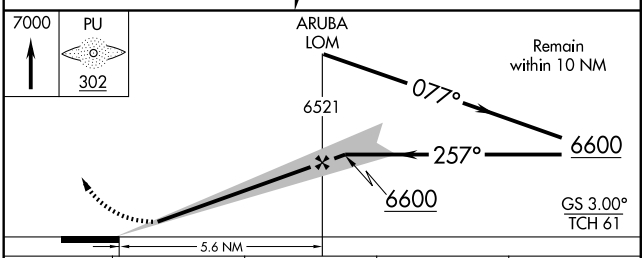
Procedure not authorized when Pueblo altimeter setting not available.

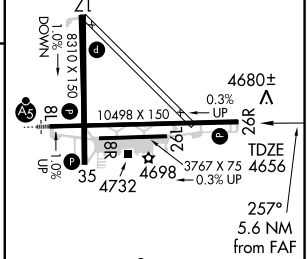
MISSED APPROACH: Climb to 7000 direct MERTZ LOM and hold. (TACAN aircraft climb to 5500 then climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns 358° inbound, 8 NM legs).

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



ADF REQUIRED





MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

CATEGORY	A	B	C	D
S-ILS 26R	4856-¾ 200 (200-¾)			
S-LOC 26R	5060-1 404 (400-1)		5060-1¼ 404 (400-1¼)	
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
COLORADO SPRINGS, CO			
CITY OF COLORADO SPRINGS			
MUNI (COS)	31	17R-35L	7,450 feet
	35L	13-31	10,250 feet
PUEBLO, CO			
PUEBLO MEMORIAL (PUB)	17	08L-26R	5,850 feet
	26R	17-35	8,300 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10496
CH 61011	077°	TDZE	4668
W08A		Apt Elev	4726

RNAV (GPS) RWY 8L

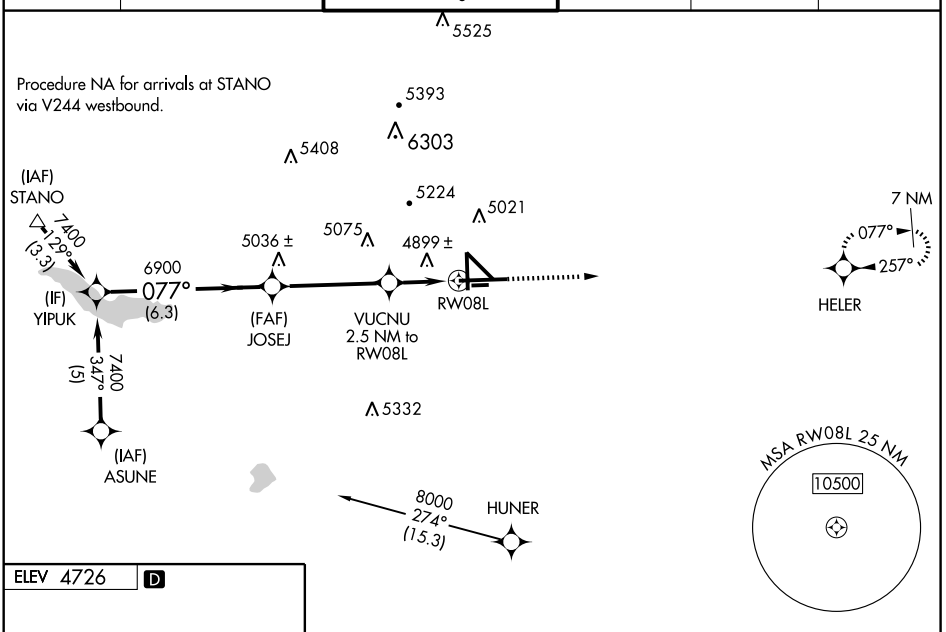
PUEBLO MEMORIAL (PUB)

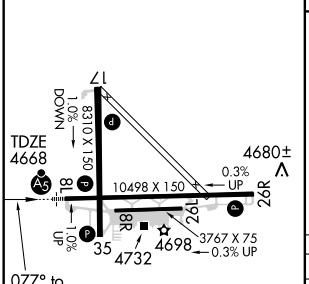
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 40°C (104°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use La Junta altimeter setting and increase all DA/MDA 200 feet and increase visibilities: LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ¾ mile, and Circling Cat B ¼ mile and Cats C and D ¾ mile. When using La Junta altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using La Junta altimeter setting.

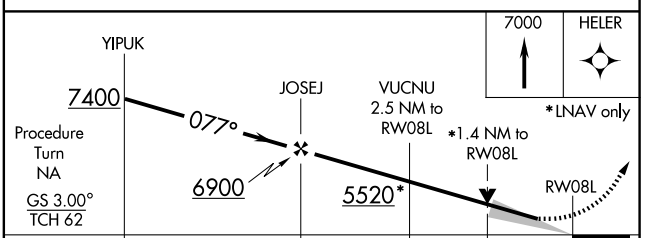
MALSR

MISSED APPROACH: Climb to 7000 direct HELER and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	4918-½ 250 (300-½)			
LNAV/VNAV DA	5227-1½ 559 (600-1½)			
LNAV MDA	5160-½ 492 (500-½)		5160-¾ 492 (500-¾)	5160-1 492 (500-1)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10496
CH 45702	257°	TDZE	4656
W26A		Apt Elev	4726

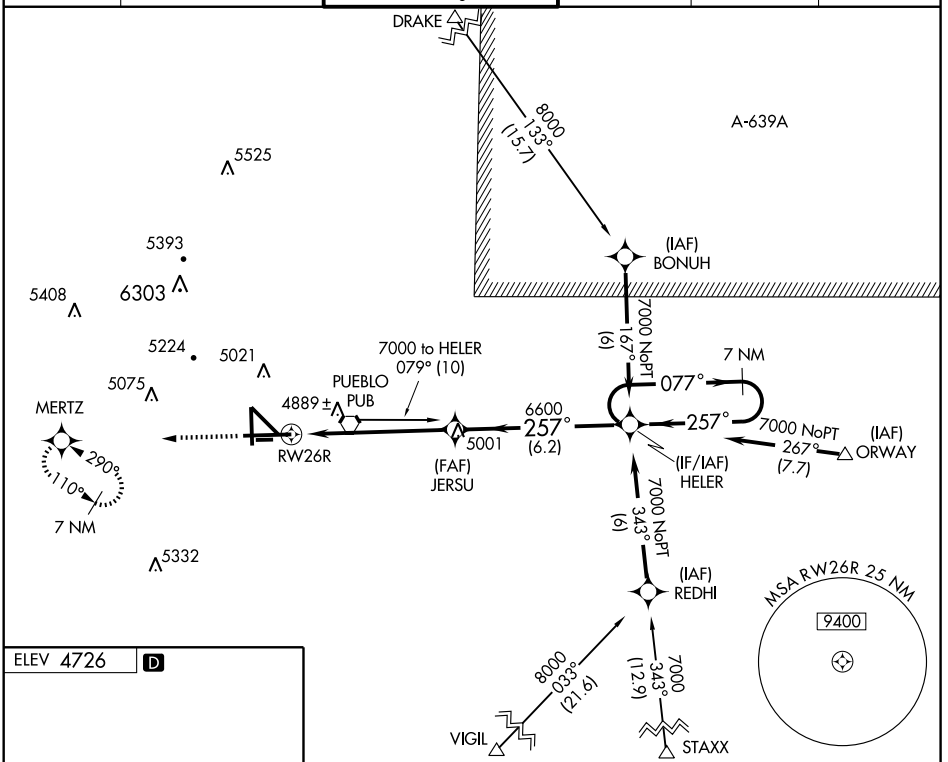
RNAV (GPS) RWY 26R

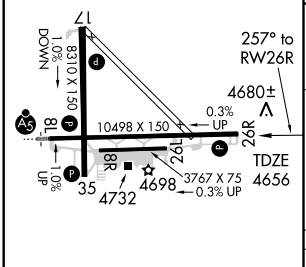
PUEBLO MEMORIAL (PUB)

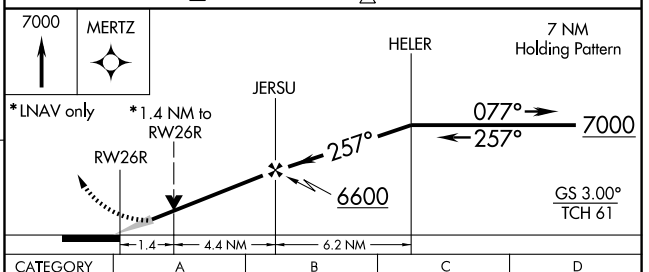
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use city of Colorado Springs Muni altimeter setting and increase all DAs 369 feet and MDAs 380 feet.
VDP NA when using city of Colorado Springs Muni altimeter setting.

MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	4856-¾ 200 (200-¾)			
LNAV MDA	5140-1 484 (500-1)		5140-1¼ 484 (500-1¼)	5140-1½ 484 (500-1½)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PUB 116.7 Chan 114	APP CRS 244°	Rwy Idg 10496 TDZE 4656 Apt Elev 4726

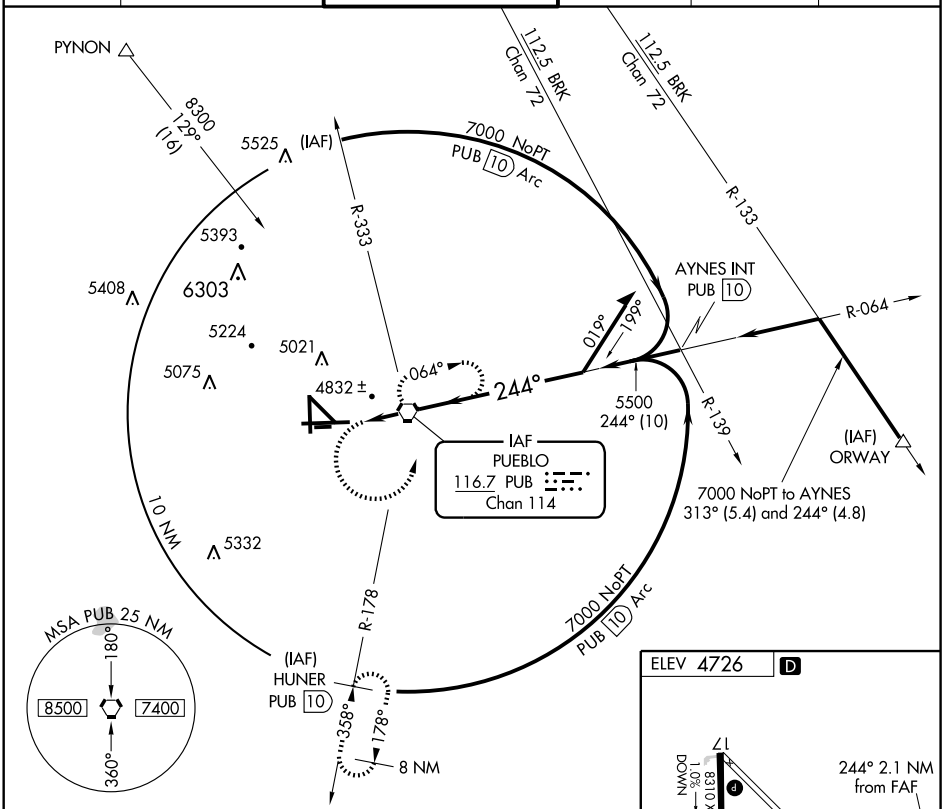
VOR or TACAN RWY 26R

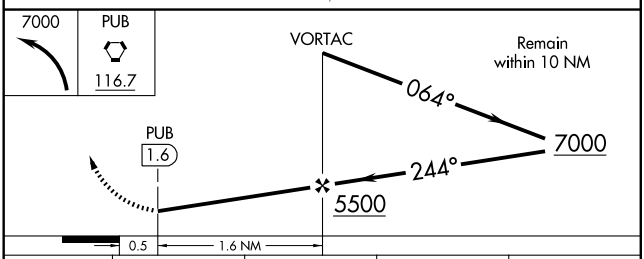
PUEBLO MEMORIAL (PUB)

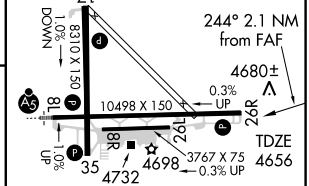
Procedure not authorized when Pueblo altimeter setting not available.

MISSED APPROACH: Climbing left turn to 7000 direct PUB VORTAC and hold. (TACAN aircraft climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns, 358° inbound, 8 NM legs.)

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

CATEGORY	A	B	C	D
S-26R	5100-1 444 (400-1)		5100-1¼ 444 (400-1¼)	5100-1½ 444 (400-1½)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

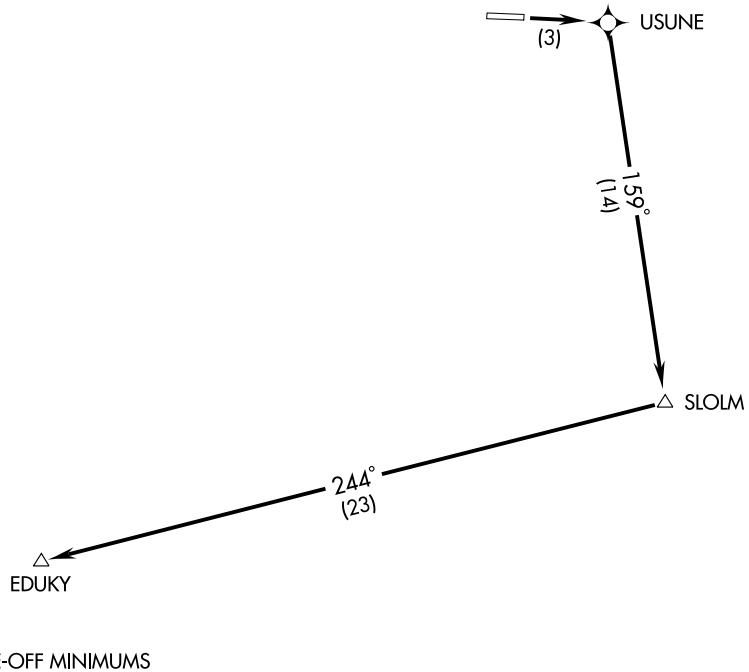
FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

EDUKY TWO DEPARTURE (RNAV)

DENVER CENTER
134.5 327.8



TAKE-OFF MINIMUMS

Rwy 26: NA- ATC.

Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES

Rwy 8: Multiple transmission line towers beginning 1.2 NM from DER, 437′ right of centerline, up to 150′ AGL/6069′ MSL.
Numerous trees beginning 1.9 NM from DER, 647′ right of centerline, up to 100′ AGL/5983′ MSL.
Terrain beginning 124′ from DER, 287′ right of centerline, up to 5863′ MSL.
Pole, 1083′ from DER, 656′ right of centerline, 28′ AGL/5588′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 13000 direct USUNE, and via 159° track to SLOLM and via 244° track to EDUKY.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RIL	APP CRS	Rwy Idg	7011
110.9	261°	TDZE	5548
Chan 46		Apt Elev	5548

ILS RWY 26

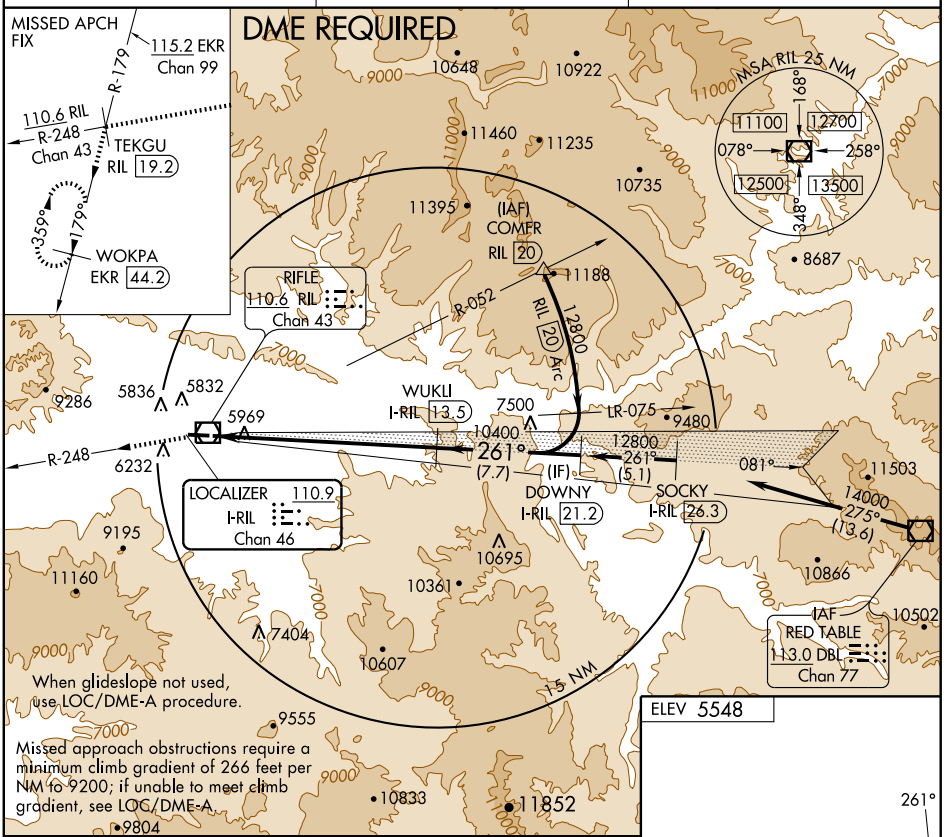
RIFLE/GARFIELD COUNTY RGNL (RIL)

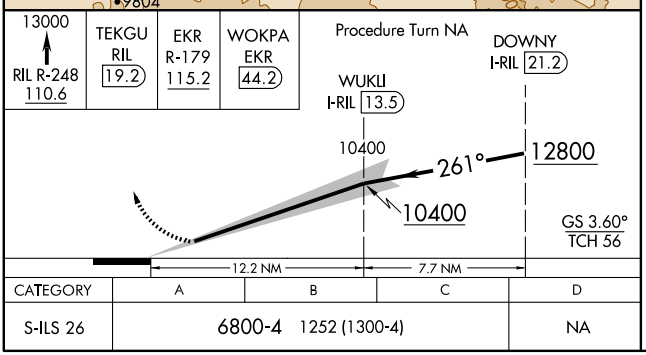
Circling not authorized.
Use I-RIL DME when on localizer course.
Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 26	6800-4 1252 (1300-4)			NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RIL	APP CRS	Rwy Idg	N/A
110.9	261°	TDZE	N/A
Chan 46		Apt Elev	5548

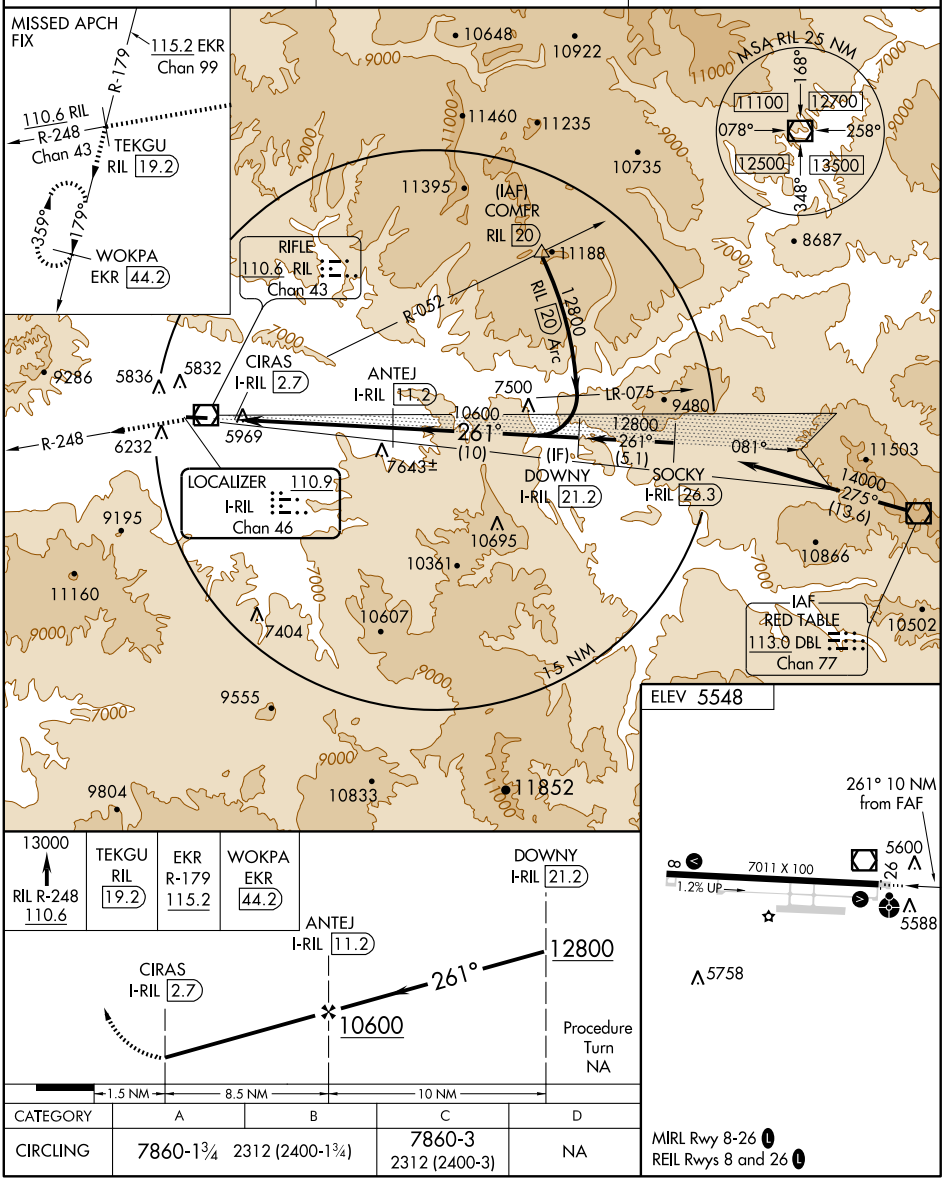
LOC/DME-A

RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized at night south of Rwy 8-26.
Use I-RIL DME when on localizer course.

MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	7860-1¾ 2312 (2400-1¾)		7860-3 2312 (2400-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (GPS) W RWY 26

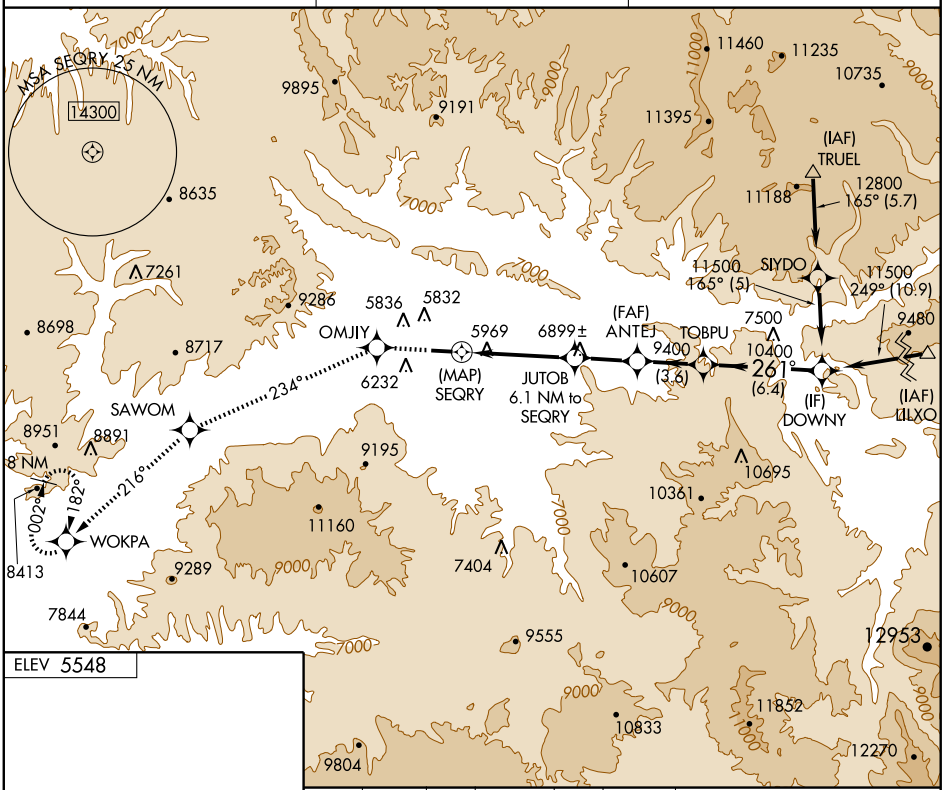
RIFLE/GARFIELD COUNTY RGNL (RIL)

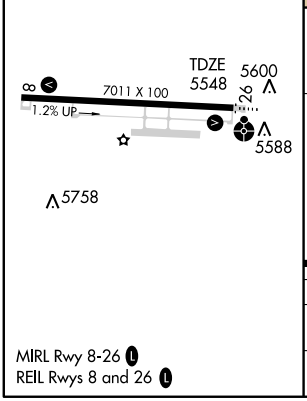
Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

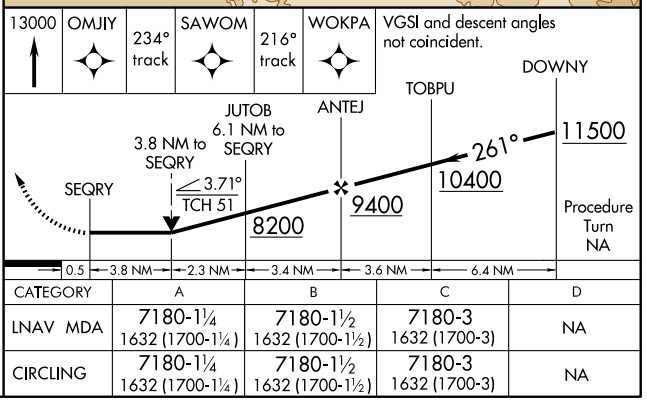
ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7180-1¼ 1632 (1700-1¼)	7180-1½ 1632 (1700-1½)	7180-3 1632 (1700-3)	NA
CIRCLING	7180-1¼ 1632 (1700-1¼)	7180-1½ 1632 (1700-1½)	7180-3 1632 (1700-3)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7011
CH 93708	261°	TDZE	5548
W26A		Apt Elev	5548

RNAV (GPS) X RWY 26

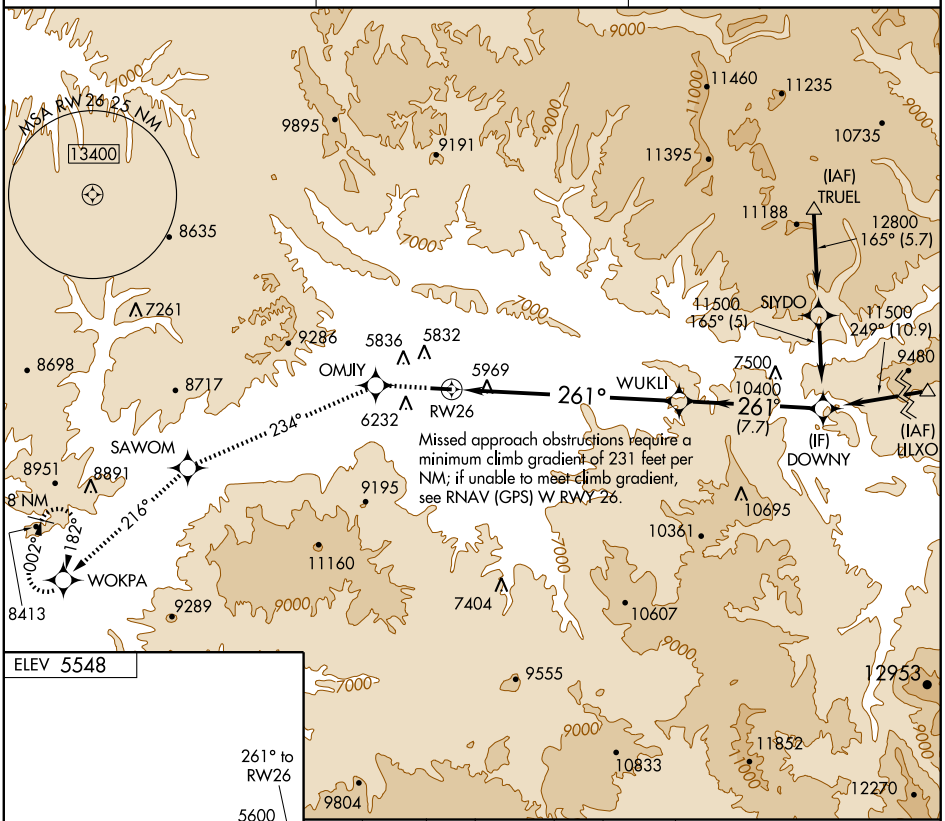
RIFLE/GARFIELD COUNTY RGNL (RIL)

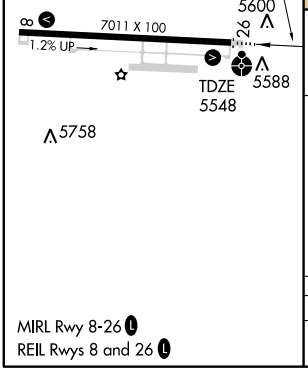
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

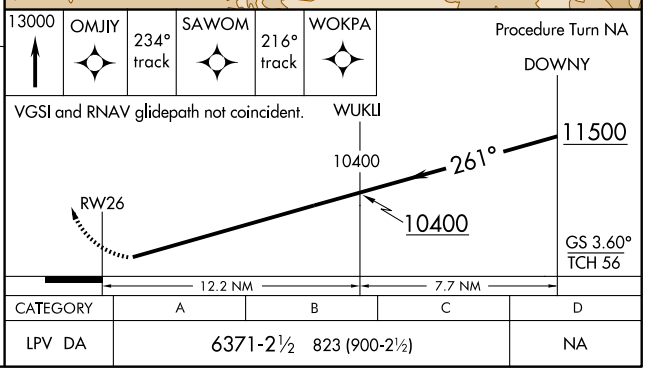
ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	6371-2½	823 (900-2½)		NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7011
066°	TDZE	5498
	Apt Elev	5548

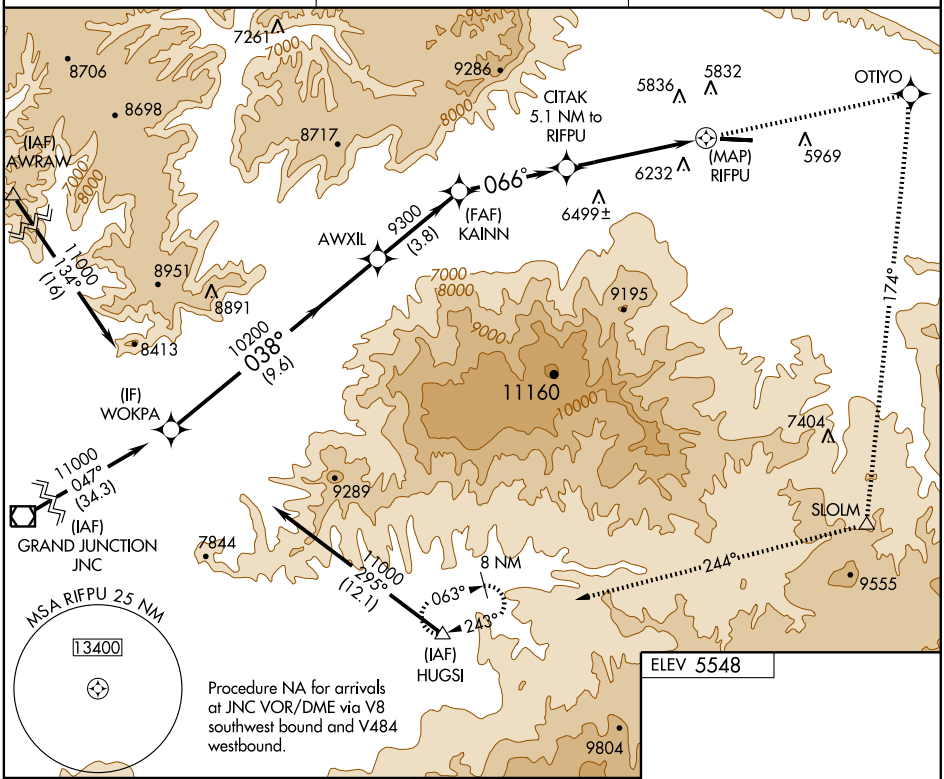
RNAV (GPS) Y RWY 8

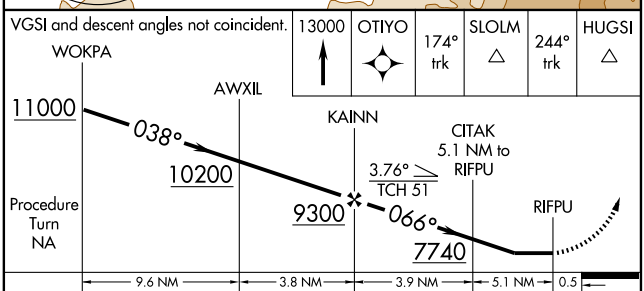
RIFLE/GARFIELD COUNTY RGNL (RIL)

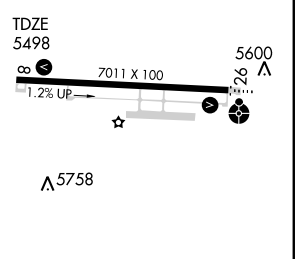
Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 13000 direct OTIYO and via 174° track to SLOLM and via 244° track to HUGSI and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7380-1¼ 1882 (1900-1¼)	7380-1½ 1882 (1900-1½)	7380-3 1882 (1900-3)	NA
CIRCLING	7380-1¼ 1832 (1900-1¼)	7380-1½ 1832 (1900-1½)	7380-3 1832 (1900-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (RNP) Y RWY 26

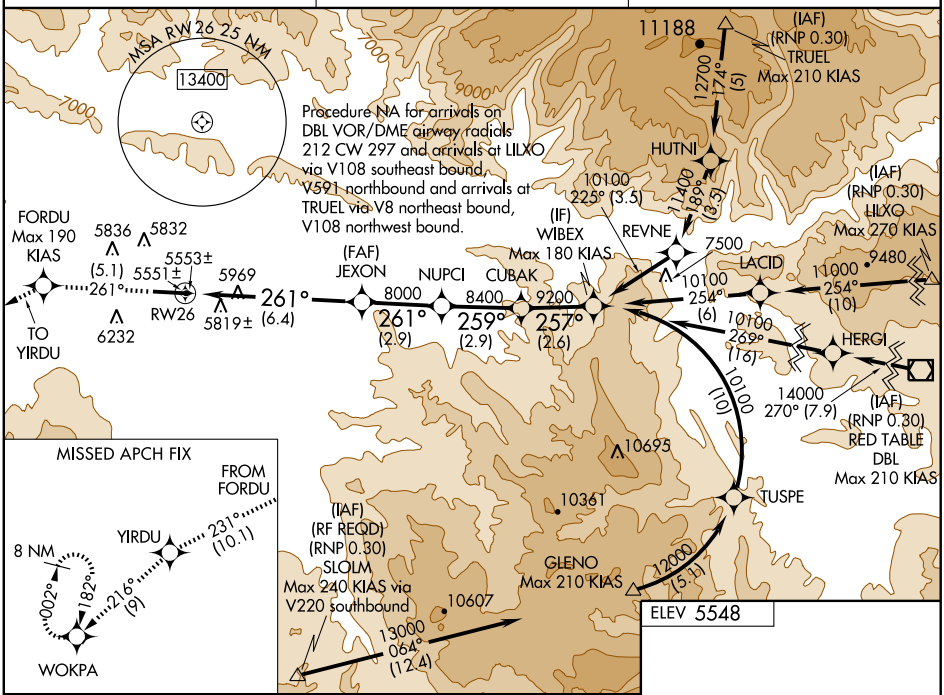
RIFLE/GARFIELD COUNTY RGNL (RIL)

GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F).
*Missed approach requires minimum climb of 270 feet per NM to 7000. When VGSI inoperative, procedure NA at night.

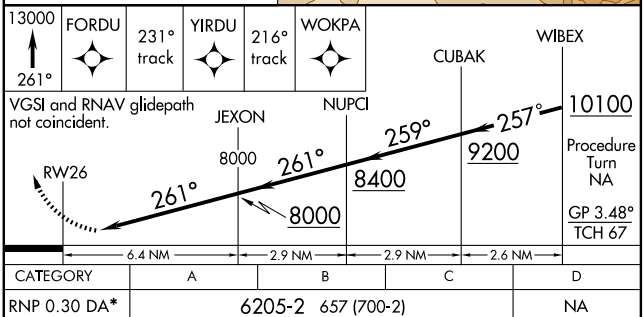
ODALS

MISSED APPROACH: (Do not exceed 190 KIAS until FORDU) Climb to 13000 via 261° track to FORDU and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L

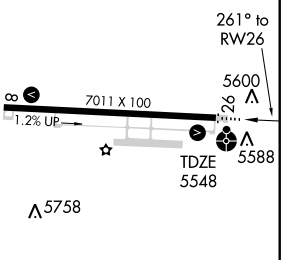


ELEV 5548



CATEGORY	A	B	C	D
RNP 0.30 DA*	6205-2 657 (700-2)			NA
RNP 0.30 DA	6333-2¼ 785 (800-2¼)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7011
081°	TDZE	5498
	Apt Elev	5548

RNAV (RNP) Z RWY 8

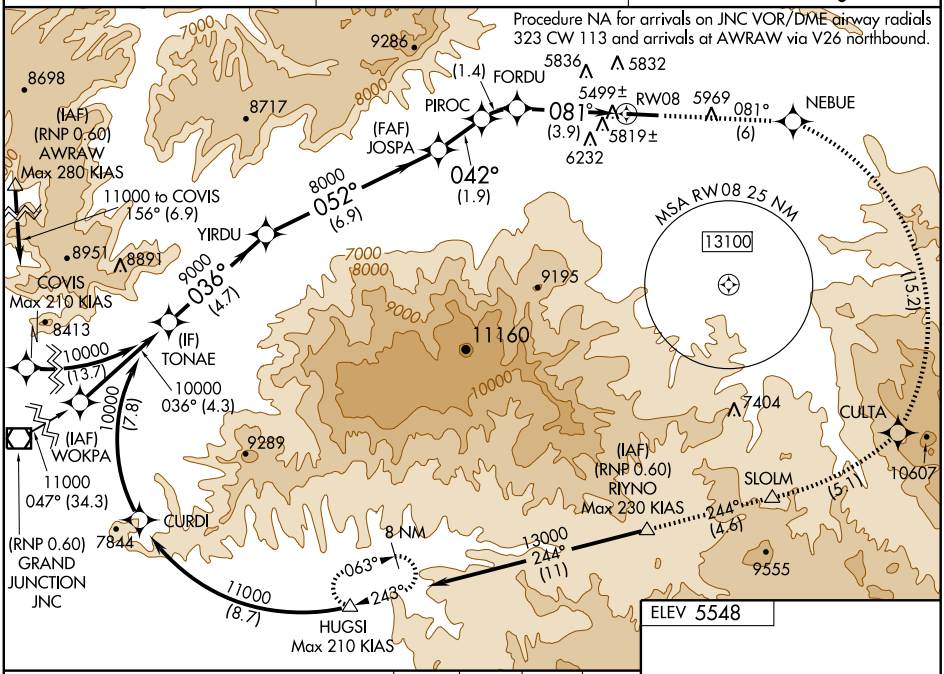
RIFLE/GARFIELD COUNTY RGNL (RIL)

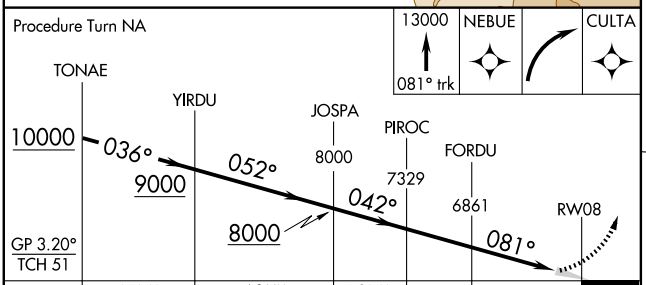
RF and GPS required.
Procedure NA for aircraft with wingspans greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 54°C (130°F).
* Missed approach requires minimum climb of 425 feet per NM to 11000.
** Missed approach requires minimum climb of 425 feet per NM to 9700; if unable, see RNAV (GPS) Y RWY 8.

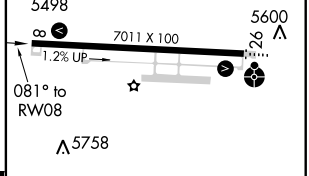
MISSED APPROACH: Climb to 13000 via 081° track to NEBUE and via right turn to CULTA and via right turn to SLOLM and via 244° track to RIYNO and via 244° track to HUGSI and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L

Procedure NA for arrivals on JNC VOR/DME airway radials 323 CW 113 and arrivals at AWRAW via V26 northbound.







CATEGORY	A	B	C	D
RNP 0.10 DA*	5783-1 285 (300-1)			NA
RNP 0.30 DA**	6390-3 892 (900-3)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (RNP) Z RWY 26

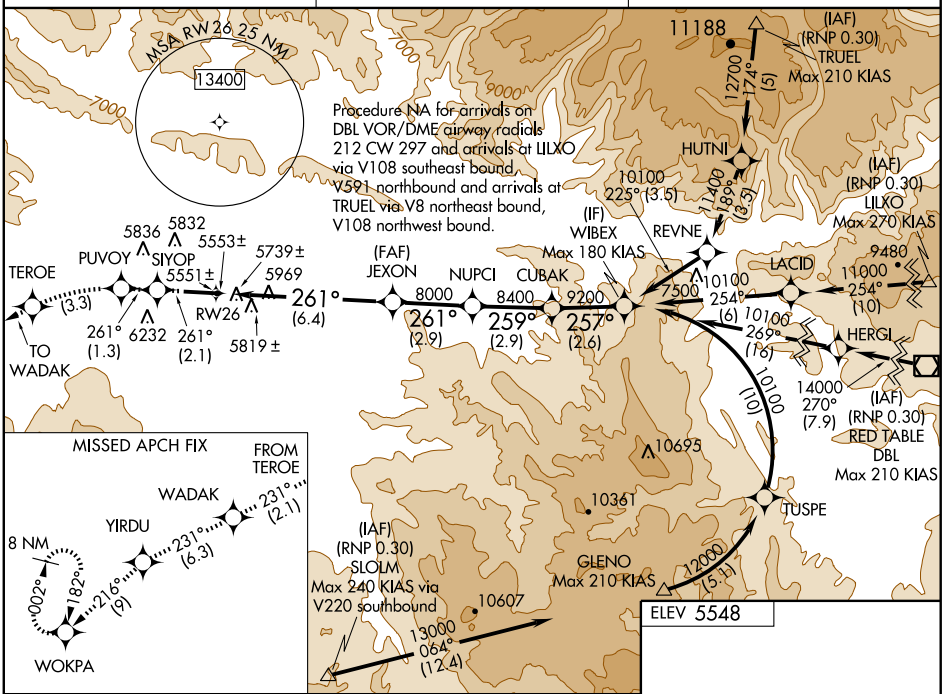
RIFLE/GARFIELD COUNTY RGNL (RIL)

RF and GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). Missed approach requires RNP less than 1.0.
*Missed approach requires minimum climb of 425 feet per NM to 6500. When VGSI inoperative, procedure NA at night.

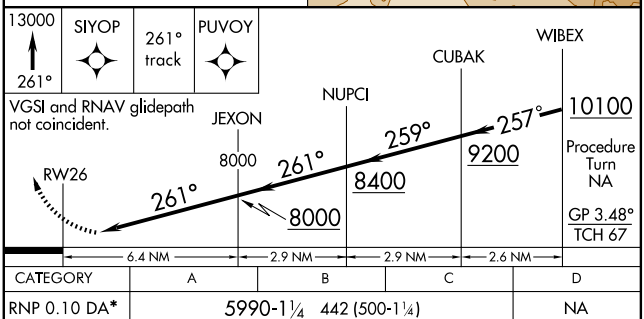
ODALS

MISSED APPROACH: Climb to 13000 via 261° track to SIYOP and via 261° track to PUVOY and via left turn to TEROE and via 231° track to WADAK and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L



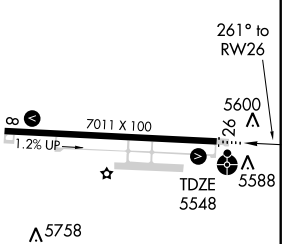
ELEV 5548



VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.10 DA*	5990-1¼ 442 (500-1¼)			NA
RNP 0.30 DA	6193-2 645 (700-2)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

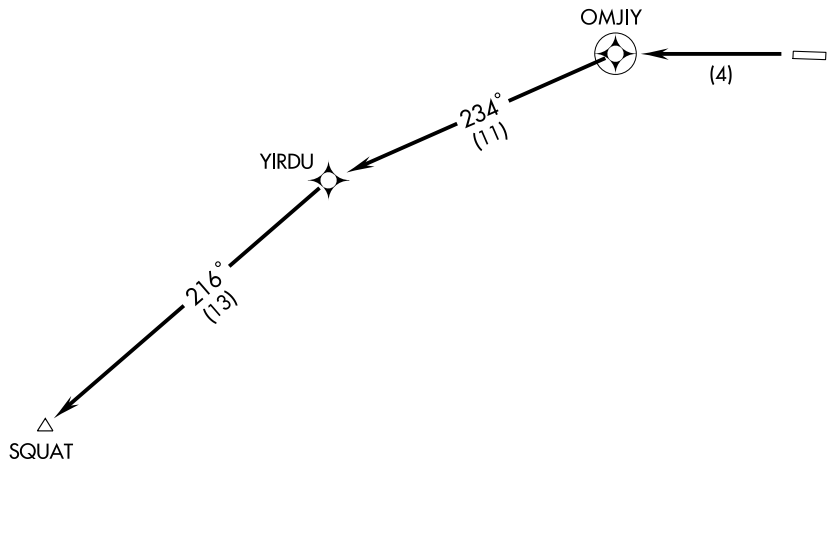


MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010

SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
134.5 327.8



TAKE-OFF MINIMUMS
Rwy 8: NA- ATC.
Rwy 26: Standard with minimum climb of 397' per NM to 9700.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 10500 direct OMJIY, and via 234° track to YIRDU, and via 216° track to SQUAT.

SW-1, 21 OCT 2010 to 18 NOV 2010

UYRIG TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 14000' direct USUNE, and via track 060° to TALJE, and via track 088° to UYRIG. Thence....
....via transition or assigned route.

RED TABLE TRANSITION (UYRIG2.DBL)

SNOW TRANSITION (UYRIG2.SXW)

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF MINIMUMS
RWY 26: NA - ATC.
RWY 8: Standard with minimum climb of 335' per NM to 10000.

TAKE-OFF OBSTACLE NOTES
RWY 8: Transmission line towers beginning 1.2 NM from DER, 437' right of centerline, up to 150' AGL/6069' MSL.
Trees beginning 1.9 NM from DER, 647' right of centerline, up to 100' AGL/5983' MSL.
Terrain beginning 124' from DER, 287' right of centerline, up to 5863' MSL.
Pole 1083' from DER, 656' right of centerline, 28' AGL/5588' MSL.
Windsock 67' from DER, 263' right of centerline, 14' AGL/5563' MSL.

NOTE: Chart not to scale.

UYRIG TWO DEPARTURE (RNAV)
(UYRIG2.UYRIG) 09183 RIFLE, COLORADO
RIFLE/ GARFIELD COUNTY RGNL(RIL)
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RIL 110.6 Chan 43	APP CRS 128°	Rwy Idg N/A TDZE N/A Apt Elev 5548

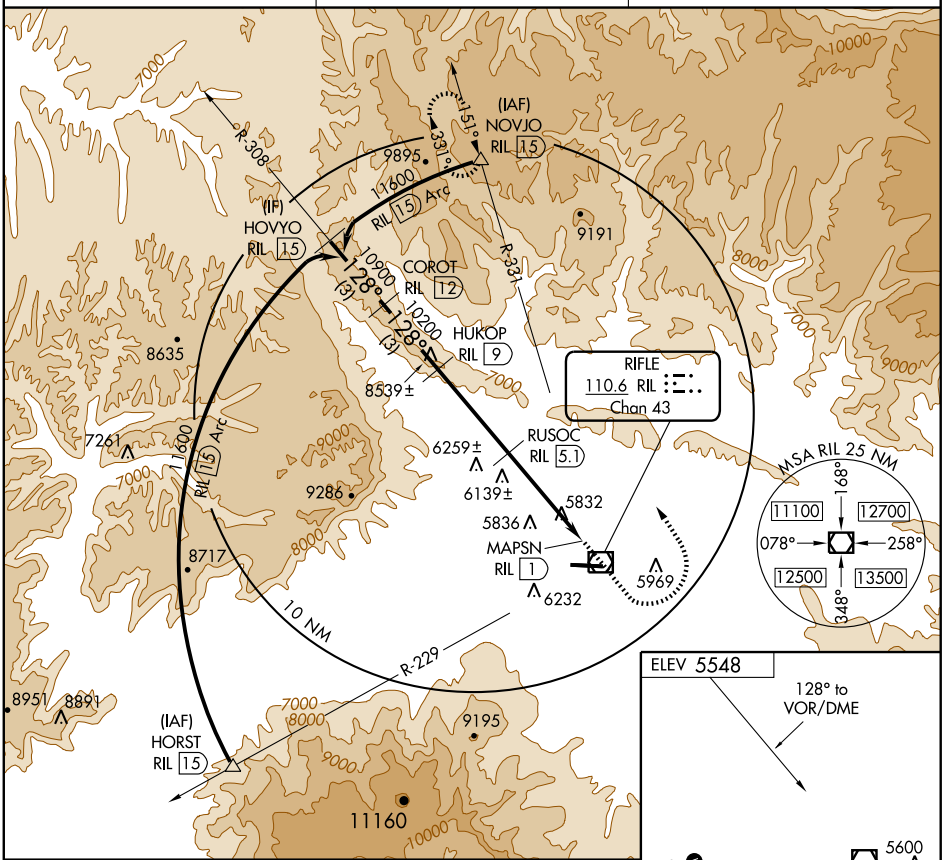
VOR/DME-C

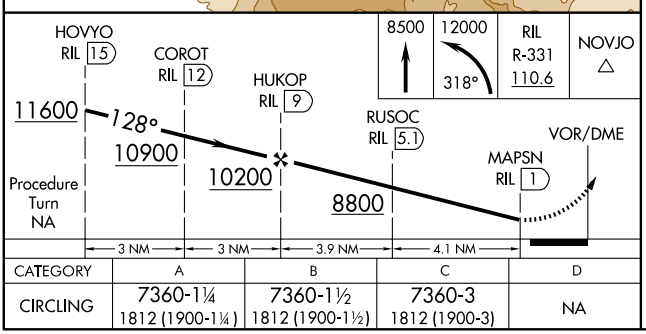
RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling NA south of Rwy 8-26 at night.

MISSED APPROACH: Climb to 8500, then climbing left turn to 12000 via heading 318° and RIL R-331 to NOVJO/15 DME and hold, continue climb-in-hold to 12000.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	7360-1¼ 1812 (1900-1¼)	7360-1½ 1812 (1900-1½)	7360-3 1812 (1900-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
288°	TDZE	N/A
	Apt Elev	7523

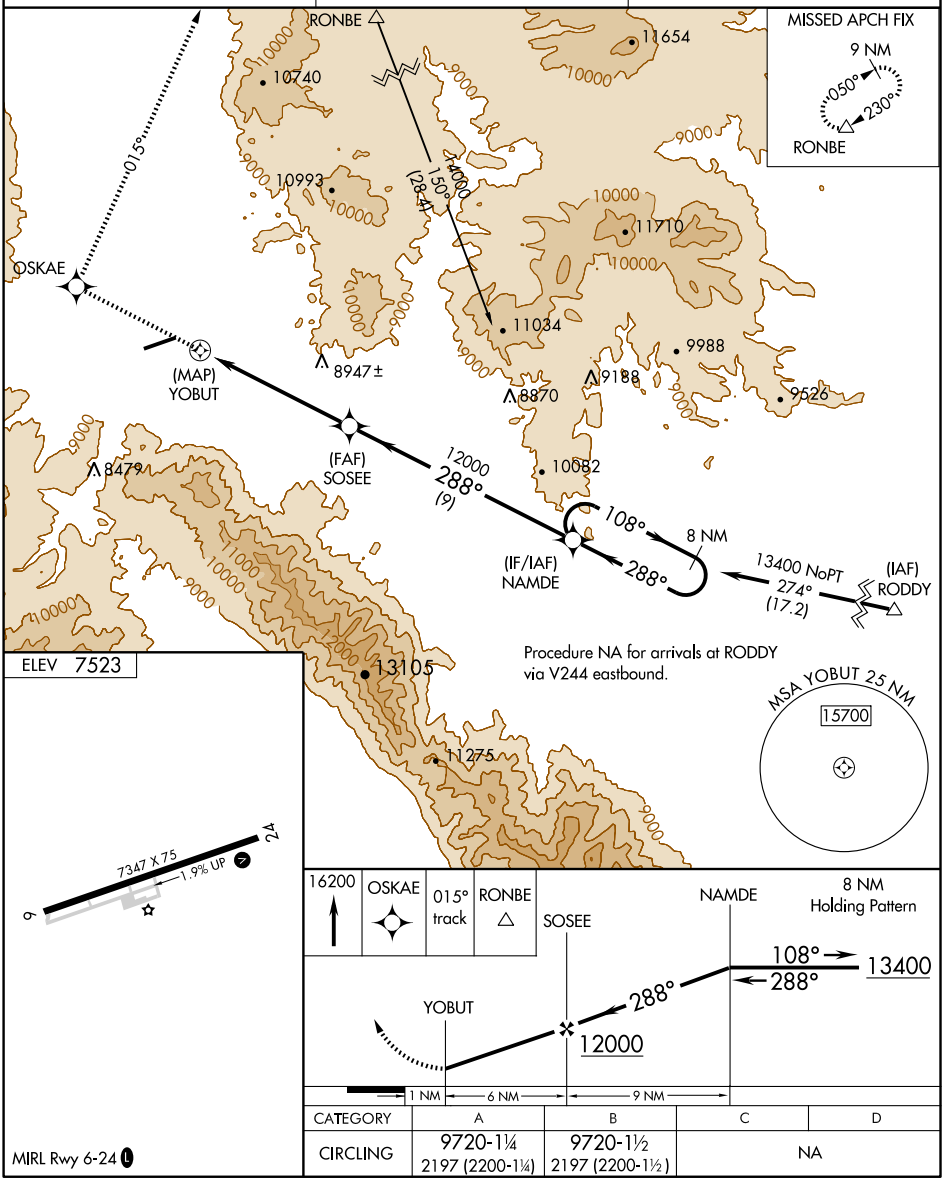
RNAV (GPS)-A

SALIDA/ HARRIET ALEXANDER FIELD (ANK)

DME/DME RNP-0.3 NA.
NA Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and via 015° track to RONBE and hold, continue climb-in-hold to 16200.

AWOS-3	DENVER CENTER	UNICOM
133.85	128.375 379.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	9720-1¼ 2197 (2200-1¼)	9720-1½ 2197 (2200-1½)	NA	

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

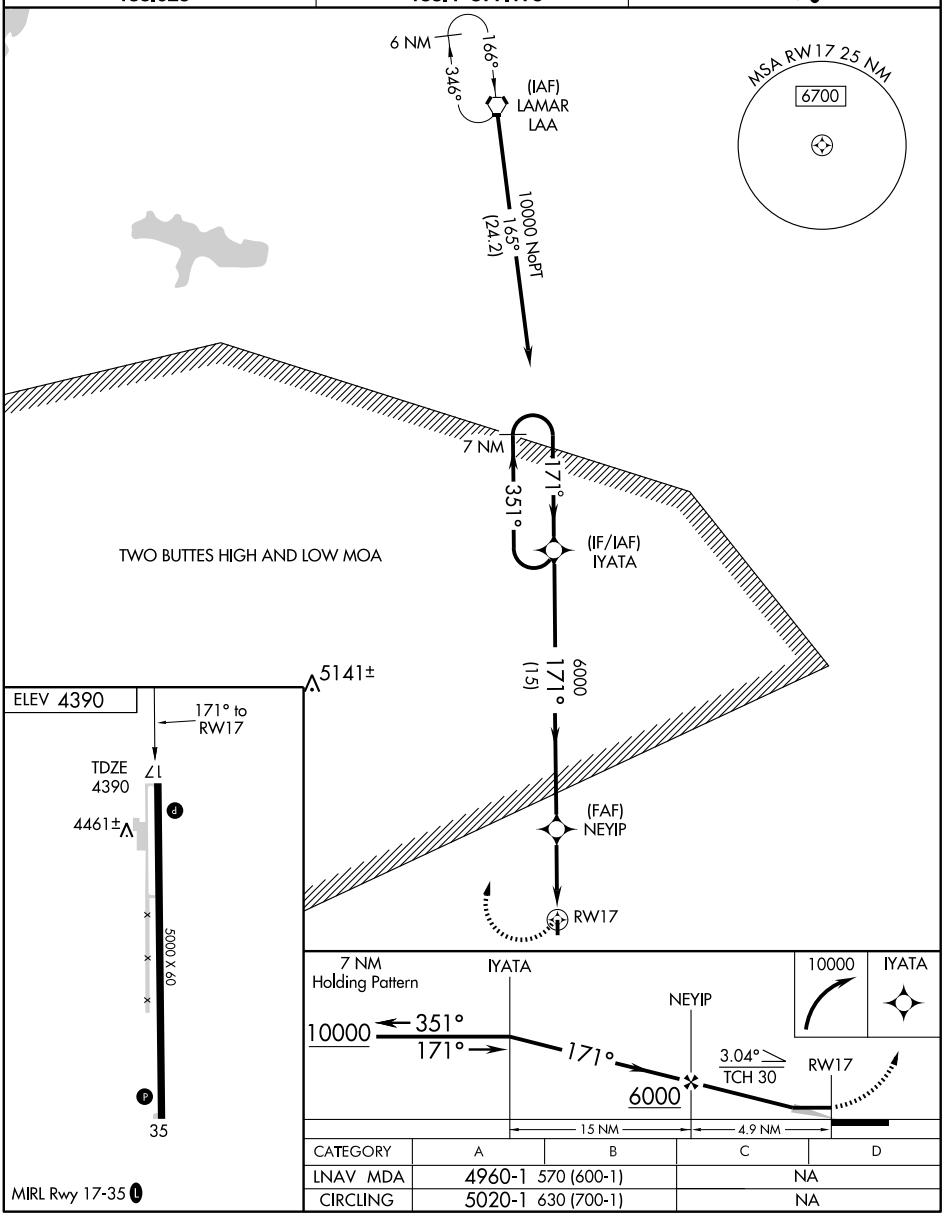
SPRINGFIELD MUNI (8V7)

APP CRS	Rwy Idg	
171°	TDZE	4390
	Apt Elev	4390

Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

LAMAR MUNI ASOS	DENVER CENTER	CTAF
135.625	133.4 377.175	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4960-1 570 (600-1)		NA	
CIRCLING	5020-1 630 (700-1)		NA	

MIRL Rwy 17-35 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
323°	TDZE	N/A
	Apt Elev	6882

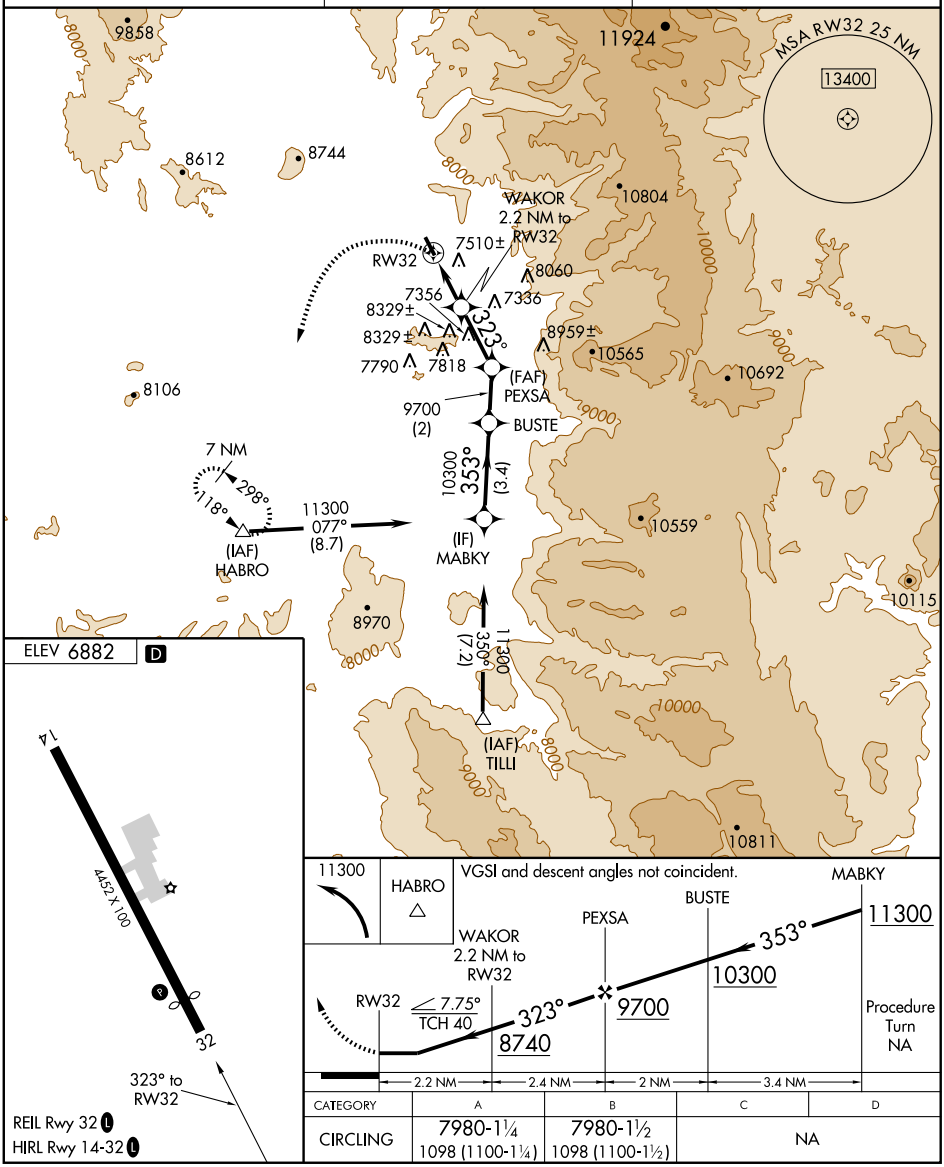
RNAV (GPS)-E

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BQZ	APP CRS	Rwy Idg	N/A
112.2	352°	TDZE	N/A
Chan 59		Apt Elev	6878

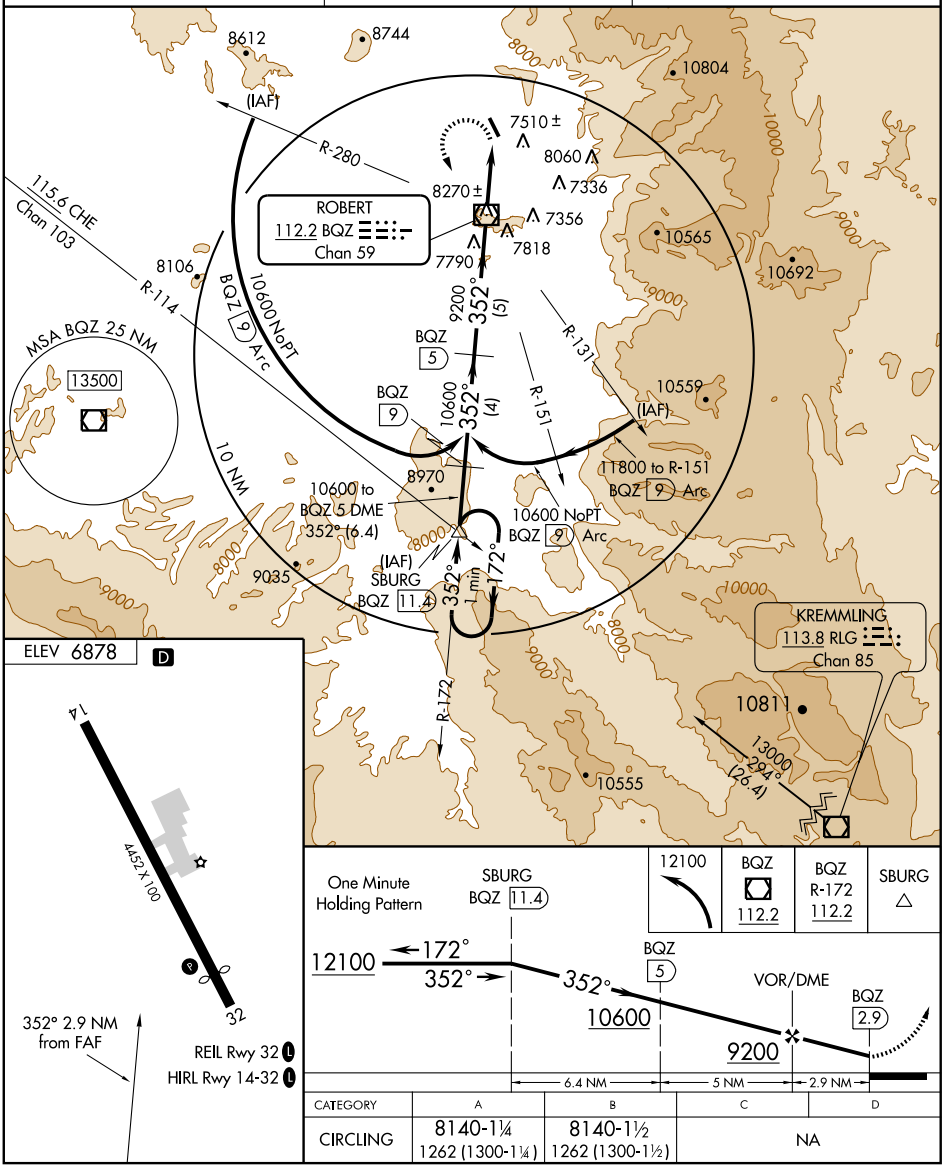
VOR/DME-C

STEAMBOAT SPRINGS/ BOB ADAMS FIELD (SBS)

T Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
NA Procedure not authorized at night.
Circling not authorized northeast of Rwys 14 and 32.

MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG Int and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8140-1¼ 1262 (1300-1¼)	8140-1½ 1262 (1300-1½)	NA	

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
332°	Rwy Idg	4708
	TDZE	4033
	Apt Elev	4038

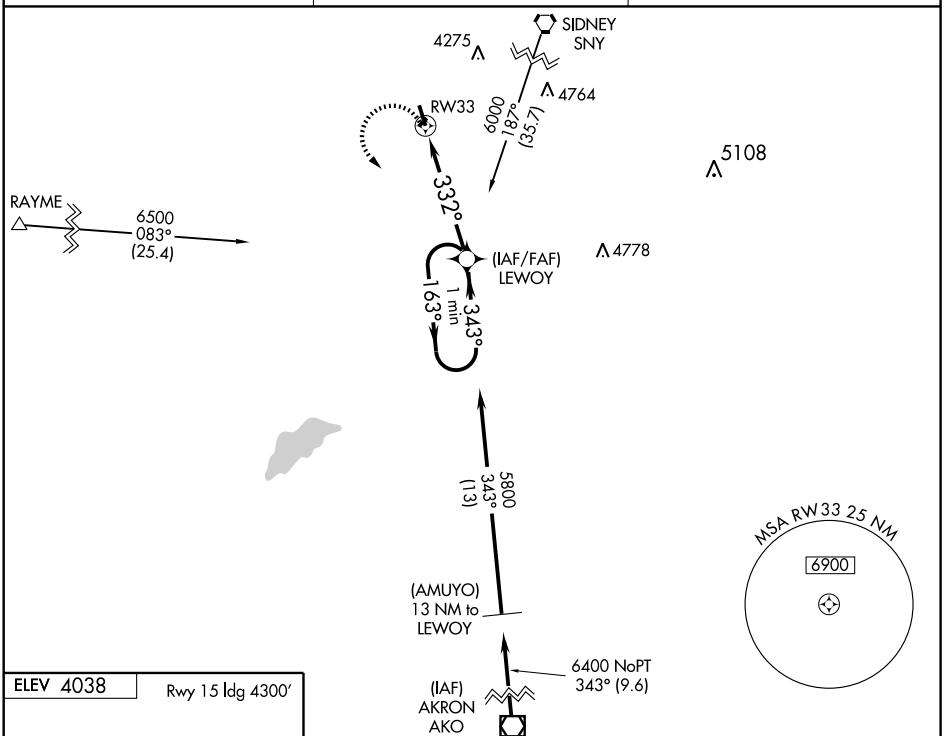
GPS RWY 33
STERLING MUNI (STK)

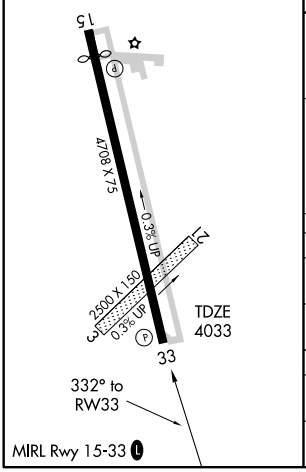
Obtain local altimeter setting on CTAF; when not received, use Akron-Washington County altimeter setting.

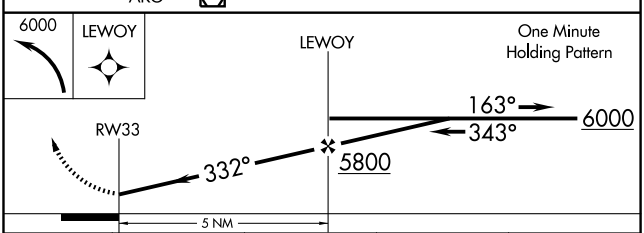
NA

MISSED APPROACH: Climbing left turn to 6000 direct LEWOY WP and hold.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)		4460-1¼ 427 (500-1¼)	4460-1½ 427 (500-1½)
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)
AKRON-WASHINGTON COUNTY ALTIMETER SETTING MINIMUMS				
S-33	4620-1 587 (600-1)		4620-1½ 587 (600-1½)	4620-1¾ 587 (600-1¾)
CIRCLING	4680-1 642 (700-1)	4700-1 662 (700-1)	4740-2 702 (800-2)	4760-2¼ 722 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

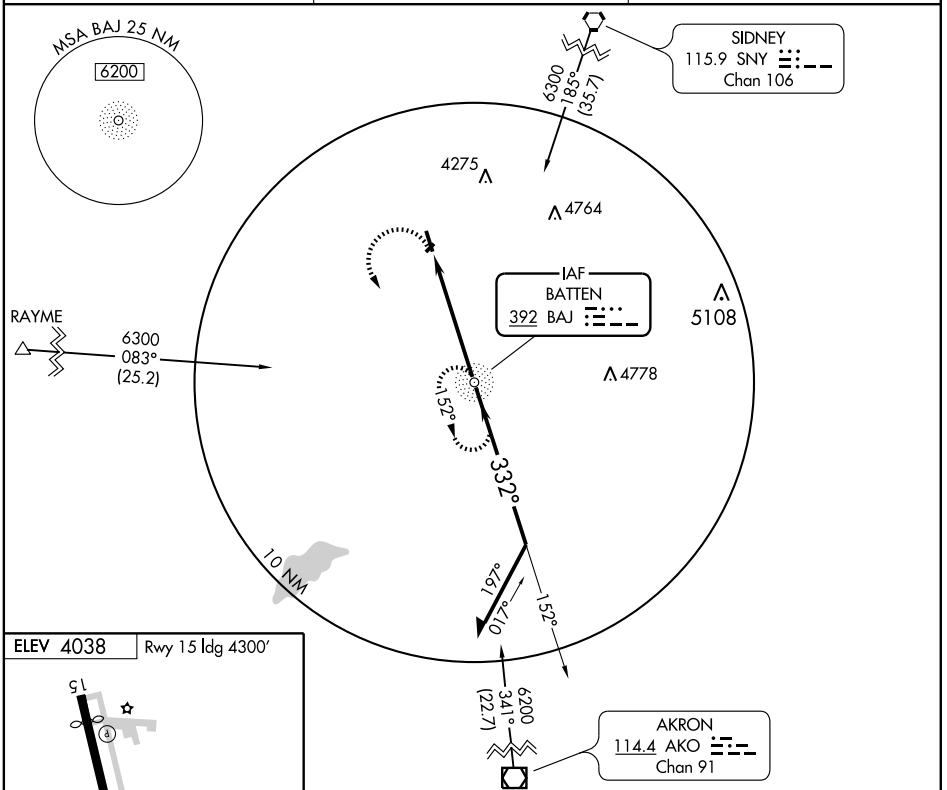
NDB BAJ 392	APP CRS 332°	Rwy Idg 4708 TDZE 4033 Apt Elev 4038

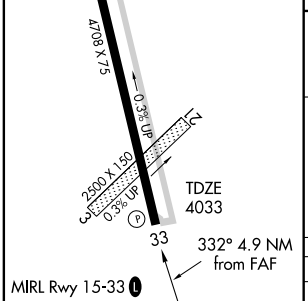
NDB RWY 33
STERLING MUNI (STK)

NA — Obtain local altimeter setting on UNICOM 122.8 MHz. When not available: 1. Use Akron, CO altimeter setting. 2. Increase all MDAs 100 feet. Approach not authorized when Sterling, CO or Akron, CO altimeter setting not available.

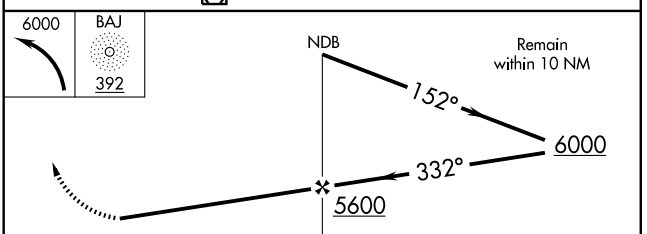
MISSED APPROACH: Climbing left turn to 6000 direct to BAJ NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)			4460-1½ 427 (500-1½)
CIRCLING	4460-1 423 (500-1)	4500-1 463 (500-1)	4500-1½ 463 (500-1½)	4600-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6870
093°	TDZE	9061
	Apt Elev	9078

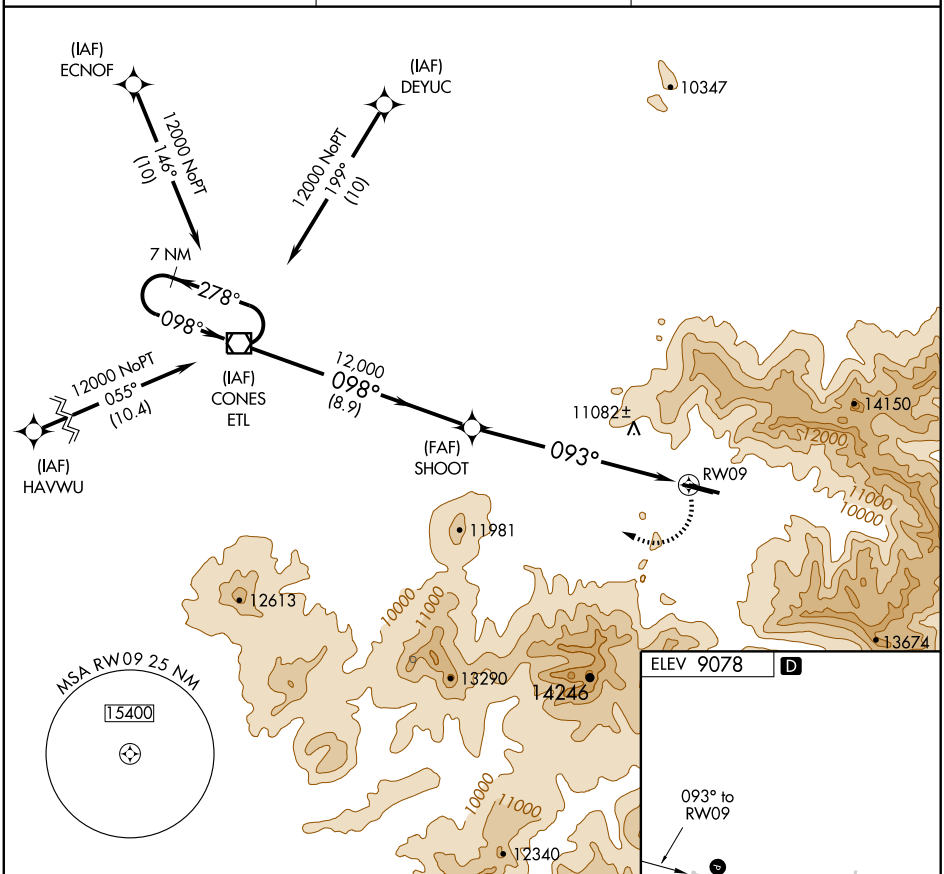
GPS RWY 9

TELLURIDE RGNL (TEX)

Procedure not authorized at night.
NA Circling not authorized north of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 13,000 direct ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-9	11,600-2 2539 (2600-2)		NA	
CIRCLING	11,600-2 2522 (2600-2)		NA	

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TEX	APP CRS	Rwy Idg	6870
109.3	090°	TDZE	9037
Chan 30		Apt Elev	9070

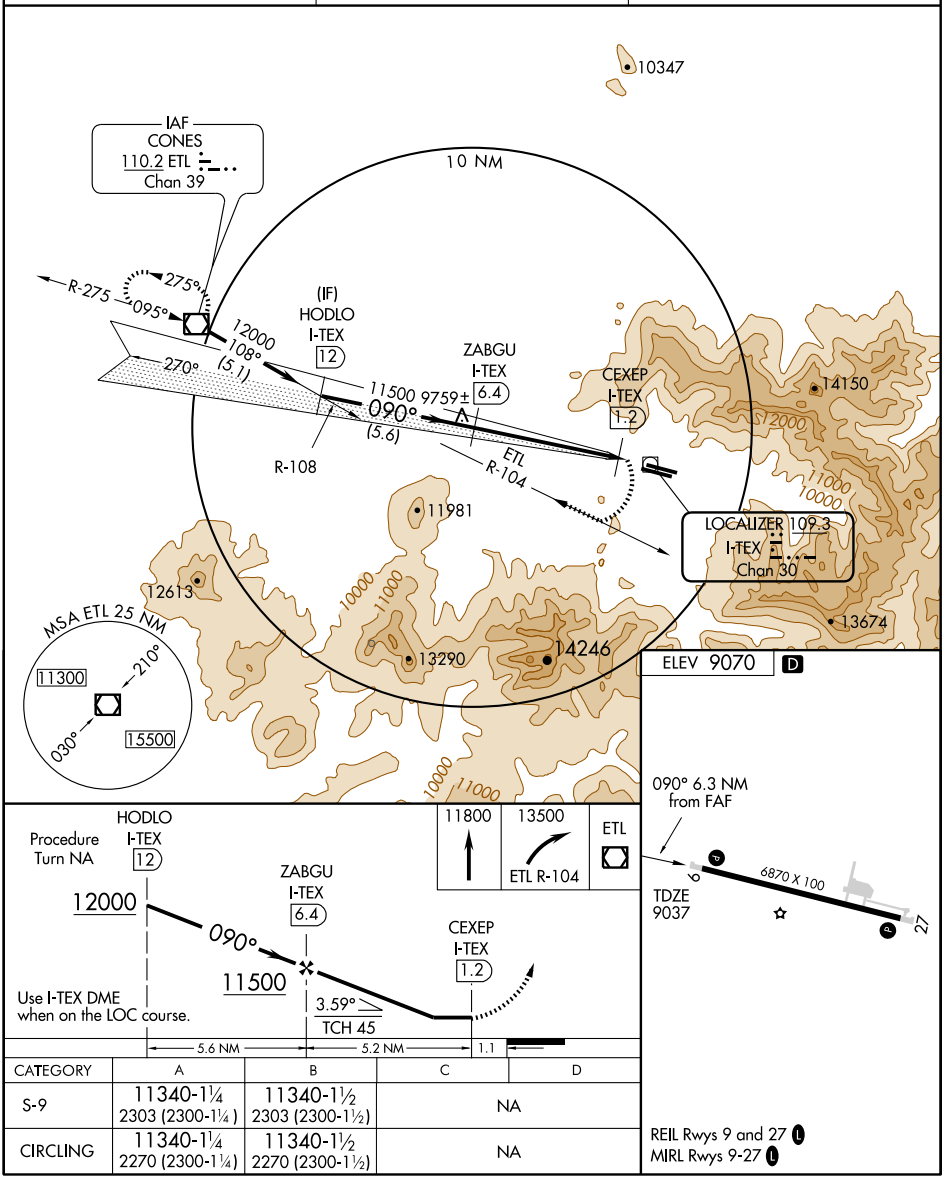
LOC/DME RWY 9

TELLURIDE RGNL (TEX)

▼ Circling NA north of Rwy 9-27.
Procedure NA at night.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 via ETL VOR/DME R-104 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-9	11340-1¼ 2303 (2300-1¼)	11340-1½ 2303 (2300-1½)	NA	
CIRCLING	11340-1¼ 2270 (2300-1¼)	11340-1½ 2270 (2300-1½)	NA	

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ETL 110.2 Chan 39	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 9078

VOR/DME or GPS-A

TELLURIDE RGNL (TEX)

Obtain local altimeter setting on CTAF; if not received procedure not authorized. Procedure not authorized at night. Circling not authorized north of runway 9-27.

NA

MISSED APPROACH: Immediate climbing right turn to 14,000 via ETL R-095 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L

NoPt for arrivals on ETL VOR/DME radials 235 clockwise to 326.

10 NM

IAF CONES 110.2 ETL Chan 39

R-275

275° 1 min 095°

12400 095° (6.6)

9739±

(IKHAF) ETL 6.6

(MAPSY) ETL 11.6

095° 5.2 NM

10347 11259± 12022± 14150 13213± 12000 10892± 11082± 13581± 11000 10000 10219± 12081± 13472± 12613 10000 11000 14017± 13674 13290 14246 10000 11000 12340

ELEV 9078 D

MSA ETL 25 NM

11100 210° 030° 15300

Fly Visual 095° 5.2 NM

6870 X 100 9 27

One Minute Holding Pattern

VOR/DME (IKHAF) ETL 6.6 (MAPSY) ETL 11.6

12400 275° 095° 12400 095° Fly Visual 095° 5.2 NM

6.6 NM 5 NM

14000 ETL R-095 ETL 110.2

CATEGORY	A	B	C	D
CIRCLING	12380-6 3294 (3300-6)		NA	

REIL Rwys 9 and 27 L

MIRL Rwys 9-27 L

SW-1, 21 OCT 2010 to 18 NOV 2010

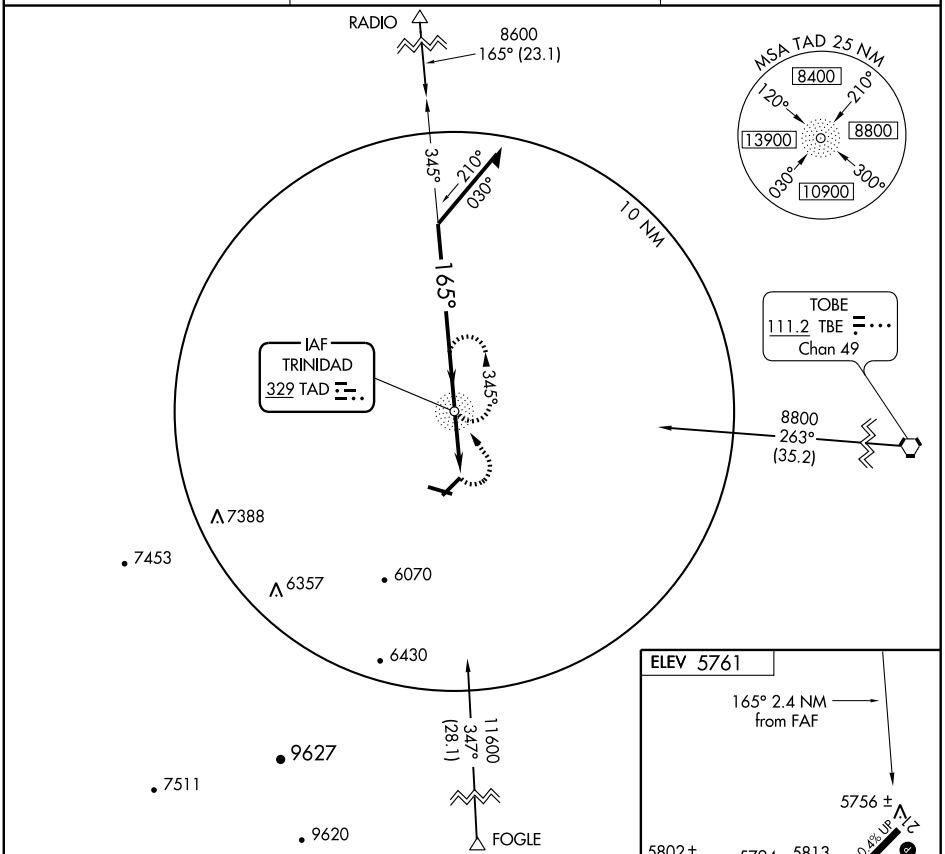
NDB TAD	APP CRS	Rwy Idg	N/A
329	165°	TDZE	N/A
		Apt Elev	5761

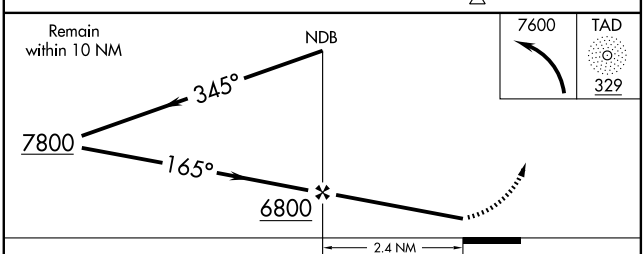
NDB-A

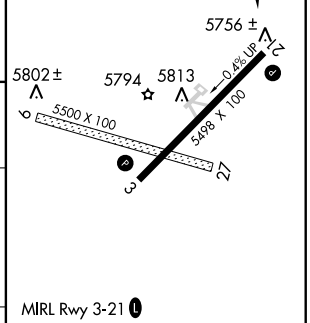
TRINIDAD/PERRY STOKES (TAD)

MISSED APPROACH: Climbing left turn to 7600 direct TAD NDB and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	6200-1 439 (500-1)	6220-1 459 (500-1)	6220-1½ 459 (500-1½)	6360-2 599 (600-2)

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5498
035°	TDZE	5756
	Apt Elev	5761

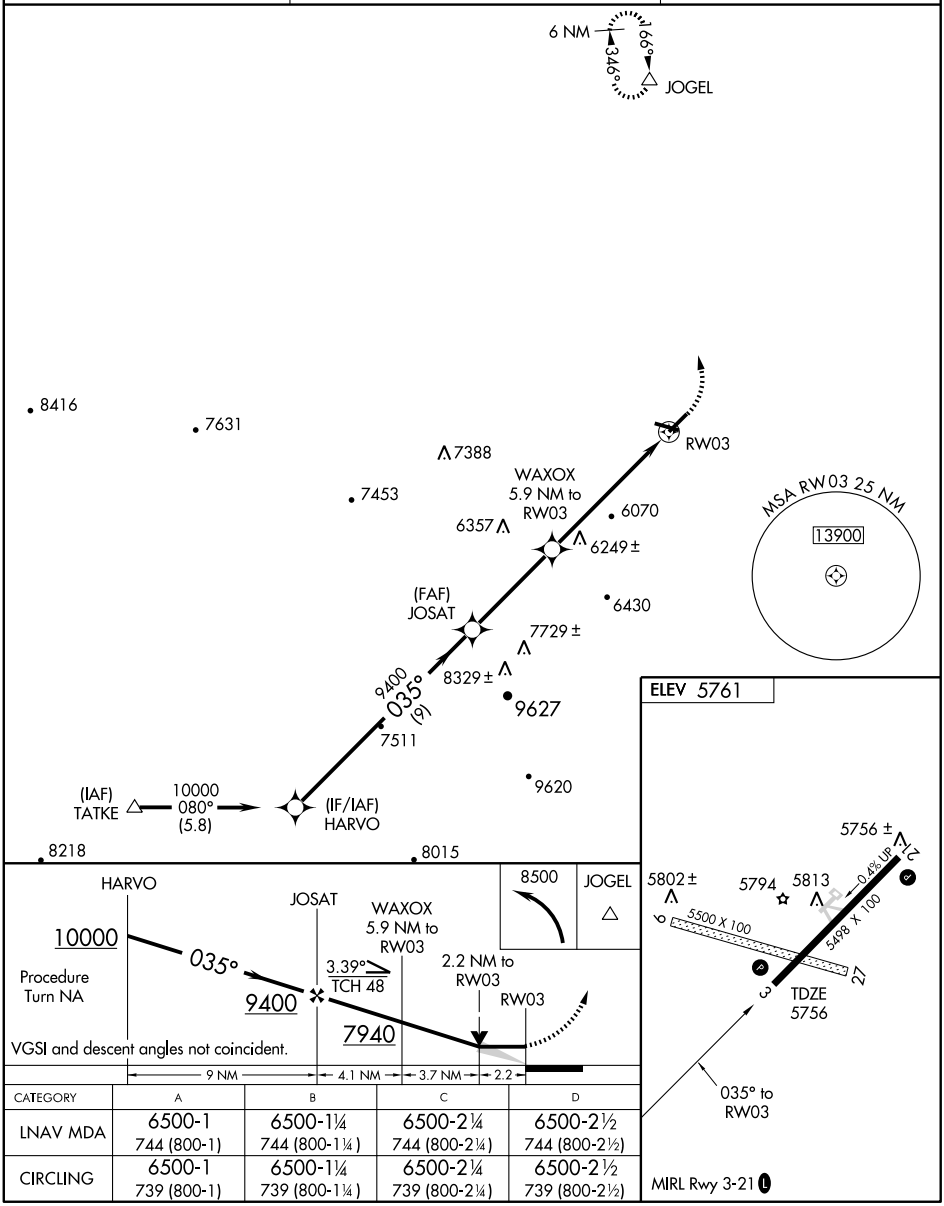
RNAV (GPS) RWY 3

TRINIDAD/ PERRY STOKES (TAD)

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6500-1 744 (800-1)	6500-1¼ 744 (800-1¼)	6500-2¼ 744 (800-2¼)	6500-2½ 744 (800-2½)
CIRCLING	6500-1 739 (800-1)	6500-1¼ 739 (800-1¼)	6500-2¼ 739 (800-2¼)	6500-2½ 739 (800-2½)

MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
152°	TDZE	N/A
	Apt Elev	8153

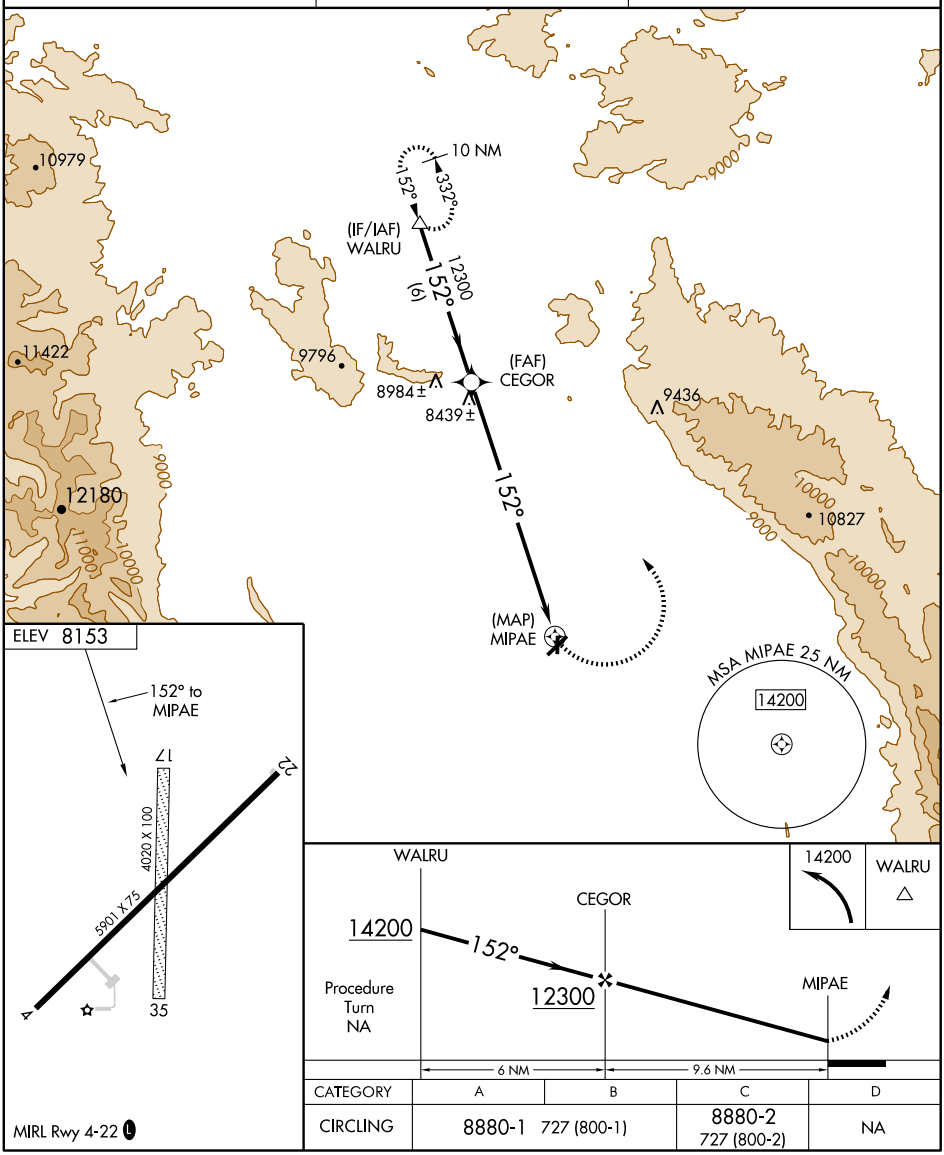
RNAV (GPS)-A

WALDEN-JACKSON COUNTY (33V)

When local altimeter setting not received, procedure NA.
Circling NA southeast of Rwy 4-22.
Circling to Rwy 17 and 35 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 (L)

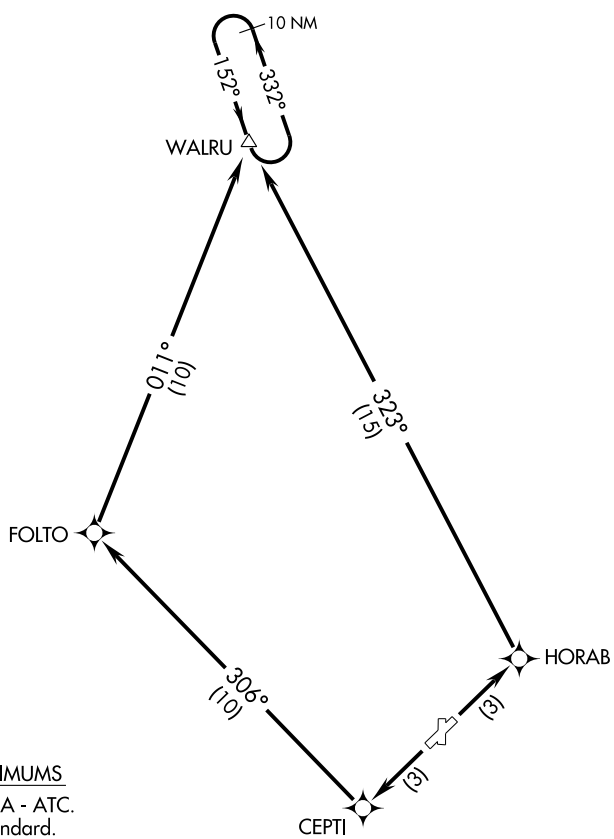


CATEGORY	A	B	C	D
CIRCLING	8880-1 727 (800-1)		8880-2 727 (800-2)	NA

MIRL Rwy 4-22 (L)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WALRU ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 17, 35: NA - ATC.
Rwy 4, 22: Standard.

NOTE: Rwy 22: Pole, 570' from DER, 339' right of centerline, 58' AGL/8174' MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence....

TAKE-OFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence....

....continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

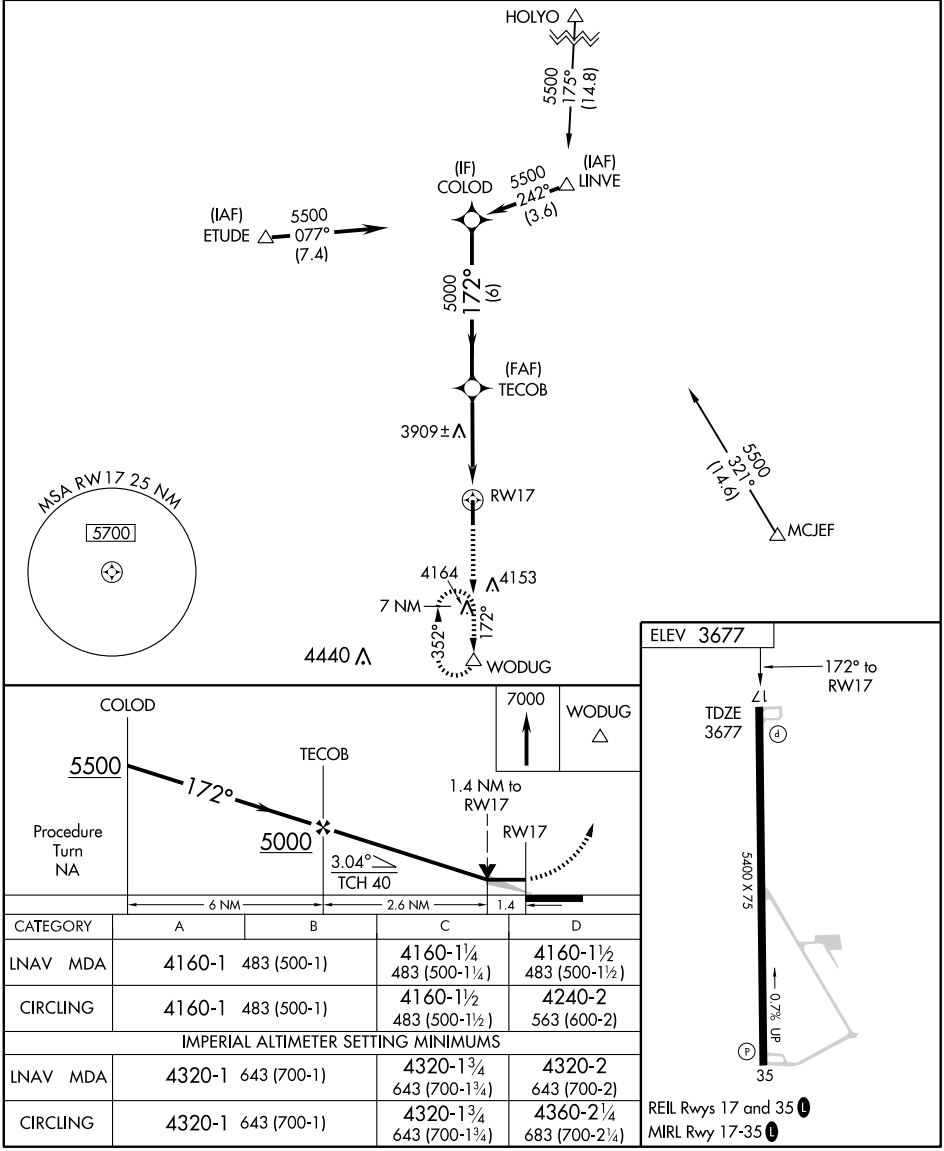
WRAY MUNI (2V5)

APP CRS	Rwy Idg	5400
172°	TDZE	3677
	Apt Elev	3677

DME/DME RNP -0.3 NA.
Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting.
VDP NA when using Imperial altimeter setting.

MISSED APPROACH: Climb to 7000 direct WODUG and hold, continue climb-in-hold to 7000.

AWOS-3	DENVER CENTER	UNICOM
118.250	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4160-1 483 (500-1)		4160-1¼ 483 (500-1¼)	4160-1½ 483 (500-1½)
CIRCLING	4160-1 483 (500-1)		4160-1½ 483 (500-1½)	4240-2 563 (600-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4320-2 643 (700-2)
CIRCLING	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4360-2¼ 683 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

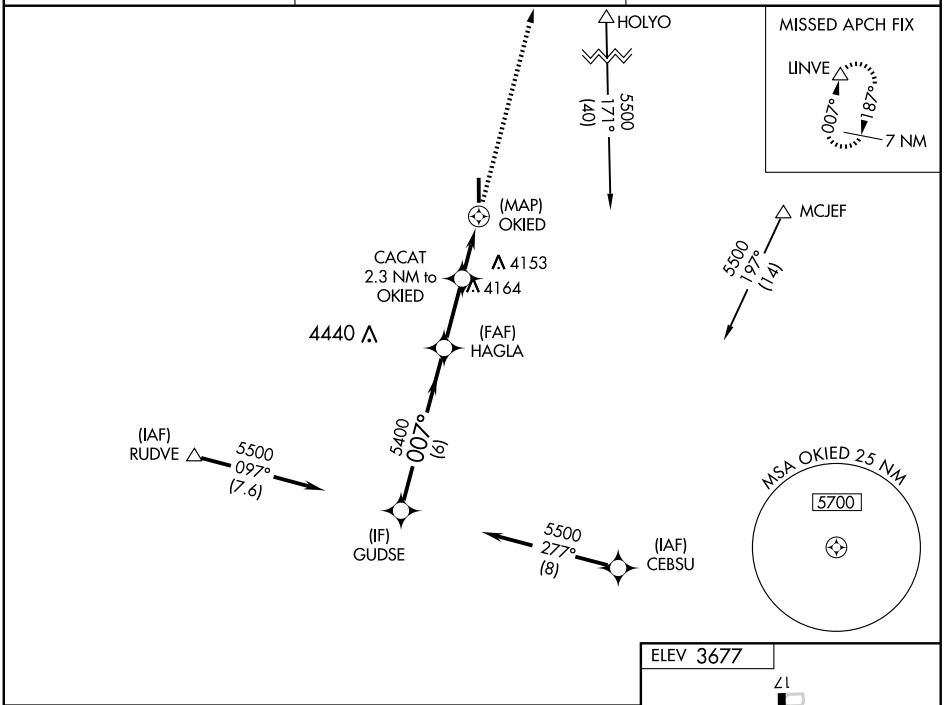
WRAY MUNI (2V5)

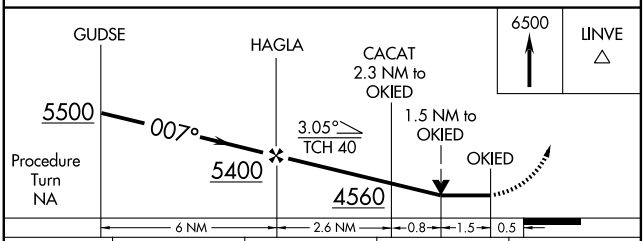
APP CRS	Rwy Idg	5400
007°	TDZE	3653
	Apt Elev	3677

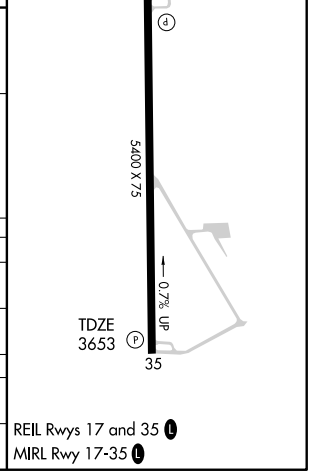
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting. VDP NA when using Imperial altmeter setting.

MISSED APPROACH: Climb to 6500 direct LINVE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.250	132.7 397.85	122.8 (CTAF) L







LNAV MDA	4320-1 667 (700-1)		4320-1¾ 667 (700-1¾)	4320-2 667 (700-2)
CIRCLING	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4320-2 643 (700-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4460-1 807 (800-1)	4460-1¼ 807 (800-1¼)	4460-2¼ 807 (800-2¼)	4460-2½ 807 (800-2½)
CIRCLING	4460-1 783 (800-1)	4460-1¼ 783 (800-1¼)	4460-2¼ 783 (800-2¼)	4460-2½ 783 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AKRON, CO
COLORADO PLAINS RGNL ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

ALAMOSA, CO
SAN LUIS VALLEY RGNL/ BERGMAN FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ALBUQUERQUE, NM
ALBUQUERQUE INTL SUNPORT ..... **VOR or TACAN Rwy 8**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

CLAYTON, NM
CLAYTON MUNI AIRPARK ..... **NDB Rwy 2**[1]
NDB Rwy 20[2]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Category D, 800-2¼.

CLOVIS, NM
CLOVIS MUNI ..... **VOR Rwy 22,**800-2¼

NAME — ALTERNATE MINIMUMS

COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI ..... **ILS or LOC Rwy 17L**[13]
ILS or LOC Rwy 35L[23]
ILS or LOC Rwy 35R[3]
RNAV (GPS) Y Rwy 17L[1]
RNAV (GPS) Y Rwy 17R[34]
RNAV (RNP) Z Rwy 17R[5]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, C, D, 800-2¼.

CORTEZ, CO
CORTEZ MUNI ..... **RNAV (GPS) Y Rwy 21**[1]
RNAV (GPS) Z Rwy 21[2]
VOR Rwy 21[1]
[1]Category D, 900-3.
[2]Categories A, B, 1300-2; Categories C, D, 1300-3.

CRAIG, CO
CRAIG-MOFFAT ..... **VOR/DME Rwy 7**[1]
VOR Rwy 25[2]
[1]1300-3.
[2]1700-3.

DEMING, NM
DEMING MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 26
VOR Rwy 26
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME — ALTERNATE MINIMUMS

DENVER, CO

CENTENNIAL ..... **ILS or LOC Rwy 35R**[1]
NDB Rwy 35R[2]
RNAV (GPS) Rwy 28[34]
RNAV (GPS) Rwy 35R[14]

[1]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

ROCKY MOUNTIAN
METROPOLITAN ..... **ILS or LOC Rwy 29R**
VOR/DME Rwy 29L/R

NA when control tower closed.

DURANGO, CO

DURANGO-LA PLATA
COUNTY ..... **VOR/DME Rwy 3**

NA when control zone not effective except for operators with approved weather reporting service.

EAGLE, CO

EAGLE COUNTY
RGNL ..... **LDA/DME Rwy 25**

Categories A,B, 2100-2; Category C, 2100-3.
NA when control tower closed.
NA when local weather not available.

FARMINGTON, NM

FOUR
CORNERS RGNL ..... **ILS or LOC Rwy 25**[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 23[4]
RNAV (GPS) Rwy 25[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

FORT COLLINS/LOVELAND, CO

FORT COLLINS-
LOVELAND MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

GALLUP, NM

GALLUP MUNI ..... **RNAV (GPS) Rwy 6**[12]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[4]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.
[2]NA when local weather not available.
[3]Category D, 900-3.
[4]Category C, 800-2¼; Category D, 900-3.

GRAND JUNCTION, CO

GRAND JUNCTION
RGNL ..... **ILS or LOC Rwy 11**[12]
LDA/DME Rwy 29[3]
RNAV (GPS) Rwy 11[3]

[1]ILS, Category D, 700-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

GREELEY, CO

GREELEY-
WELD COUNTY ..... **ILS or LOC Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34
VOR or TACAN-A

NA when local weather not available.

GUNNISON, CO

GUNNISON-CRESTED
BUTTE RGNL ..... **ILS or LOC Rwy 6**[1]
RNAV (RNP) Rwy 6, 800-2¼
VOR or GPS-A[23]

[1]ILS,LOC, Categories A, B, C, 1600-3.
[2]Categories A,B,C, 1700-3;Cat D, 2300-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

HAYDEN, CO

YAMPA VALLEY .. **ILS or LOC/DME Y Rwy 10**[12]
RNAV (GPS) Y Rwy 10[12]
RNAV (GPS) Rwy 28[3]
RNAV (RNP) Z Rwy 10, 800-2¼[1]
VOR/DME-B[4]

[1]NA when local weather not availalbe.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

HOBBS, NM

LEA COUNTY RGNL ..... **ILS or LOC Rwy 3[1]**
LOC/DME BC Rwy 21[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 30[2]
VOR/DME or TACAN Rwy 21[2]
VOR or TACAN Rwy 3[2]

[1]NA when control tower closed.
[2]NA when control tower closed, except standard for operators with approved weather reporting service.
[3]NA when local weather not available.

LA JUNTA, CO

LA JUNTA MUNI ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

LAMAR, CO

LAMAR MUNI ..... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 900-2½, Category D, 900-2¾.

LAS VEGAS, NM

LAS VEGAS MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 2
VOR Rwy 20

NA when local weather not available.

LONGMONT, CO

VANCE BRAND ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

MEEKER, CO

MEEKER ..... **RNAV (GPS) Rwy 3**

Categories A, B, 1600-2; Category C, 1600-3.

MONTROSE, CO

MONTROSE
RGNL ..... **ILS or LOC/DME Rwy 17**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR/DME Rwy 13

Category C, 1000-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO

STEVENS FIELD ..... **RNAV (GPS)-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PORTALES, NM

PORTALES MUNI ..... **RNAV (GPS) Rwy 1**

Category D, 900-3.

PUEBLO, CO

PUEBLO MEMORIAL ..... **ILS or LOC Rwy 8L[13]**
ILS or LOC Rwy 26R[23]
RNAV (GPS) Rwy 8L[4]
RNAV (GPS) Rwy 26R[4]
VOR or TACAN Rwy 26R[3]

[1]ILS, Categories A,B,C,D, 700-2; Category E,1000-3. LOC, Category E, 1000-3.
[2]ILS, 700-2.
[3]NA when control tower closed.
[4]NA when local weather not available.

RATON, NM

RATON MUNICIPAL/
CREWS FIELD ..... **VOR/DME Rwy 2**

Categories A,B, 1400-2; Categories C,D, 1400-3.

RIFLE, CO

GARFIELD COUNTY
RGNL ..... **LOC/DME-A[123]**
ILS Rwy 26[234]
RNAV (GPS) Y Rwy 8[25]
RNAV (GPS) W Rwy 26[27]
RNAV (GPS) X Rwy 26[28]
RNAV (RNP) Y Rwy 26[26]
RNAV (RNP) Z Rwy 8[29]
RNAV (RNP) Z Rwy 26[2]
VOR/DME-C[5]

[1]Categories A,B, 2400-2; Category C,2400-3.
[2]NA when local weather not available.
[3]Not authorized 0200-1300Z.
[4]ILS, Categories A,B,C, 1300-4.
[5]Categories A,B, 1900-2; Category C, 1900-3.
[6]Categories A,B,C, 800-2¼.
[7]Categories A,B, 1700-2; Category C, 1700-3.
[8]Categories A,B,C, 900-2½.
[9]Categories A,B,C, 900-3.

ROSWELL, NM

ROSWELL
INTL AIR CENTER ..... **ILS Rwy 21[1]**
LOC BC Rwy 3[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 35[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SANTA FE, NM

SANTA FE MUNI ..... **ILS or LOC Rwy 2[12]**
VOR/DME-A[34]
VOR Rwy 33[34]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when control tower closed except for operators with approved weather reporting service.

SILVER CITY, NM

GRANT COUNTY ..... **VOR-A**
VOR/DME-B
NA when Deming FSS closed.

TAOS, NM

TAOS REGIONAL ..... **VOR/DME-B**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

TELLURIDE, CO

TELLURIDE RGNL ..... **LOC/DME Rwy 9**
Categories A, B, 2300-2.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI ..... **VOR-A**
Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE, NM

Amdt. 20C, JUN 3, 2010 (FAA) ELEV **5355**

ALBUQUERQUE INTL SUNPORT

RADAR - 123.9 127.4 253.5 354.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	8		ABC	**5700**/24	384	(400-½)	DE	**5700**/50	384	(400-1)
	35		ABC	**5700**-1	386	(400-1)	DE	**5700**-1¼	386	(400-1¼)
	3		ABC	**5700**-1	388	(400-1)	DE	**5700**-1¼	388	(400-1¼)
	17		AB	**5740**-1	419	(400-1)	CD	**5740**-1¼	419	(400-1¼)
			E	**5740**-1½	419	(400-1½)				
CIRCLING			AB	**5840**-1	488	(500-1)	C	**5900**-1½	545	(600-1½)
			D	**5940**-2	585	(600-2)	E	**6040**-2½	685	(700-2½)

Circling Category E not authorized E of Rwys 17/35. CAUTION: Steeply rising terrain in NE quadrant exceeding 8000' at 8 NM from airport and in SE quadrant exceeding 6300' at 4.6 NM from airport. Categories D and E S-8 visibility increased to RVR 6000 for inoperative MALSR.

CANNON AFB (KCVS), NM (Clovis) (10266 USAF)

ELEV 4295

RADAR[1]- (E) 127.75x 295.7x 363.95x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	31[3]		AB	4720-½	450	(500-½)
			C	4720-¾	450	(500-¾)
			DE	4720-1	450	(500-1)
	4[4]		ABCD	4700/40	416	(500-¾)
			E	4700/50	416	(500-1)
	22[5]		AB	4820/24	525	(600-½)
			C	4820/50	525	(600-1)
			DE	4820/60	525	(600-1¼)
	13[6]		AB	4820-¾	526	(600-¾)
			C	4820-1	526	(600-1)
			DE	4820-1¼	526	(600-1¼)
CIR	All Rwy		AB	4840-1	545	(600-1)
			C	4840-1½	545	(600-1½)
			D	4860-2	565	(600-2)
			E	5020-2½	725	(800-2½)

[1]SIF gnd ck avbl fr RAPCON on 358.3 1400-0600Z++. [2]No-NOTAM MP 0800-1200Z++ Mon-Fri. [3]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles. [4]When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ miles, CAT E to vis 1½ miles. [5]When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½, CAT DE vis to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

21 OCT 2010 to 18 NOV 2010

ROSWELL, NM

Orig, MAY 13, 2004 (FAA) ELEV **3669**

ROSWELL INTL AIR CENTER

RADAR[1] - **E** 119.6 239.0 ▽ ⚠ NA when control tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**4020**-1	355	(400-1)	DE	**4020**-1¼	355	(400-1¼)
	17		ABC	**4020**-1	356	(400-1)	DE	**4020**-1¼	356	(400-1¼)
	35		ABC	**4060**-1	391	(400-1)	D	**4060**-1¼	391	(400-1¼)
			E	**4060**-1½	391	(400-1½)				
	21		AB	**4040**-½	408	(400-½)	C	**4040**-¾	408	(400-¾)
			DE	**4040**-1	408	(400-1)				
CIRCLING			AB	**4140**-1	471	(500-1)	C	**4140**-1½	471	(500-1½)
			D	**4220**-2	551	(600-2)	E	**4380**-2½	711	(800-2½)

[1]Opr 1300-0400Z++. Procedure NA when control tower closed.
[2] When ALS inoperative, increase Category D visibility to 1¼, and Category E visibility to 1½.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: **Rwy 11,** rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29,** vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16,21,34,** NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME	TAKE-OFF MINIMUMS

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8,** std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35,** climbing left turn direct ABQ VORTAC. If required, continue cllmb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26,** climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west,left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

ALBUQUERQUE, NM (CON'T)

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3,** light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12,** electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17,** light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21,** terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30,** tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35,** light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)

AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4 ,** climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17,** climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22,** climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35 ,** climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17,** antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35,** antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 17,** use ANEKE RNAV DEPARTURE.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 33,** use SARDD DEPARTURE.

BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3,21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*

* Or standard with minimum climb of 240/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500. **Rwy 33,** NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15,** use PUEBLO RNAV DEPARTURE. **Rwy 33,** NA-due to terrain.

NOTE: **Rwy 15,** tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

BUTTS AAF (KFCS)

FORT CARSON, CO

. . . . . .Rwy 31, 400-1*

* Or standard with a minimum climb of 210/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.

Rwy 3l climbing right turn heading 80° within 1 mile.

All aircraft continue climb via hdg 080° until joining V-81.

CANNON AFB (KCVS),

CLOVIS, NM. . . . . .(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

Rwy 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

Rwy 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

CANON CITY, CO
FREMONT COUNTY
TAKE-OFF MINIMUMS: **Rwy 29,** 4600-2 or std. with a min. climb of 450' per NM to 10400.
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading. **Rwy 29,** turn left heading 115°.
All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

CLAYTON, NM
CLAYTON MUNI
TAKE-OFF MINIMUMS: **Rwy 30,** 1300-1 or std. with a min. climb of 244' per NM until 6700.

COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI (COS)
AMDT 9 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 6900. **Rwy 35L,** 300-1¼ or std. w/ min. climb of 213' per NM to 6400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
DEPARTURE PROCEDURE: **Rwys 13, 17L, 17R,** climbing left turn direct BRK VORTAC, thence...**Rwys 31, 35L, 35R,** climbing right turn direct BRK VORTAC, thence...
All Aircraft, climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing on BRK R-154 CW R-324 climb in BRK holding pattern (Northwest, left turns, 154° inbound) to cross BRK VORTAC at or atove MEA/MCA for route of flight.
NOTE: **Rwy 13,** multiple trees beginning 126' from DER, 235' left of centerline, up to 30' AGL/6196' MSL. Multiple trees beginning 171' from DER, 372' right of centerline, up to 30' AGL/6183' MSL. **Rwy 17R,** tree 956' from DER, 573' left of centerline, 30' AGL/6091' MSL. Tree 1074' from DER, 181' right of centerline, 30' AGL/6094' MSL. **Rwy 35L,** multiple trees beginning 535' from DER, 416' right of centerline, up to 30' AGL/6337' MSL.

CORTEZ, CO
CORTEZ MUNI (CEZ)
AMDT 3 10098 (FAA)
DEPARTURE PROCEDURE: use LEDVE DEPARTURE.

CRAIG, CO
CRAIG-MOFFAT
TAKE-OFF MINIMUMS: **Rwys 7,25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.
DEPARTURE PROCEDURE: **Rwys 7,25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

DEMING, NM
DEMING MUNI
TAKE-OFF MINIMUMS: **Rwy 4,** NA.
DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8,** climbing left turn heading 214°; **Rwy 22,** climbing right turn heading 302°; **Rwy 26,** climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V110 on course.

21 OCT 2010 to 18 NOV 2010

DENVER, CO

CENTENNIAL (APA)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ min. climb of 253' per NM to 6900. **Rwy 17R,** std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10,** when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R,** climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28,** climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R,** climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10,** terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L,** multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R,** terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28,** terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L,** terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

DENVER, CO (CON'T)

DENVER INTL (DEN)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8,** climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R,** climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 17L, 17R,** climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25,** climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26,** climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8,** multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L,** tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L,** multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R,** multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25,** multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L,** multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R,** multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L,** terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

21 OCT 2010 to 18 NOV 2010

DENVER, CO (CON'T)

FRONT RANGE (FTG)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn,thence ... **Rwy 17,** climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 26,** climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 35,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26,** multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50'AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L,** 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2,** climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, thence ... **Rwys 11L, 11R,** climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence ...**Rwy 20,** climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, thence ...**Rwy 29R,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... **Rwy 29L,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, thence ...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2,** pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L,** terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14 ' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3,** trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

ERIE, CO

ERIE MUNI (EIK)
AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwy 15,** turn right; **Rwy 33,** turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL (FMN)
AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23, 25,** climbing right turn direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight. **Rwy 7,** climb direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

NOTE: **Rwy 5,** sign 27' from DER, 464' right of centerline, 13' AGL/5513' MSL. Building 4005' from DER, 654' right of centerline, 96' AGL/5608' MSL. **Rwy 25,** sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL. Obstruction light on DME 200' from DER, 442' left of centerline, 24' AGL/5493' MSL. Sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.

FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA-VFR runway.

DEPARTURE PROCEDURE: **Rwy 15,** climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...**Rwy 33,** climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...
...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33,** multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24,** 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left. **All aircraft** climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)
AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** NA-obstacles. **Rwy 22,** NA-obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE: **Rwys 11, 29,** use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)
AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 16,** climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 27,** climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence...**Rwy 34,** climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...
...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27,** tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34,** multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500. **Rwys 17, 35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800. **All aircraft** continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

HAYDEN, CO

YAMPA VALLEY (HDN)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28,** climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28,** for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10,** tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM
LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8,** tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12,** road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17,** obstruction light on glideslope, 1014' from departure end of runway, 486' right of centerline, 37' AGL/3687' MSL. **Rwy 21,** tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26,** road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30,** wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35,** multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/ 3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/ 3682' MSL.

HOLLOMAN AFB (KHMN),
ALAMOGORDO, NM . . . . . .ORIG, 08101

Rwy 7, NA
Rwy 16, 8000-3*
Rwy 22, 8000-3**
Rwy 25, 8000-3*
Rwy 34, 8000-3***
* Or standard with minimum climb of 510/NM to 14,100.
** Or standard with minimum climb of 470/NM to 14,100.
*** Or standard with minimum climb of 490/NM to 14,100.
Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22,** Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25,** Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

HOLYOKE, CO
HOLYOKE

NOTE: **Rwy 14,** trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32,** trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

KREMMLING, CO
MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9,** 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27,** 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 10000, then climbing right turn. **Rwy 27,** climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO
LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 080°. **Rwy 12,** climb via heading 120°. **Rwy 26,** turn left heading 160°. **Rwy 30,** turn left heading 140°. **All aircraft,** intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

LAMAR, CO
LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8,36,** turn left. **Rwy 18,** turn left/right. **Rwy 26,** turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM
LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8,** climbing right turn. **Rwy 12,** CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26,** climbing left turn. **Rwy 30,** climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM
LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20,** turn left (except via FTI R-215). **Rwy 32,** turn right.

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

LEADVILLE, CO
LAKE COUNTY (LXV)
AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use LOZUL (RNAV) DEPARTURE. **Rwy 34,** use DAVVY (RNAV) DEPARTURE.

LONGMONT, CO

VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1 or std. with a min. climb of 250' per NM until passing 5400. **Rwy 29,** CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29,** turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

LOS ALAMOS, NM

LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 4700 before turning on course. **Rwy 12,** 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21,** 40' AGL tower 936' from departure end of runway 273' right of centerline. **Rwy 30,** 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

MEEKER, CO

MEEKER (EEO)

AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21,** 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21,** for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21,** multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO

MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2,** climbing right turn. **Rwy 20,** climbing left turn. **All aircraft,** climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

MONTROSE, CO

MONTROSE RGNL (MTJ)

AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

NUCLA, CO

HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-environmental

DEPARTURE PROCEDURE: **Rwys 5, 23,** use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS , CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... **Rwy 19,** climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... .

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1,** terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19,** multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

PUEBLO, CO

PUEBLO MEMORIAL (PUB)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L,** climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R,** climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 17,** climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R,** climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35,** climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R,** rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL. **Rwy 26L,** rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R,** rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35,** rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)
AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26,** use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8,** transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30,** climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35,** climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight . *Do not exceed 230 kts in holding pattern.

SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24,** Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33,** Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28,** turn left; **Rwy 15,** climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10,** std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28,** std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28,** for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3,8,12,17,21,26,30,35,** std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3,8,12,17,21,26,30, 35,** for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3,** crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8,** pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12,** pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17,** pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21,** multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

SOCORRO, NM

SOCORRO MUNI (ONM)
AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,15,24,** NA-terrain. **Rwy 33,** 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33,** trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 4900-3 or std. w/ a min. climb of 225' per NM to 5000.

NOTE: **Rwy 17,** tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14,** 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32,** 1900-3 or std. with a min. climb of 500' per NM to 9000.

DEPARTURE PROCEDURE: **Rwy 14,** turn right heading 220°, intercept BQZ R-172. **Rwy 32,** turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3,30,33**, turn left. **Rwys 12,15,21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

TELLURIDE, CO

TELLURIDE RGNL (TEX)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.

NOTE: **Rwy 27,** trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9,27,** NA

DEPARTURE PROCEDURE: **Rwy 3,** turn left. **Rwy 21,** turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.

NOTE: **Rwy 3,** tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31,** turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21,** climb heading 213° to 5500 before proceeding on course. **Rwy 26,** climb heading 258° to 5500 before proceeding on course.

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22,** Use WALRU RNAV DEPARTURE.

WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35,** climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35,** trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

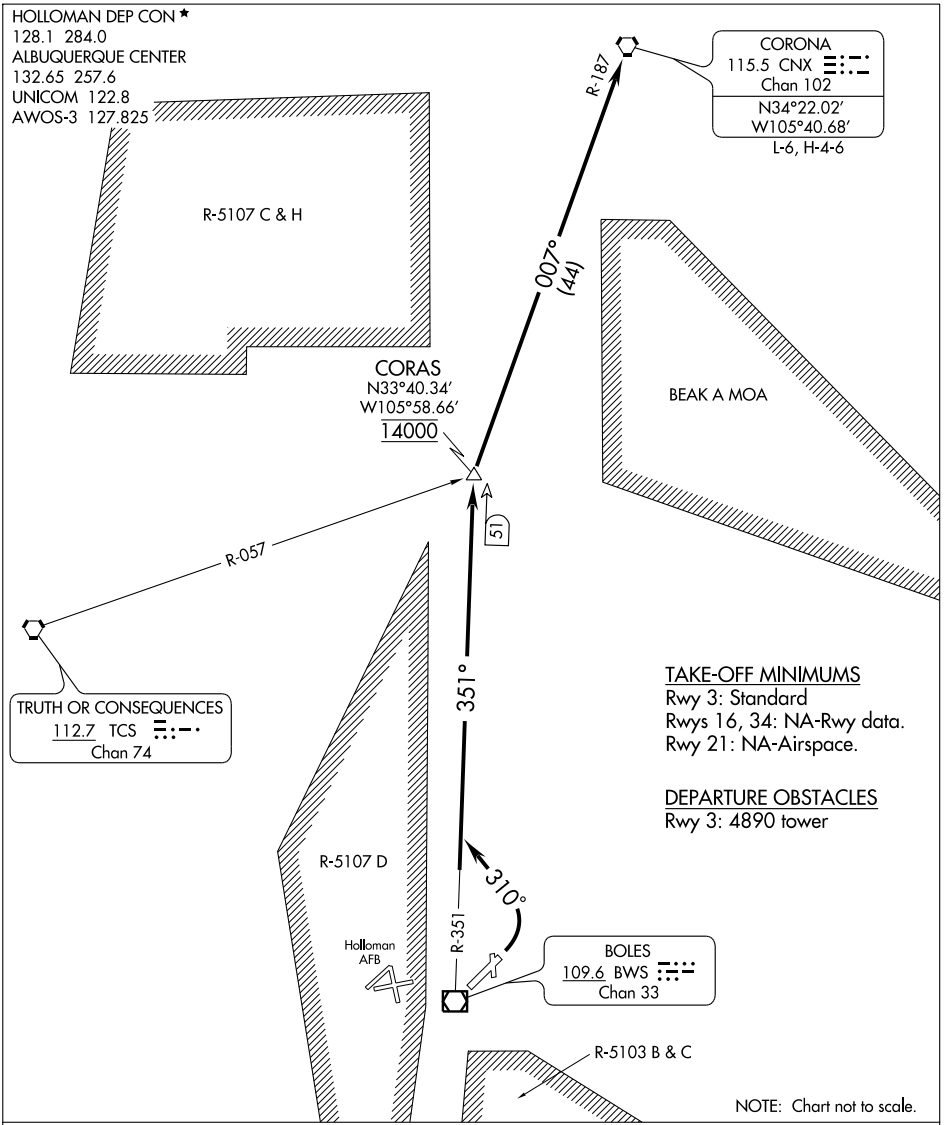
ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

21 OCT 2010 to 18 NOV 2010



SW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 14,000 via 310° heading to intercept BWS VOR/DME R-351 to CORAS INT/BWS 51 DME. Cross CORAS at 14,000. Then turn right via CNX VORTAC R-187 to CNX VORTAC.

TAKE-OFF RUNWAYS 16, 21, and 34: Not Authorized.

RNAV (GPS) RWY 3

ALAMOGORDO-WHITE SANDS RGNL (ALM)

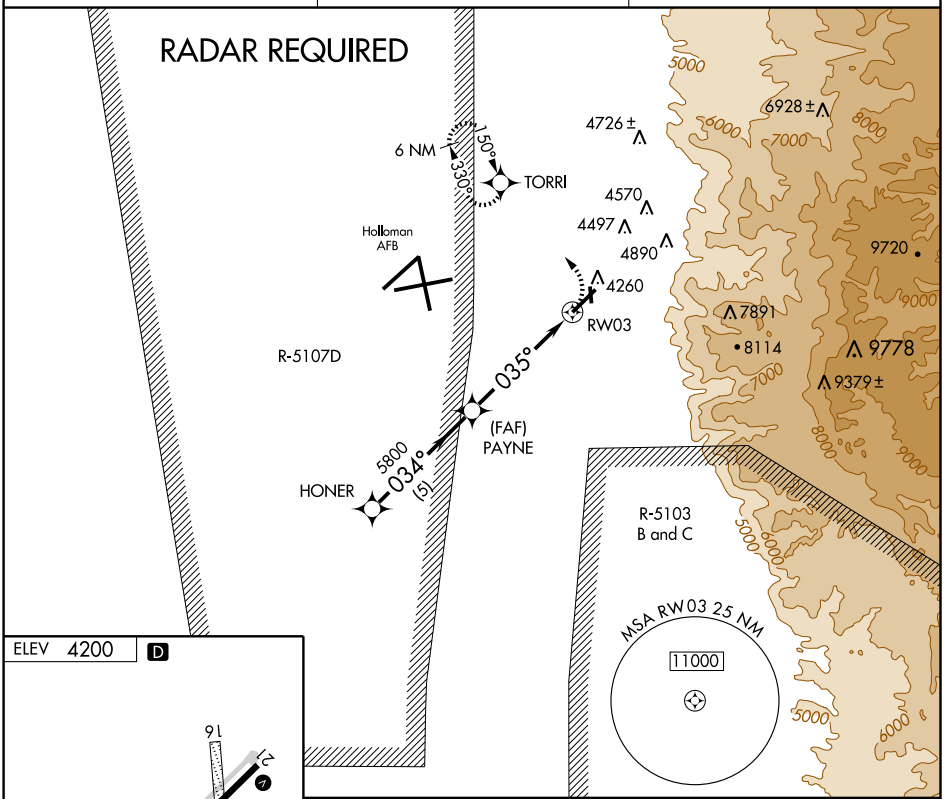
APP CRS	Rwy Idg	7006
035°	TDZE	4167
	Apt Elev	4200

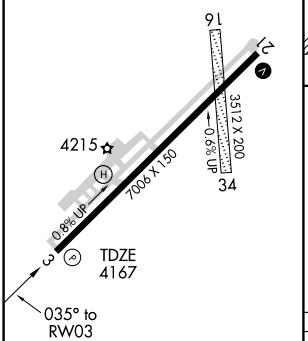
T
A NA

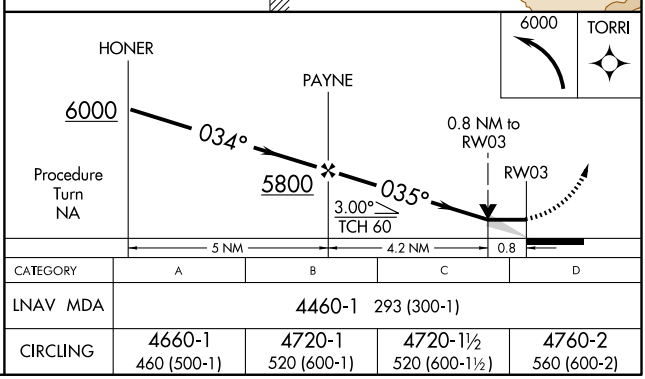
All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
Circling NA southeast of Rwy 3-21.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to 6000 direct TORRI WP and hold.

AWOS-3	HOLLOMAN APP CON ★	UNICOM
127.825	120.6 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4460-1 293 (300-1)			
CIRCLING	4660-1 460 (500-1)	4720-1 520 (600-1)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

REIL Rwys 3 and 21
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BWS	APP CRS	Rwy Idg	7006
109.6	035°	TDZE	4167
Chan 33		Apt Elev	4200

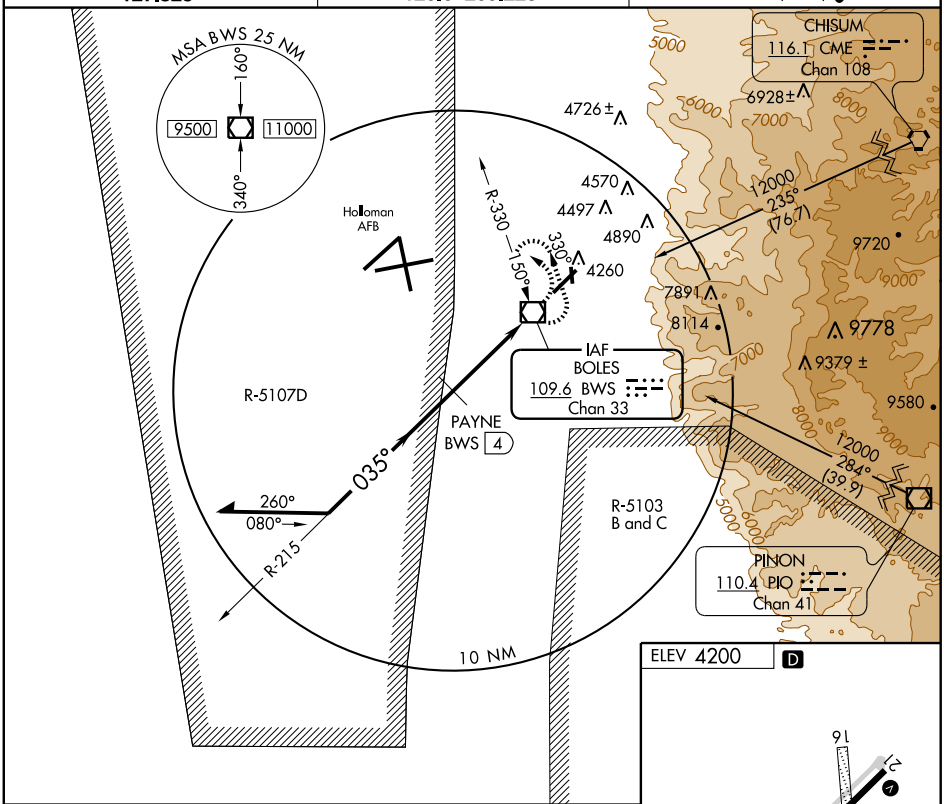
VOR/DME RWY 3

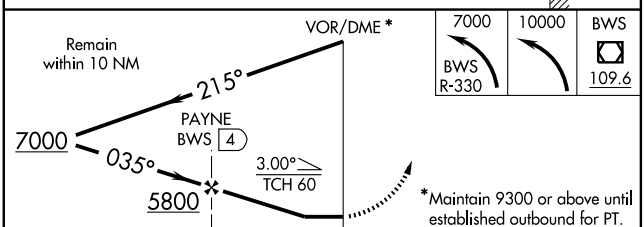
ALAMOGORDO-WHITE SANDS RGNL (ALM)

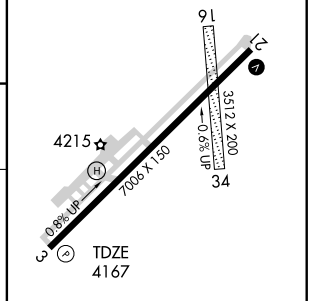
T
NA All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
Circling NA southeast of Rwy 3-21.
Arrivals over BOLES VOR/DME above 12000 descend in the holding pattern to 12000 before commencing approach.
Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to 7000 via BWS R-330 then climbing left turn to 10000 direct BWS VOR/DME and hold.

AWOS-3	HOLLOMAN APP CON *	UNICOM
127.825	120.6 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	4460-1¼ 293 (300-1¼)			
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

REIL Rwys 3 and 21
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BWS	APP CRS	Rwy Idg	7006
109.6	035°	TDZE	4167
Chan 33		Apt Elev	4200

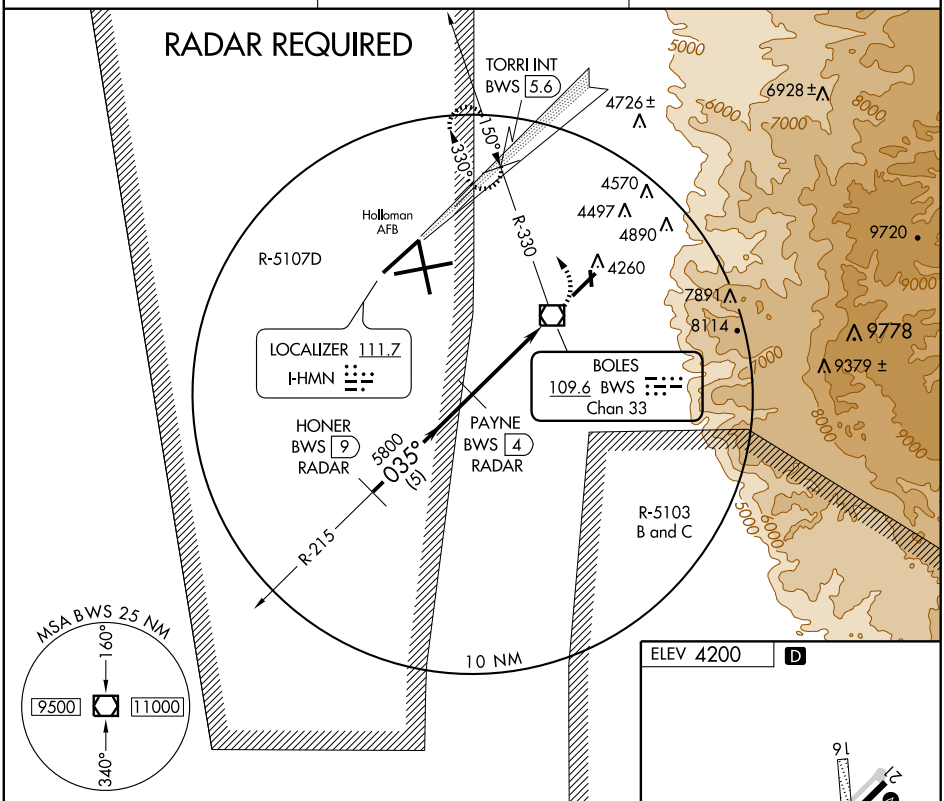
VOR RWY 3

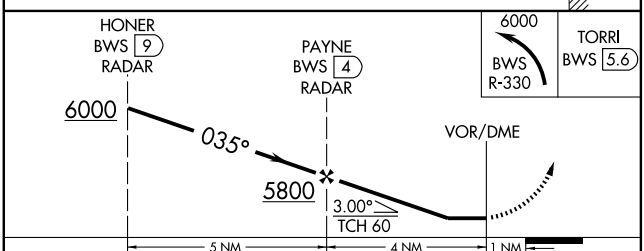
ALAMOGORDO-WHITE SANDS RGNL (ALM)

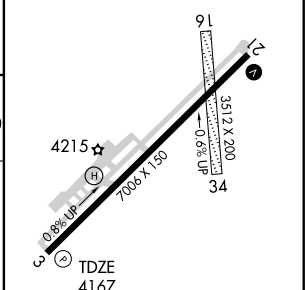
All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
Circling NA southeast of Rwy 3-21.
RADAR or DME required.
Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to 6000 via BWS R-330 to TORRI Int/BWS 5.6 DME and hold.

AWOS-3	HOLLOMAN APP CON ★	UNICOM
127.825	120.6 269.225	122.8 (CTAF) L



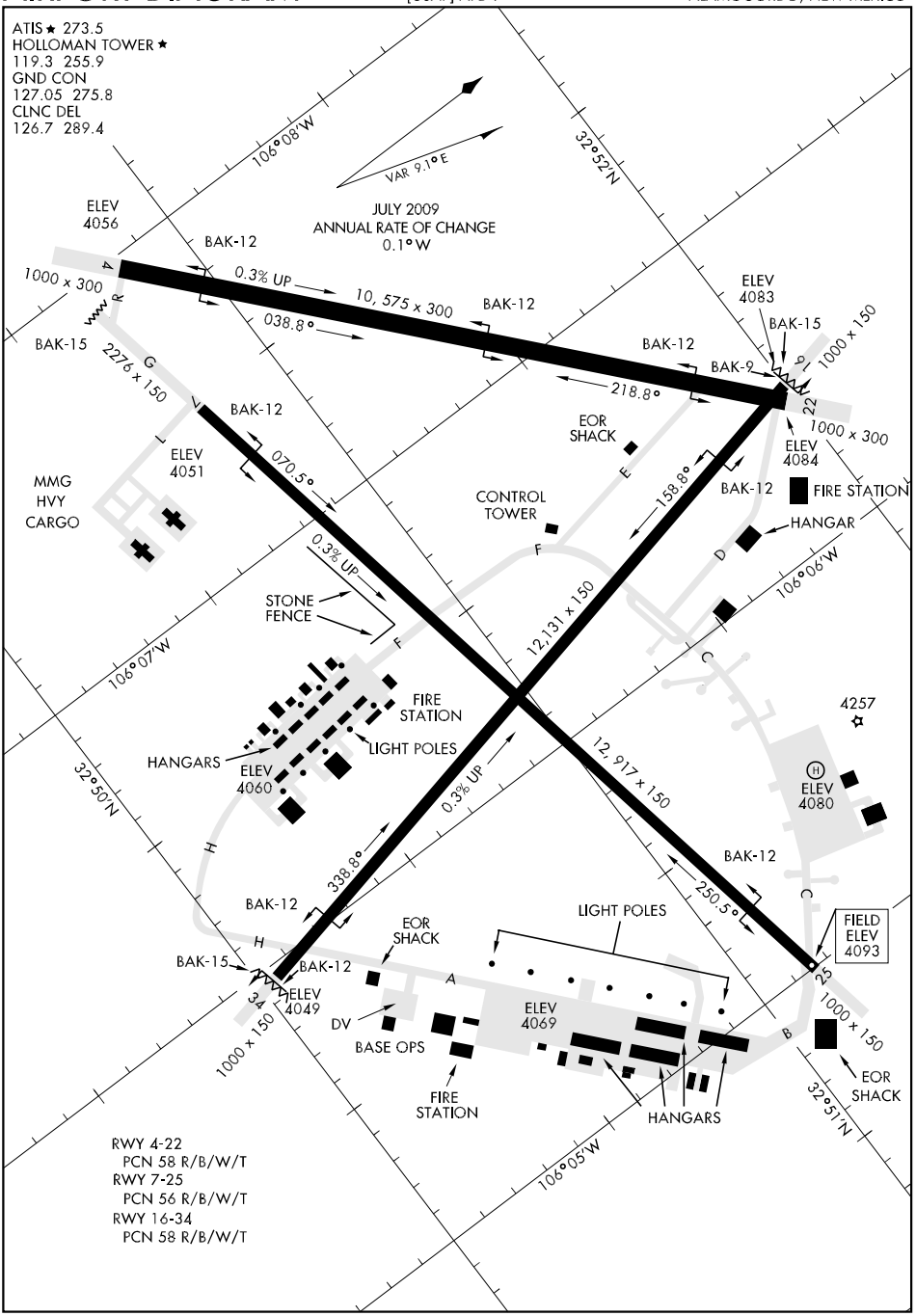




CATEGORY	A	B	C	D
S-3	4460-1¼ 293 (300-1¼)			
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

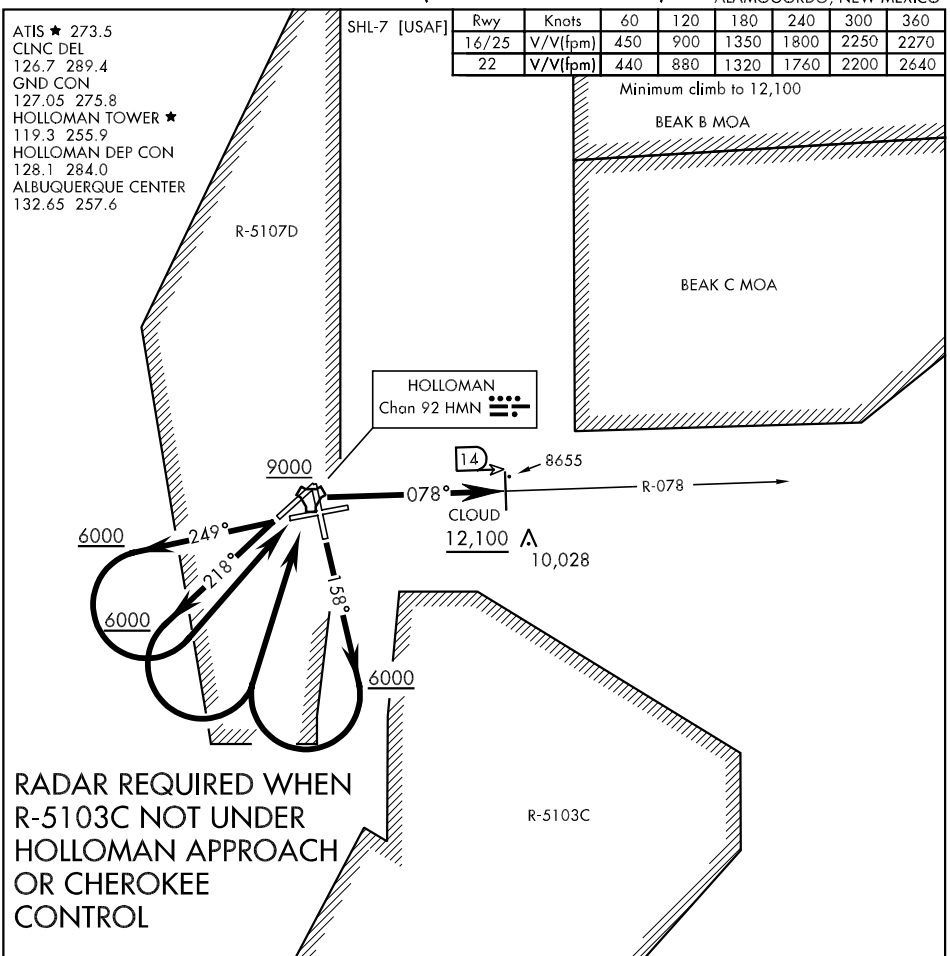
REIL Rwys 3 and 21
MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

CLOUD-THREE ALPHA DEPARTURE (CLOUD3A•CLOUD)



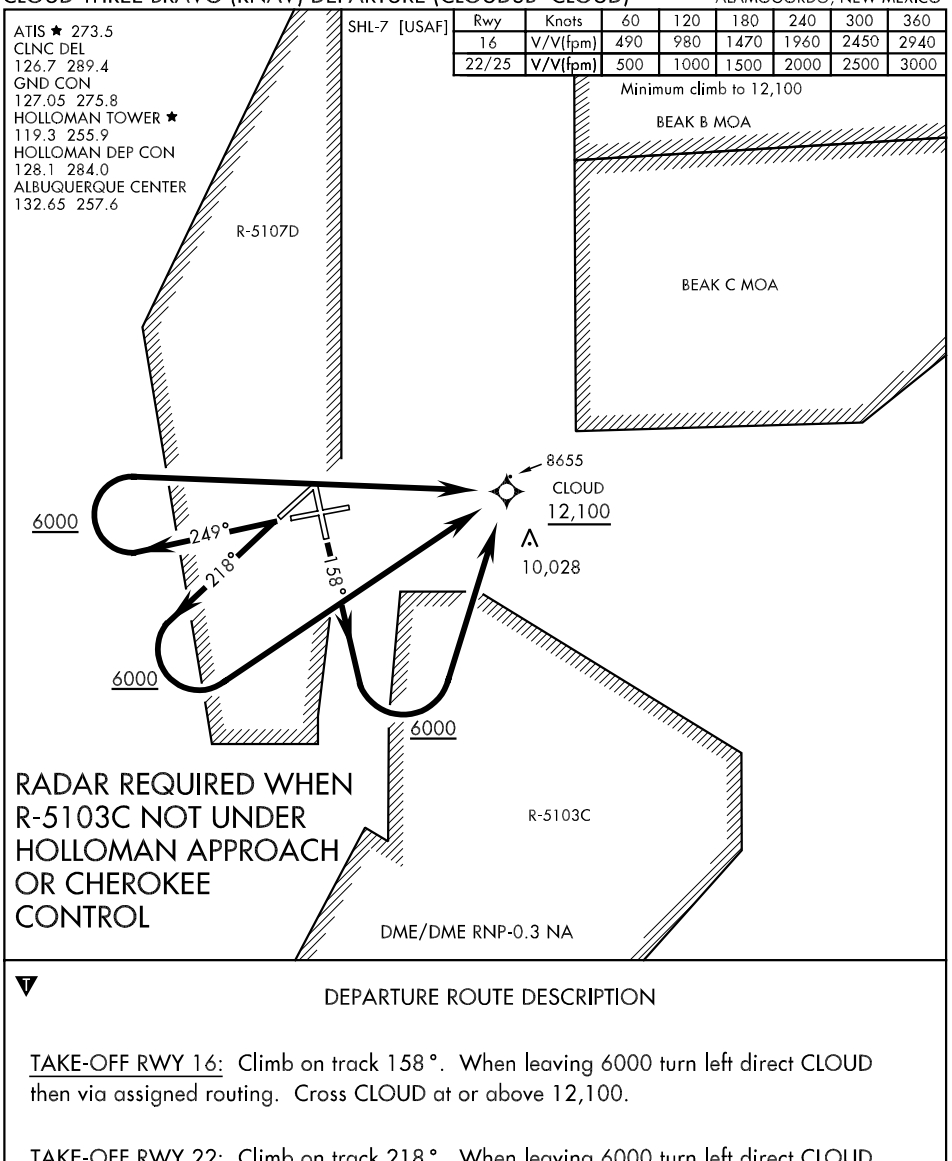
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn right direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



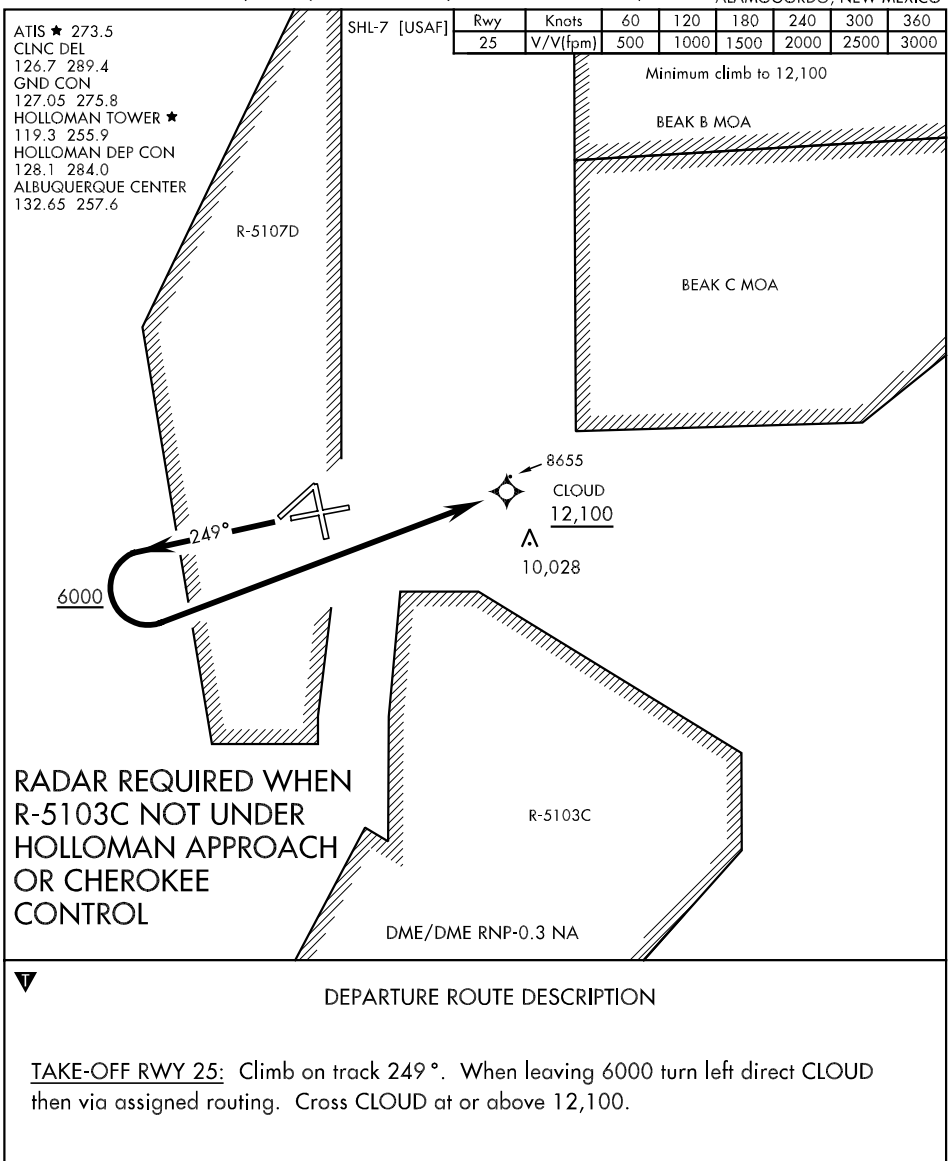
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

SW-1, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HMN	APCH CRS	Rwy ldg 10,575 / TDZE 4084 / Arpt Elev 4093
111.7	217°	

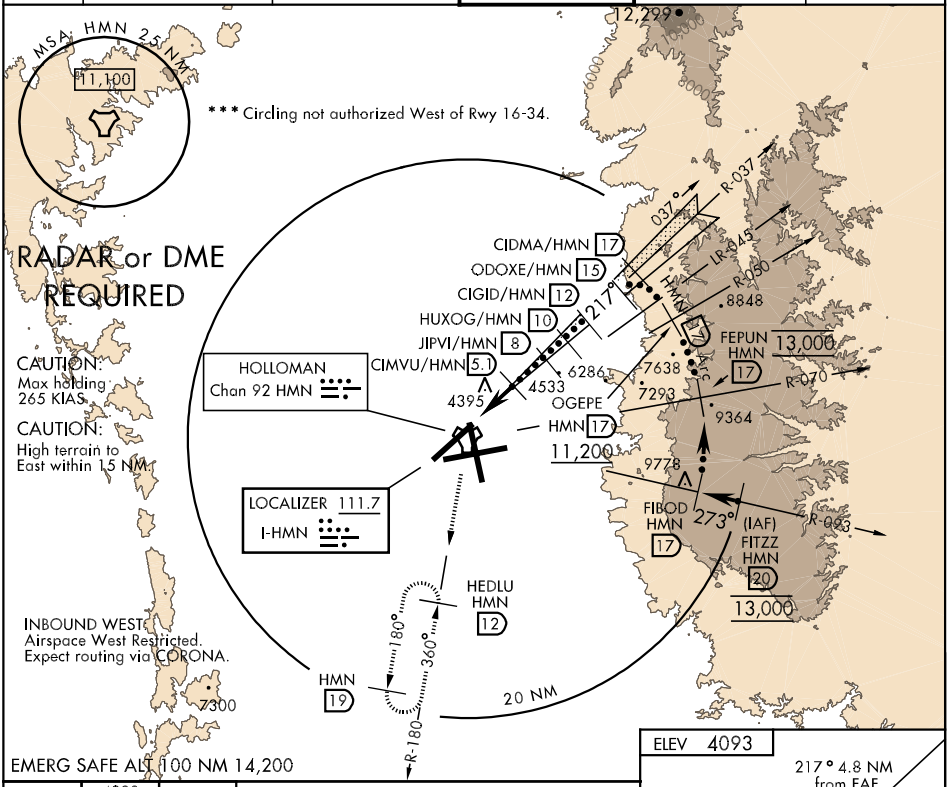
JAL-7 [USAF] — HOLLOMAN AFB (KHMN)

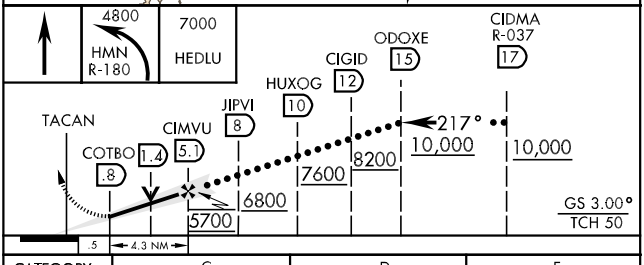
▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

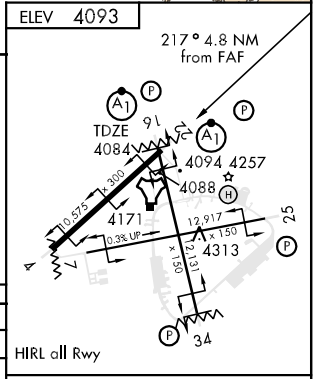
ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4







CATEGORY	C	D	E
S-ILS 22 *	4284-½ 200 (200-½)		
S-LOC 22 **	4660-1 576 (600-1)	4660-1¼ 576 (600-1¼)	4660-1½ 576 (600-1½)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.3 NM

Knots	120	140	160	180	200
Min:Sec	2:09	1:51	1:37	1:26	1:17

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MUK	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.9	158°	12,131	4083	4093

JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
*** Circling not authorized West of Rwy 16-34.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

RADAR or DME REQUIRED

CAUTION: HEIGHT GROUP 4 WCH 16FT

CAUTION: High Terrain to East within 15 NM.

CAUTION: Max holding 265 KIAS

INBOUND WEST: Airspace West Restricted. Expect routing via CORONA.

EMERG SAFE ALT 100 NM 14,200

HOLLOMAN Chan 92 HMN

LOCALIZER 108.9 I-MUK

MSA HMN 25 NM 11,100

20 NM

(IAF) HIGGY HMN 22

JEMTO HMN 15

CAPAR HMN 11

FETER HMN 5.7 /RADAR

SMATI HMN 12

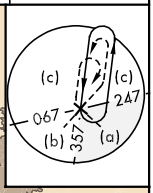
HEDLU HMN 12

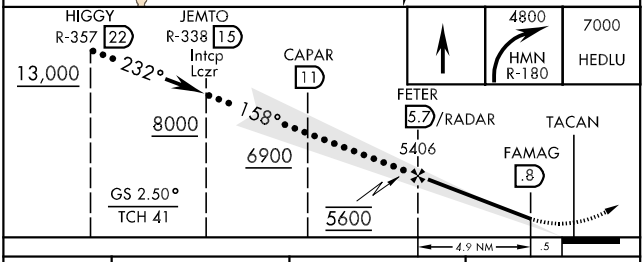
HMN 19

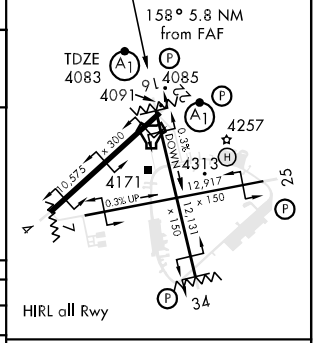
HMN 22

R-338 LR-345 R-357 232° 338° 158° 177° 357° 180° 360° R-180

12,299 5089 7606 4301 4390 4395 7300







CATEGORY	C	D	E
S-ILS 16 *	4283-½	200 (200-½)	
S-LOC 16 **	4580-¾ 497 (500-¾)	4580-1 497 (500-1)	4580-1¼ 497 (500-1¼)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SW-1, 21 OCT 2010 to 18 NOV 2010

ALAMOGORDO, NEW MEXICO

HI-ILS Y RWY 22

LOC I-HMN	APCH CRS	Rwy ldg 10,575 / TDZE 4084 / Arpt Elev 4093
111.7	217°	

JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

*** Circling not authorized West of Rwy 16-34.

MSA HMN 25 NM 11,100

(IAF) HIGGY HMN 22

HMN 22

FAVAT HMN 17

SMATI HMN 12

HOLLOMAN Chan 92 HMN

RADAR or DME REQUIRED

LOCALIZER 111.7 I-HMN

INBOUND WEST Airspace West Restricted. Expect routing via CORONA.

HMN 19

7300

HEDLU HMN 12

20 NM

R-357 177° HMN 17 R-037 357° Arc 217° 5037°

CIDMA/HMN 17 8497

ODOXE/HMN 15

CIGID/HMN 12 7638

HUXOG/HMN 10

JIPVI/HMN 8 7293

CIMVU/HMN 5.1 6286

4533 4395

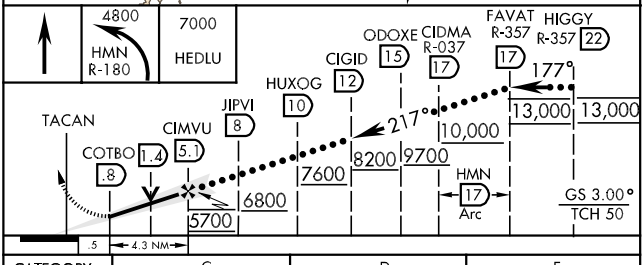
12,299

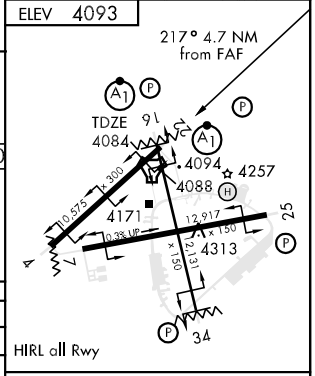
CAUTION: High terrain to East within 15 NM.

CAUTION: Max holding 265 KIAS

R-180 360°

EMERG SAFE ALT 100 NM 14,200





CATEGORY	C	D	E
S-ILS 22 *	4284-½ 200 (200-½)		
S-LOC 22 **	4660-1 576 (600-1)	4660-1¼ 576 (600-1¼)	4660-1½ 576 (600-1½)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.3 NM

Knots	120	140	160	180	200
Min:Sec	2:09	1:51	1:37	1:26	1:17

ALAMOGORDO, NEW MEXICO 32°51'N-106°06'W HOLLOMAN AFB (KHMN)

Orig 10098

HI-ILS Y RWY 22

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ALAMOGORDO, NEW MEXICO

HI-ILS Z RWY 16

LOC I-MUK	APCH CRS	Rwy ldg 12,131 TDZE 4083 Arpt Elev 4093
108.9	158°	

JAL-7 [USAF]

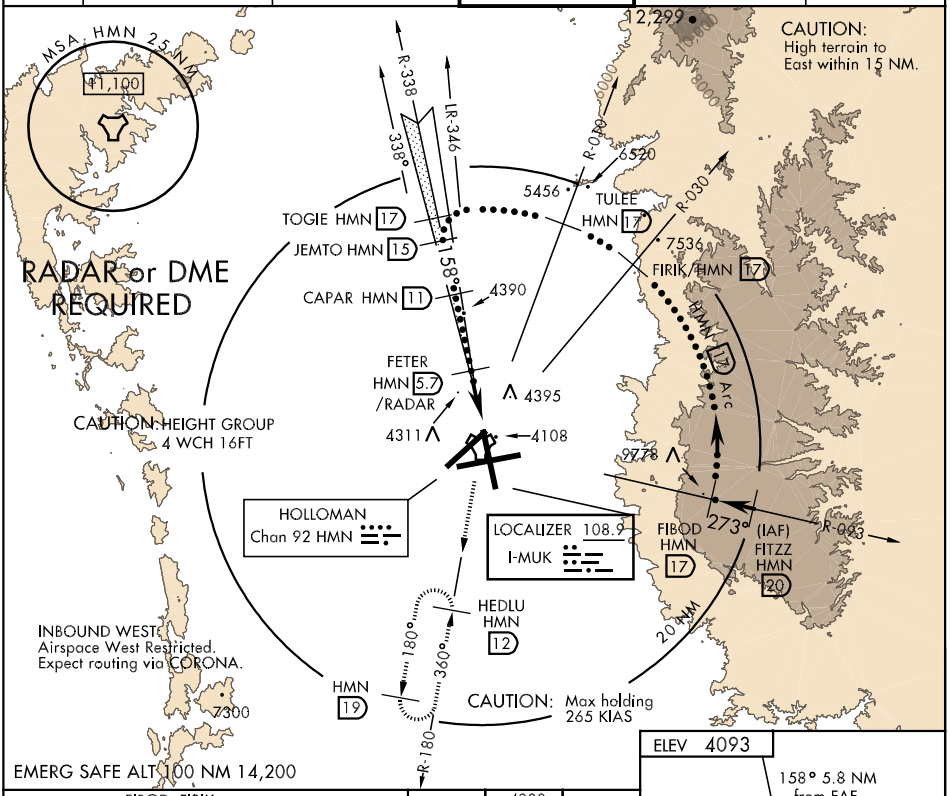
HOLLOMAN AFB (KHMN)

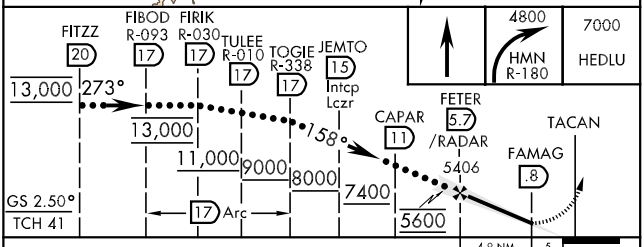
* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
*** Circling not authorized West of Rwy 16-34.

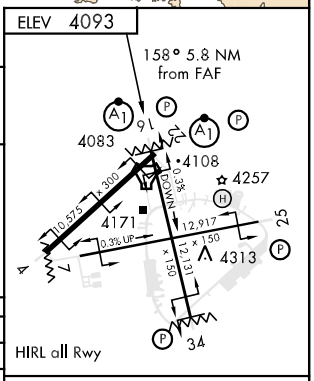
ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4







CATEGORY	C	D	E
S-ILS 16 *	4283-½	200 (200-½)	
S-LOC 16 **	4580-¾ 497 (500-¾)	4580-1 497 (500-1)	4580-1¼ 497 (500-1¼)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ALAMOGORDO, NEW MEXICO

32°51'N-106°06'W

HOLLOMAN AFB (KHMN)

Orig 10098

HI-ILS Z RWY 16

LOC I-HMN	APCH CRS	Rwy ldg 10,575 / TDZE 4084 / Arpt Elev 4093
111.7	217°	JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

*** Circling not authorized West of Rwy 16-34.

RADAR or DME REQUIRED

(IAF) SUMBE HMN 20

CIGID/HMN 12
HUXOG/HMN 10
JIPVI/HMN 8
CIMVU/HMN 5.1
4395

CIDMA/HMN 17
ODOXE/HMN 15

HMN 39

HOLLOMAN
Chan 92 HMN

LOCALIZER 111.7
I-HMN

CAUTION: Max holding 265 KIAS

CAUTION: High terrain to East within 15 NM.

MSA HMN 25 NM
11,100

HEDLU HMN 12

HMN 19

INBOUND WEST
Airspace West Restricted.
Expect routing via CORONA.

EMERG SAFE ALT 100 NM 14,200

4800 HMN R-180 | 7000 HEDLU

TACAN COTBO 1.4 .8 | CIMVU 5.1 | JIPVI 8 | HUXOG 10 | CIGID 12 | ODOXE 15 | CIDMA 17 | SUMBE R-037 20

6800 | 7600 | 8200 | 9800 | 10,000 | 13,000

5700

GS 3.00° TCH 50

.5 — 4.3 NM

ELEV 4093

217° 4.8 NM from FAF

TDZE 4084

4094 4257 4088 4171 4313

12,917 x 150
12,131 x 150

25 / 4 / 34

HIRL all Rwy

CATEGORY	C	D	E
S-ILS 22 *	4284-½	200 (200-½)	
S-LOC 22 **	4660-1 576 (600-1)	4660-1¼ 576 (600-1¼)	4660-1½ 576 (600-1½)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.3 NM

Knots	120	140	160	180	200
Min:Sec	2:09	1:51	1:37	1:26	1:17

SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 16

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HMN Chan 92	162°	12,131	4083	4093

JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

* When ALS inop, increase CAT C vis to1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized West of Rwy 16-34.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

CAUTION: VGSI and descent angles not coincident.

(IAF) HIGGY HMN 22

R-342 R-357 213° 177° 357° 162°

FODSU HMN 17

FORUR HMN 11

SMATI HMN 12

HANUL HMN 5

HEDLU HMN 12

HMN 22

HMN 19

HOLLOMAN Chan 92 HMN

6247 7606 4390 4395 4108 4311 2,299

CAUTION: High terrain to East within 15 NM.

CAUTION: Max holding 265 KIAS

MSA HMN 25 NM 11,100

20 NM

INBOUND WEST
Airspace West Restricted.
Expect routing via CORONA.

7300 5002

EMERG SAFE ALT 100 NM 14,200

(c) (c) 247 067 357 (b) (a)

ELEV 4093

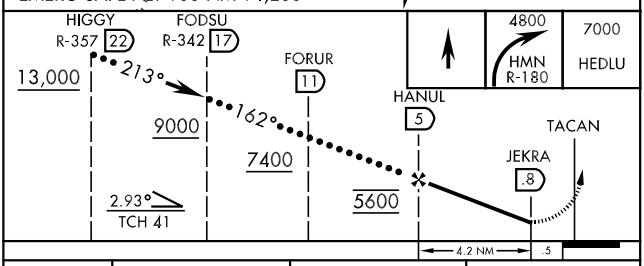
162° to TACAN

TDZE 4083

4257 4313 4171 12,917 × 150 12,131 × 150 0.35% DOWN 0.3% UP 0.575 1,300

25 34 4 7

HIRL all Rwy



CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 34

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HMN Chan 92	334°	12,131	4058	4093

JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climbing to 7000 fly straight ahead. Upon reaching 5000 turn left to intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

CAUTION: VGSI and descent angles not coincident.

(IAF) HIGGY HMN 22 — R-357 — 5745 HMN 22 — 6131

177° — 357°

SMATI HMN 12 — 4251

HOLLOMAN Chan 92 HMN — 4460 — 4395

CAUTION: Max holding 265 KIAS

180° — 334°

HEDLU HMN 12 — 4599 — 4138 HIBSI HMN 7 — 4337 — HEVTU HMN 14

14 Arc — R-154

HMN 19 — 7300 — HEGDI HMN 14 — 4851

R-180 — 360° — 180°

INBOUND WEST Airspace West Restricted. Expect routing via CORONA.

EMERG SAFE ALT 100 NM 14,200

5002

7891 — 9824

CAUTION: High terrain to East within 15 NM.

20 NM

MSA HMN 2.5 NM — 11,100

8000 — 6000

(c) (c) 247 067 (b) 357 (a)

5000 — HMN R-180 — 7000 HEDLU

ELEV 4093

HIGGY R-357 22 — SMATI 12 — TACAN — HEGDI 14

177° — 180°

13,000 — 13,000 — 10,000 — 10,000

HIBSI 7 — HEVTU R-154 14 — 6900

HODMI 2.3 — 5600 — 334° — 14 Arc

2.71° TCH 43

.5 4.7 NM

4108 4257 — 4171 — 4313 — 4075

0.575 — 1-300 — 12,917 — 0.3% UP — 12,131 — 1 × 150 — 1 × 150

4 — 25 — 34

TDZE 4058

334° 5.2 NM from FAF

HIRL all Rwy

CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 16

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HMN Chan 92	162°	12,131	4083	4093

JAL-7 [USAF]

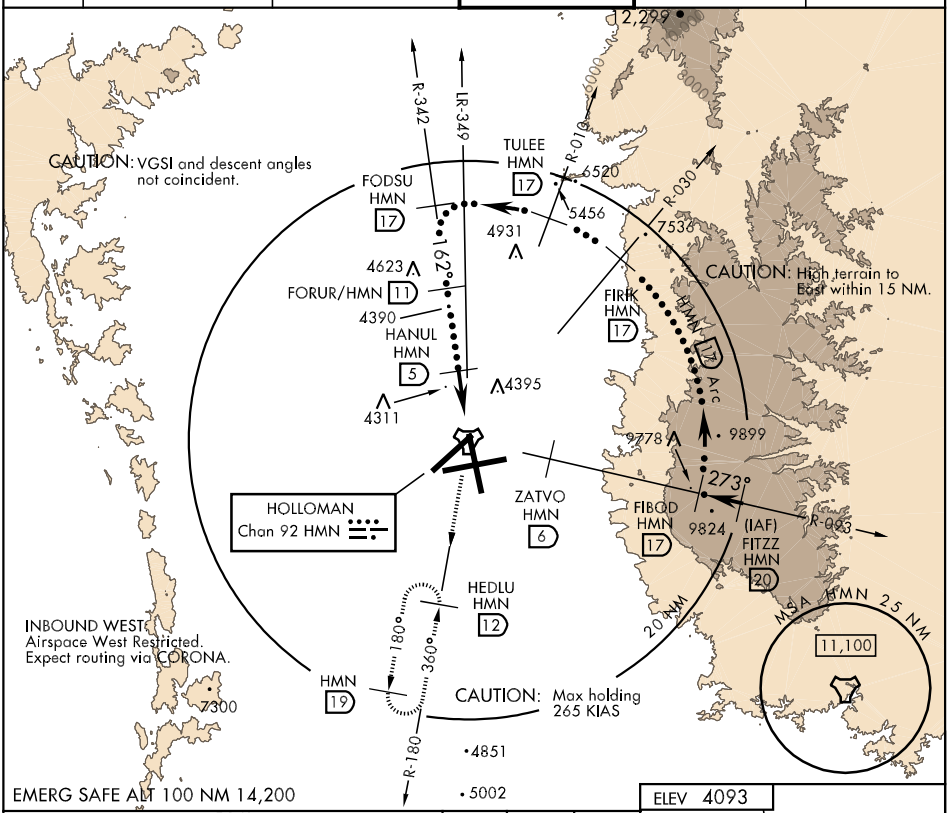
HOLLOMAN AFB (KHMN)

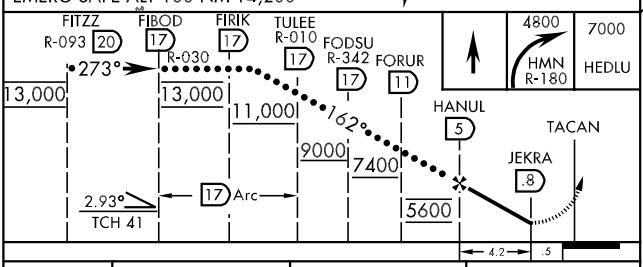
* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized West of Rwy 16-34.

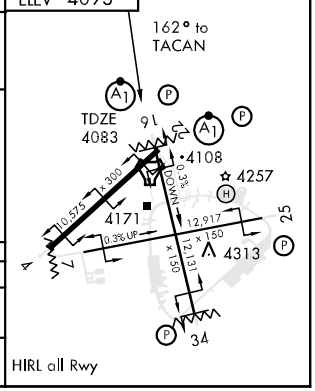
ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4







CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 22

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HMN Chan 92	214°	10,575	4084	4093

JAL-7 [USAF]

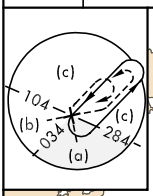
HOLLOMAN AFB (KHMN)

▼ *When ALS inop, increase CAT C vis to 1¾ mile, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized West of Rwy 16-34.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4



CAUTION: VGSI and descent angles not coincident.

12,299'

(IAF)
MONGO/HMN 20
FAPNI/HMN 17
WUSBO/HMN 15
WOKEB/HMN 14
FAMLO/HMN 11
JEREV/HMN 8
CUVMA/HMN 5

R-034
214°
034°
HMN 30

8497
8044
6366
6800
6024
6024
4395

CAUTION: High terrain to East within 15 NM.

HOLLOMAN
Chan 92 HMN

CAUTION: Max holding 265 KIAS

HEDLU
HMN 12

INBOUND WEST
Airspace West Restricted.
Expect routing via CORONA.

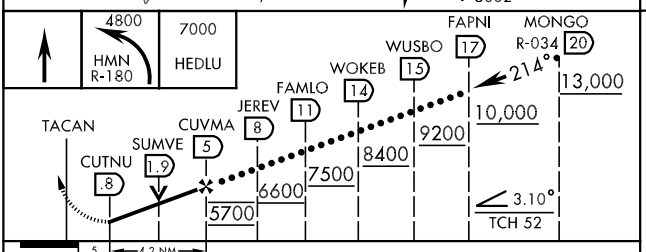
HMN 19
180°
360°
R-180
7300

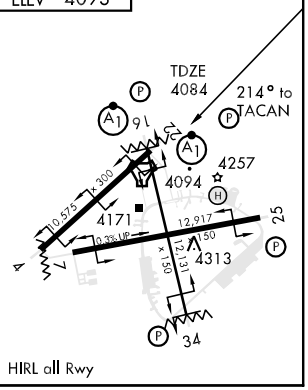
MSA HMN 25 NM
20 NM
11,100

EMERG SAFE ALT 100 NM 14,200

5002

ELEV 4093





CATEGORY	C	D	E
S-22 *	4700-1¼ 616 (700-1¼)	4700-1½ 616 (700-1½)	4700-1¾ 616 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HMN Chan 92	334°	12,131	4058	4093

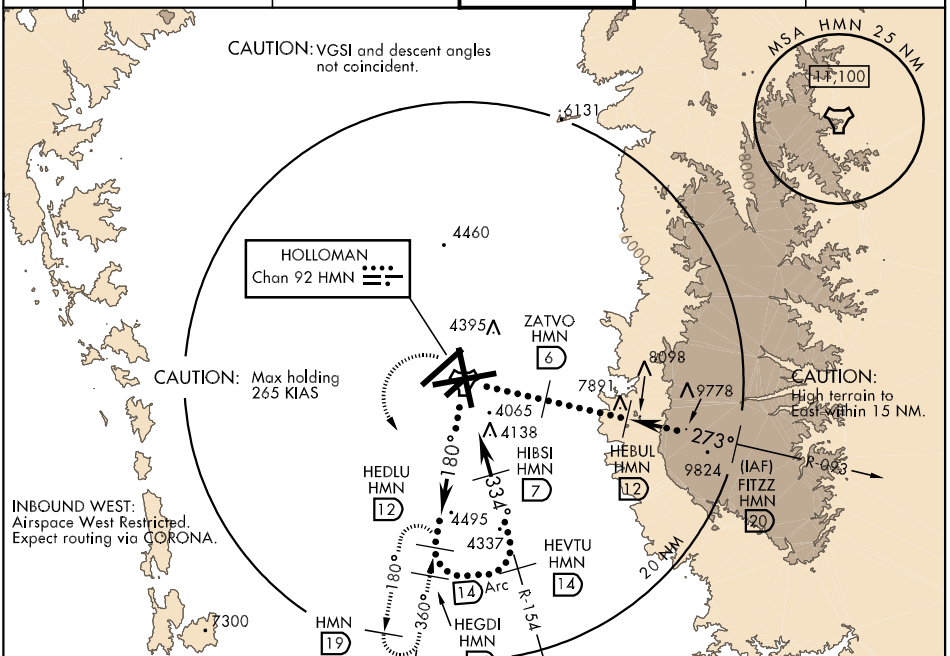
JAL-7 [USAF]

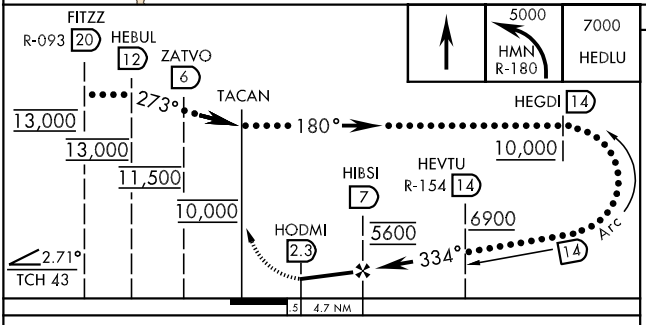
HOLLOMAN AFB (KHMN)

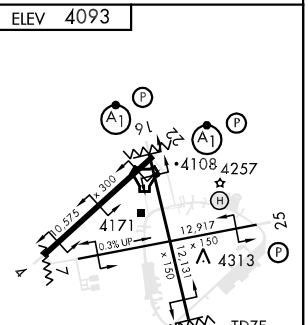
* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climbing to 7000 fly straight ahead. Upon reaching 5000 turn left to intercept HMN R-180 to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4







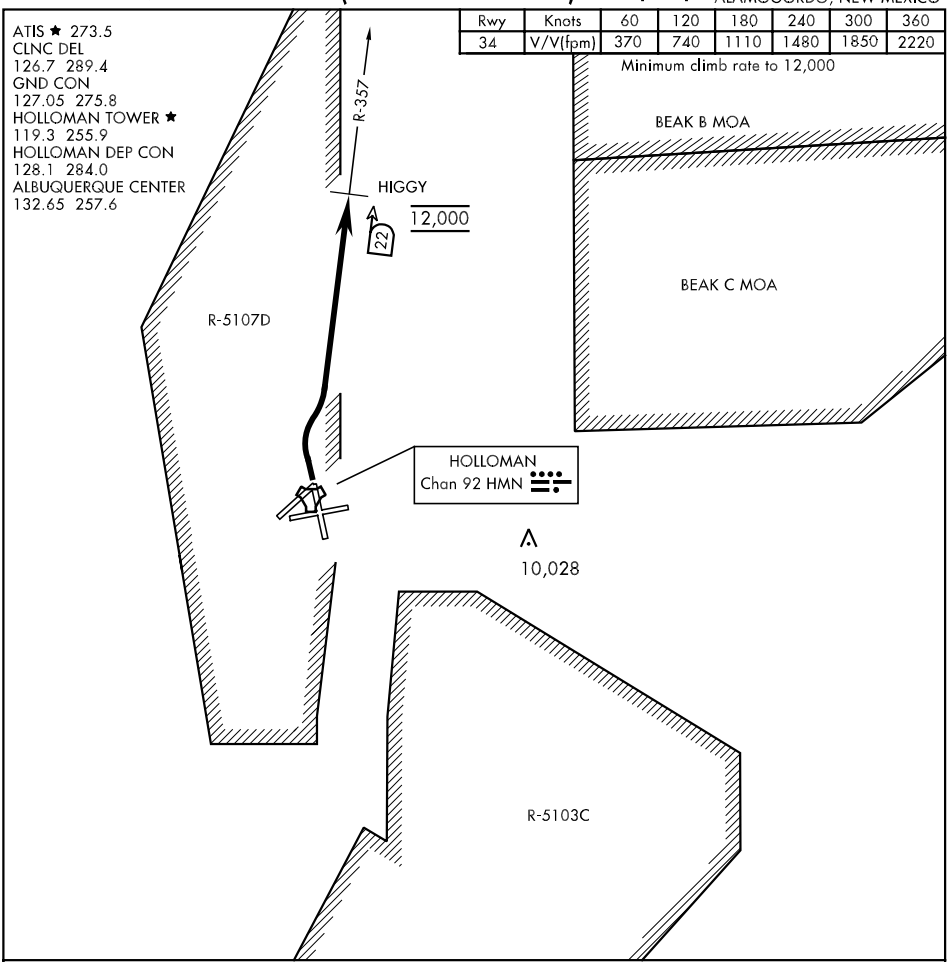
CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010

HIGGY ONE DEPARTURE (HIGGY1 • HIGGY)

SHL-7 [USAF]

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NEW MEXICO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34: Climbing to 12,000 turn right and intercept HMN TACAN R-357 direct HIGGY (HMN R-357/22 DME), then via assigned routing. Cross HIGGY at 12,000.

SW-1, 21 OCT 2010 to 18 NOV 2010

ALAMOGORDO, NEW MEXICO

ILS Y RWY 16

LOC I-MUK	APCH CRS	Rwy ldg 12,131 / TDZE 4083 / Arpt Elev 4093
108.9	158°	

AL-7 [USAF]

HOLLOMAN AFB (KHMN)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

*** Circling not authorized West of Rwy 16-34.

RADAR or DME REQUIRED

CAUTION: HEIGHT GROUP 4 WCH 16FT

CAUTION: High terrain to East within 15 NM.

CAUTION: Max holding 265 KIAS

(IAF) HIGGY HMN 22

R-338 LR-345 R-357

232° 338° 158° 177° 357°

JEMTO HMN 15

CAPAR HMN 11

FETER HMN 5.7 /RADAR

SMATI HMN 12

HMN 22

4623 4301 4931 5089 7606 12,299 4390 4395 4309

HOLLOMAN Chan 92 HMN

LOCALIZER 108.9 I-MUK

MSA HMN 2.5 NM 11,100

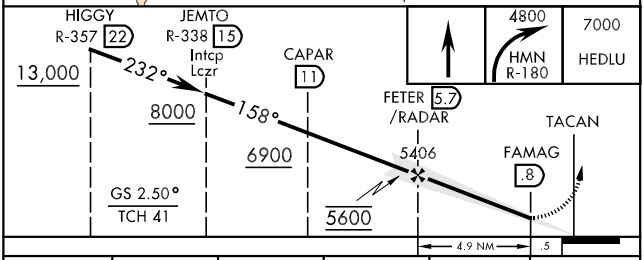
HEDLU HMN 12

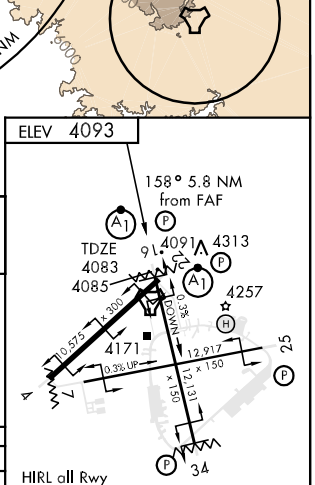
20 NM R-180 180° 360°

INBOUND WEST Airspace West Restricted. Expect routing via CORONA.

HMN 19 7300 4851

EMERG SAFE ALT 100 NM 14,200





CATEGORY	A	B	C	D	E
S-ILS 16 *	4283-½		200	(200-½)	
S-LOC 16 **	4580-½ 497 (500-½)		4580-¾ 497 (500-¾)	4580-1 497 (500-1)	4580-1¼ 497 (500-1¼)
CIRCLING ***	4660-1 567 (600-1)		4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ALAMOGORDO, NEW MEXICO 32°51'N-106°06'W HOLLOMAN AFB (KHMN)

Orig 10098

ILS Y RWY 16

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ALAMOGORDO, NEW MEXICO

TACAN Y RWY 34

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
HMN Chan 92	334°	12,131	4058	4093

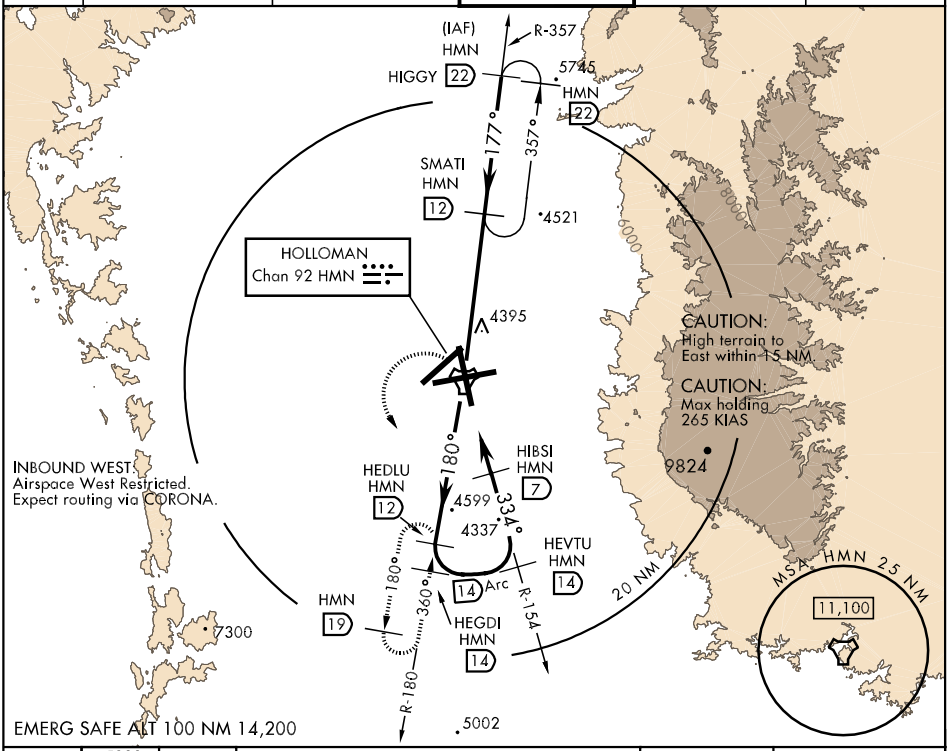
AL-7 [USAF]

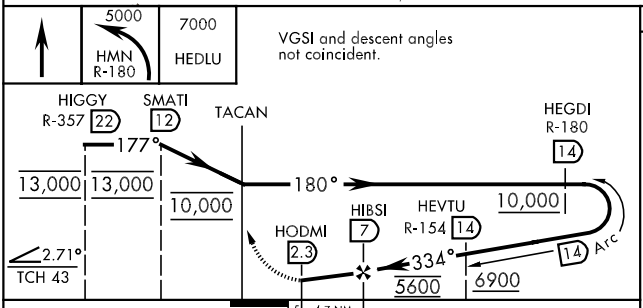
HOLLOMAN AFB (KHMN)

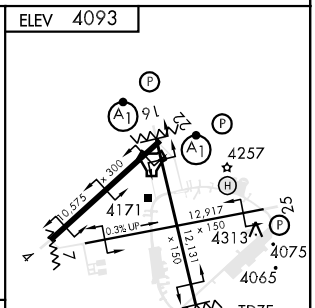
* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS *	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER *	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4







CATEGORY	A	B	C	D	E
S-34	4520-1 462	(500-1)	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1 567	(600-1)	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

ALAMOGORDO, NEW MEXICO

32°51'N-106°06'W

HOLLOMAN AFB (KHMN)

Orig 10098

TACAN Y RWY 34

SW-1, 21 OCT 2010 to 18 NOV 2010

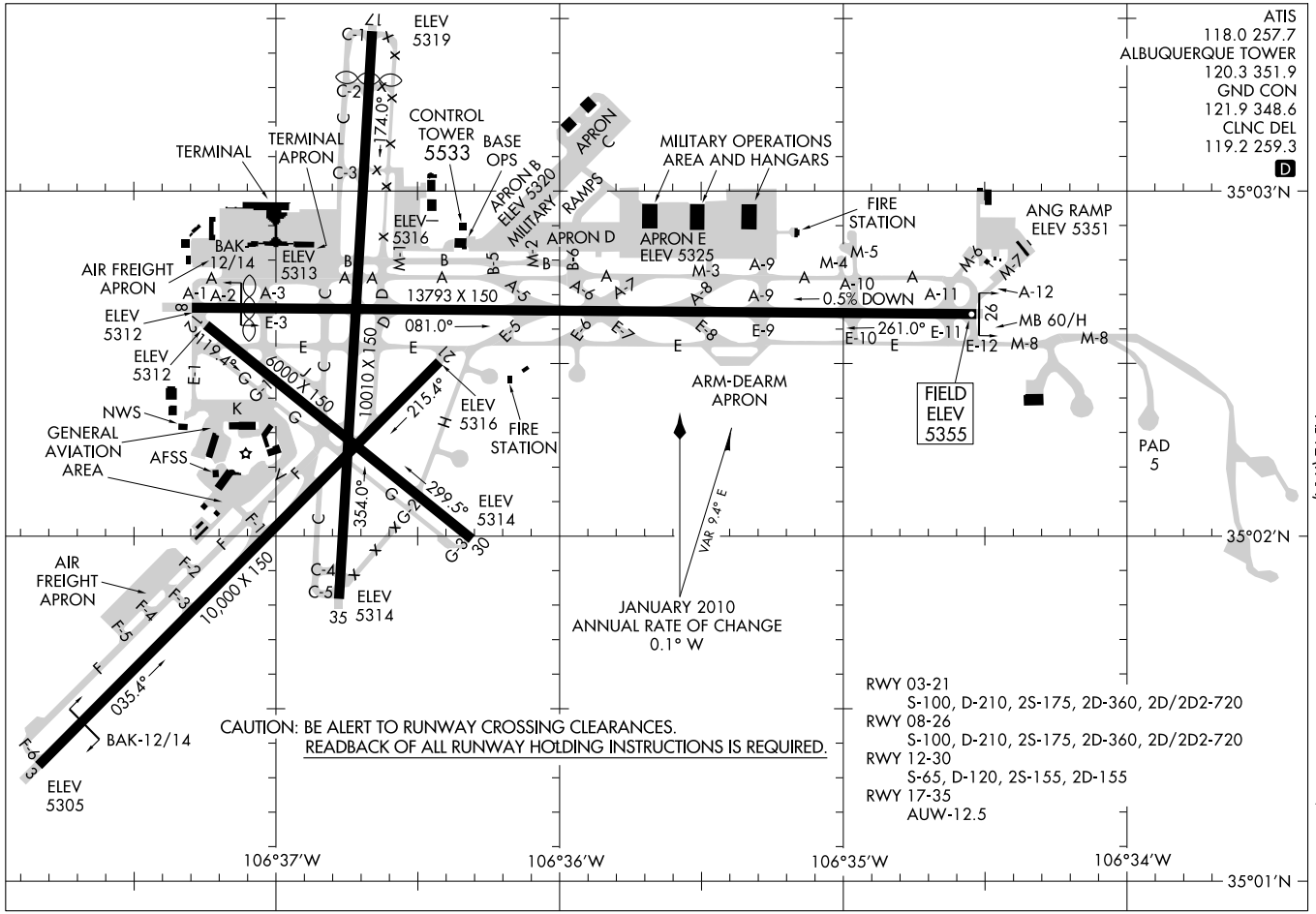
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

AIRPORT DIAGRAM

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

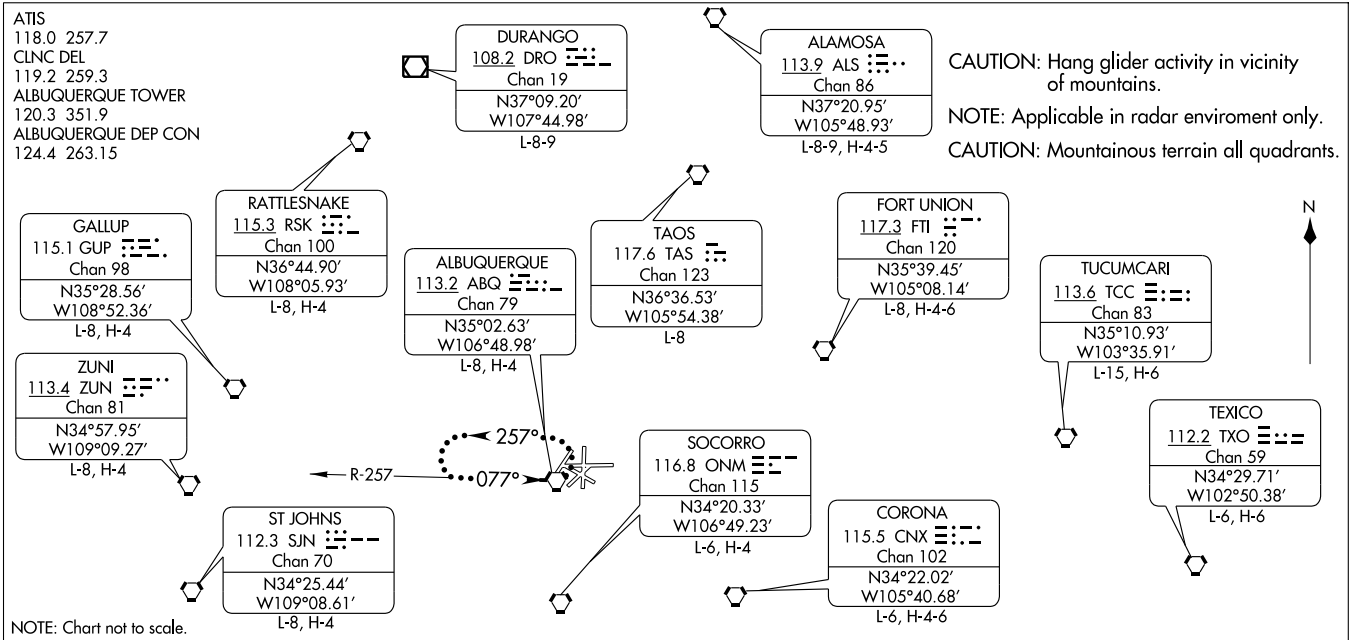
AL-12 (FAA)

ALBUQUERQUE TWO DEPARTURE

(ABQ2.ABQ) 07298

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO



DEPARTURE ROUTE DESCIPTION

All aircraft fly assigned heading for vectors to filed/assigned route. When weather conditions are 5,000′ ceiling and 7 miles visibility or greater, for informal noise abatement, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from Runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in holding pattern to 14,000 feet, then proceed via assigned fix/route. If cleared above 14,000 feet, climb on assigned heading to 14,000 feet, then proceed via assigned fix/route.

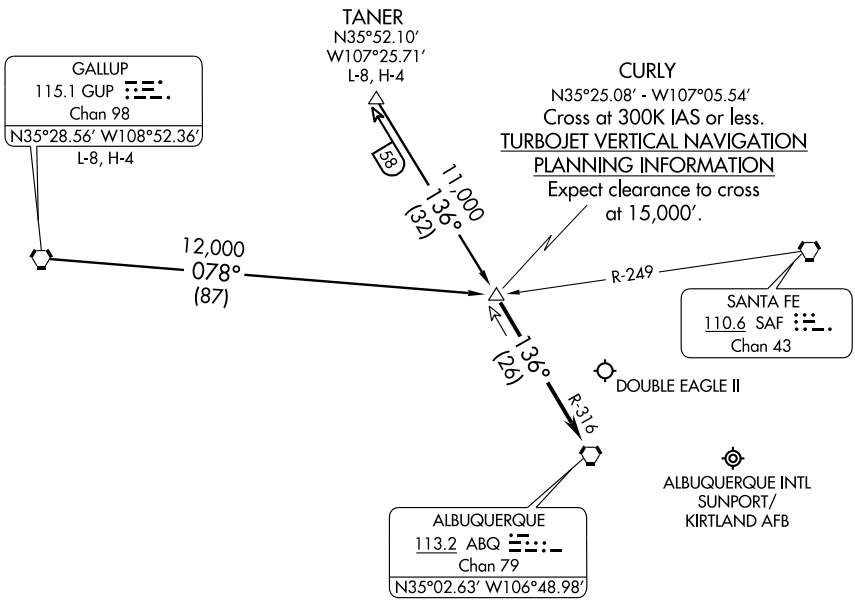
ALBUQUERQUE TWO DEPARTURE
(ABQ2.ABQ) 07298
ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

CURLY TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
127.4 253.5
ATIS 118.0 257.7



NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

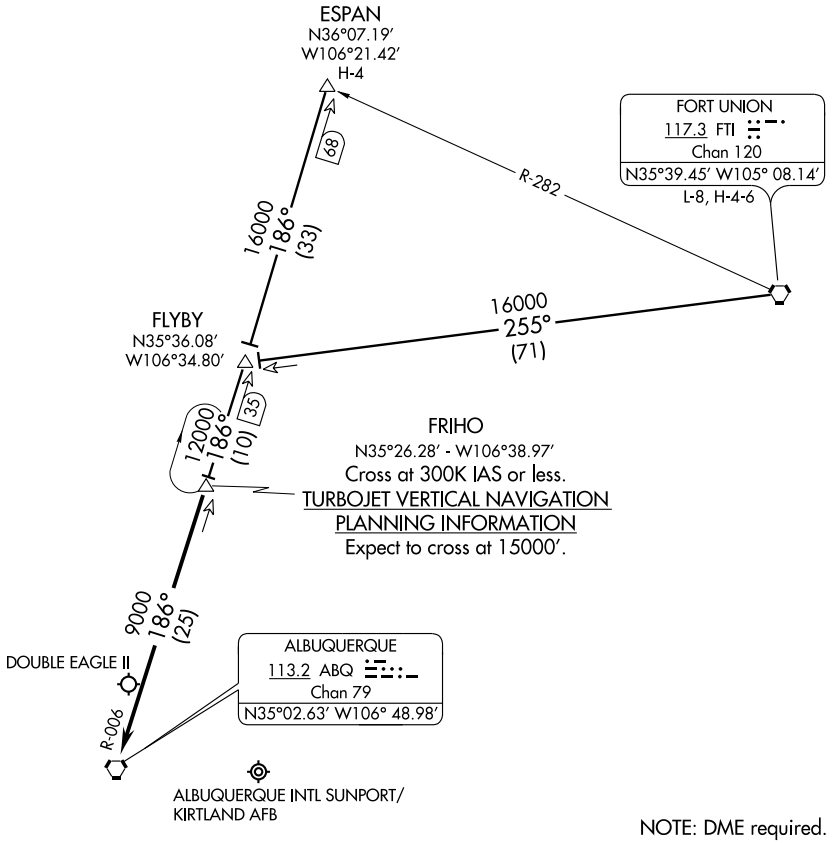
CURLY TWO ARRIVAL

ALBUQUERQUE, NEW MEXICO

(CURLY.CURLY2) 07298

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010



ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

SW-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 8

LOC I-SPT	APCH CRS	Rwy ldg 12,793 TDZE 5317 Arpt Elev 5355
111.9	079°	

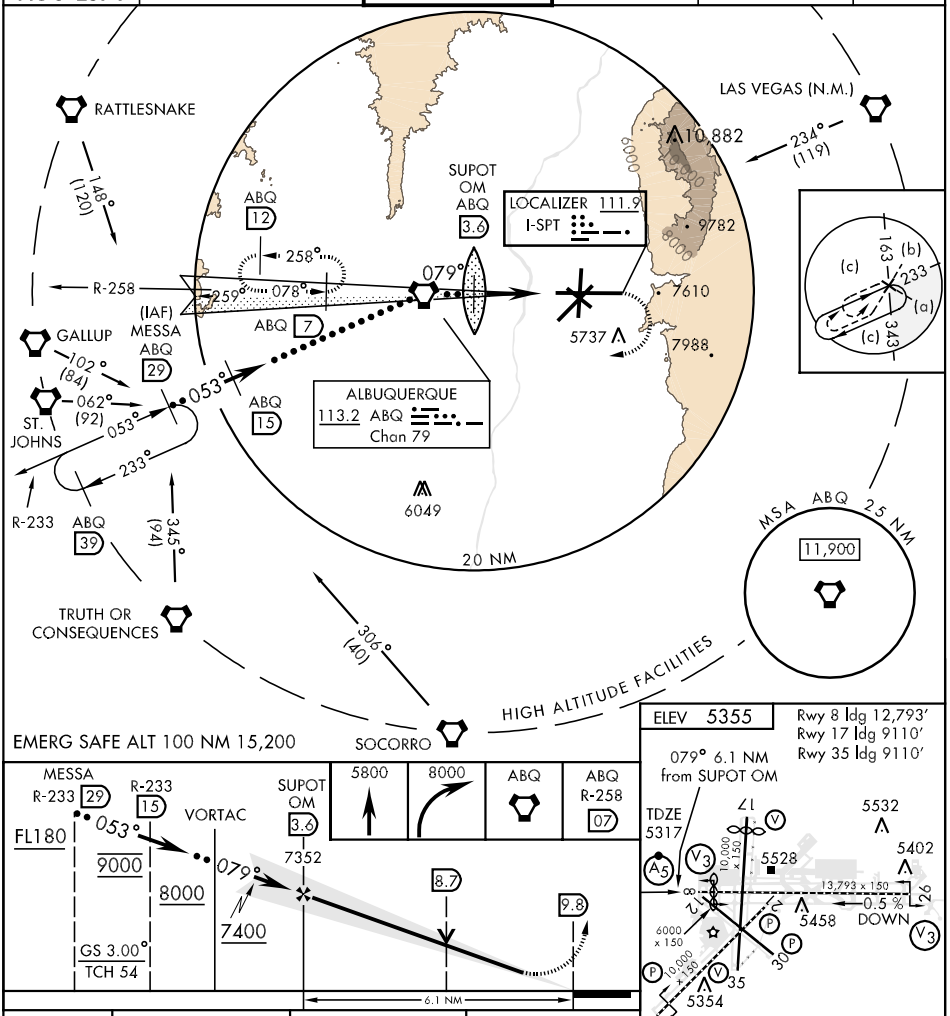
JAL-12 [USAF] ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

CAUTION: 5389' obst 750' left of rwy centerline abeam Rwy 8 thld.
CAUTION: Mountains rising to 10,000' 7 NM E of field.
Use ABQ VORTAC DME when on LOC course.
* Not authorized E of Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and ABQ R-258 to 7 DME and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	ASR
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



EMERG SAFE ALT 100 NM 15,200

ELEV 5355
Rwy 8 ldg 12,793'
Rwy 17 ldg 9110'
Rwy 35 ldg 9110'

REIL Rwy 17, 26, 30 and 35
HIRL Rwy 3-21 and 8-26
MIRL Rwy 12-30 and 17-35
TDZL/CL Rwy 3 and 8

CATEGORY	C	D	E
S-ILS 8	5517/24 200 (200-½)		
S-LOC 8	5640/40 323 (300-¾)		5740/50 423 (400-1)
CIRCLING	5900-1½ 545 (600-1½)	5940-2 585 (600-2)	* 6040-2½ 685 (700-2½)
S-ASR 8	5700/24 383 (400-½)	5700/50 383 (400-1)	

LOC FAF to MAP 6.1 NM					
Knots	120	140	160	180	200
Min:Sec	3:03	2:37	2:17	2:02	1:50

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 8

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
ABQ Chan 79	077°	12,793	5320	5355

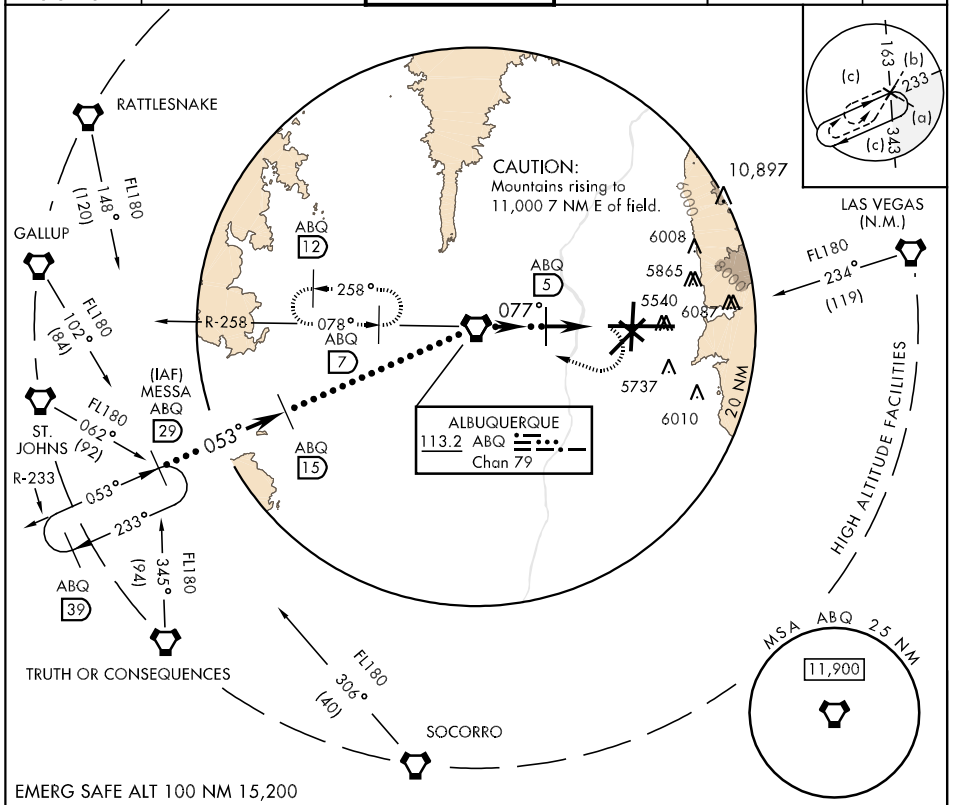
JAL-12 [USAF] ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

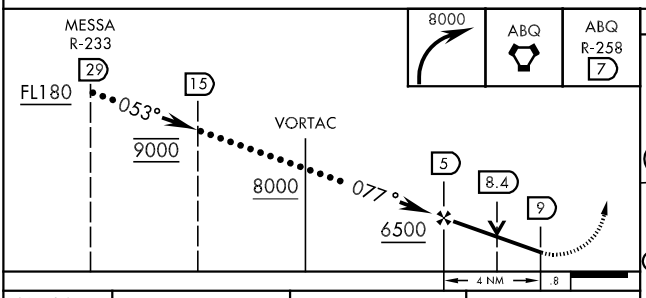
*CAT E Not authorized E of Rwy 17-35.

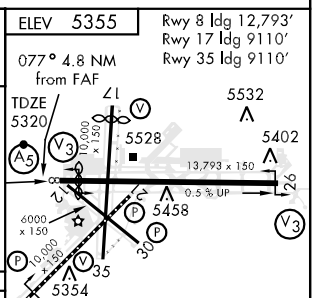
MALSR

MISSED APPROACH: Climbing right turn to 8000 direct ABQ VORTAC and ABQ R-258 to 7 DME and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	ASR
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	







CATEGORY	C	D	E
S-8	5700/40 380 (400¾)		
CIRCLING *	5900-1½ 545 (600-1½)	5940-2 585 (600-2)	6040-2½ 685 (700-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BZY	APP CRS	Rwy Idg	10000
111.5	034°	TDZE	5312
		Apt Elev	5355

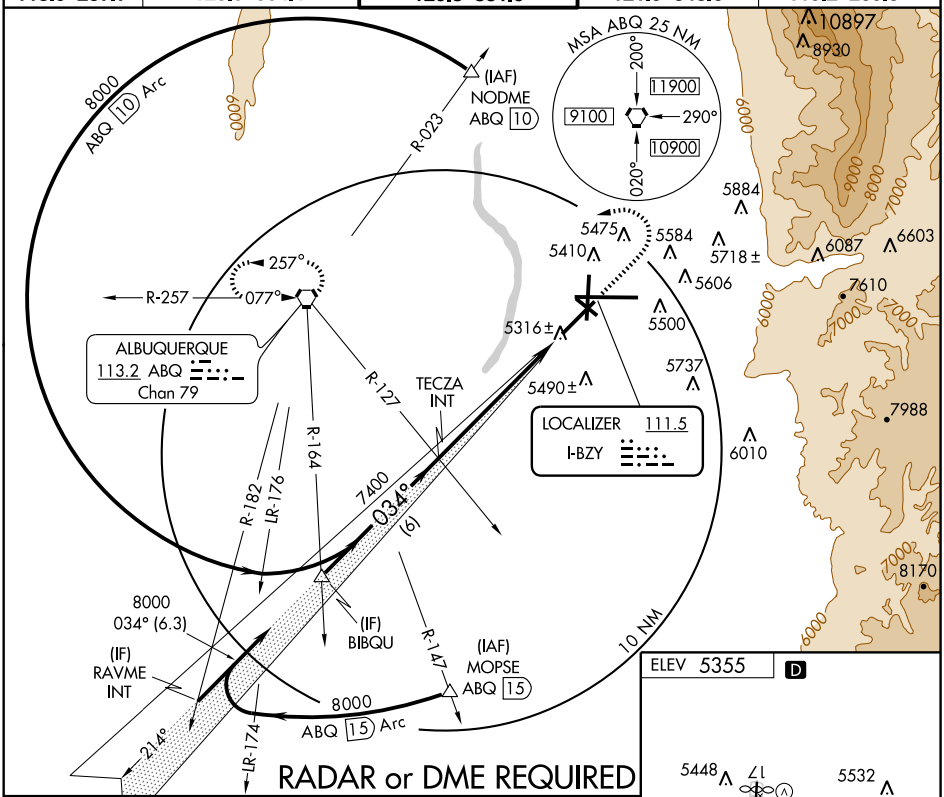
ILS or LOC RWY 3

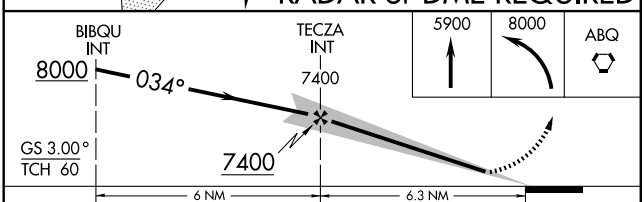
ALBUQUERQUE INTL SUNPORT (ABQ)

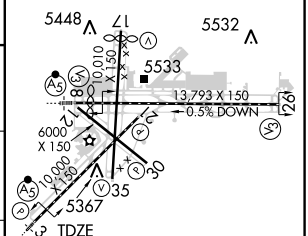
ASR — For inoperative MALSR, increase S-LOC 3 Cat D visibility to RVR 5000. Use of flight director or autopilot or heads up display guidance system (HGS) required.

MALSR — MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold, continue climb in hold to 8000.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3







CATEGORY	A	B	C	D
S-ILS 3	5512/24 200 (200-½)			
S-LOC 3	5600/24 288 (300-½)			5600/40 288 (300-¾)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5920-2 565 (600-2)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED				
S-ILS 3	5512/18 200 (200-½)			

034° 6.3 NM from FAF

TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SPT	APP CRS	Rwy Idg	12793
111.9	079°	TDZE	5317
Chan 56		Apt Elev	5355

ILS or LOC RWY 8

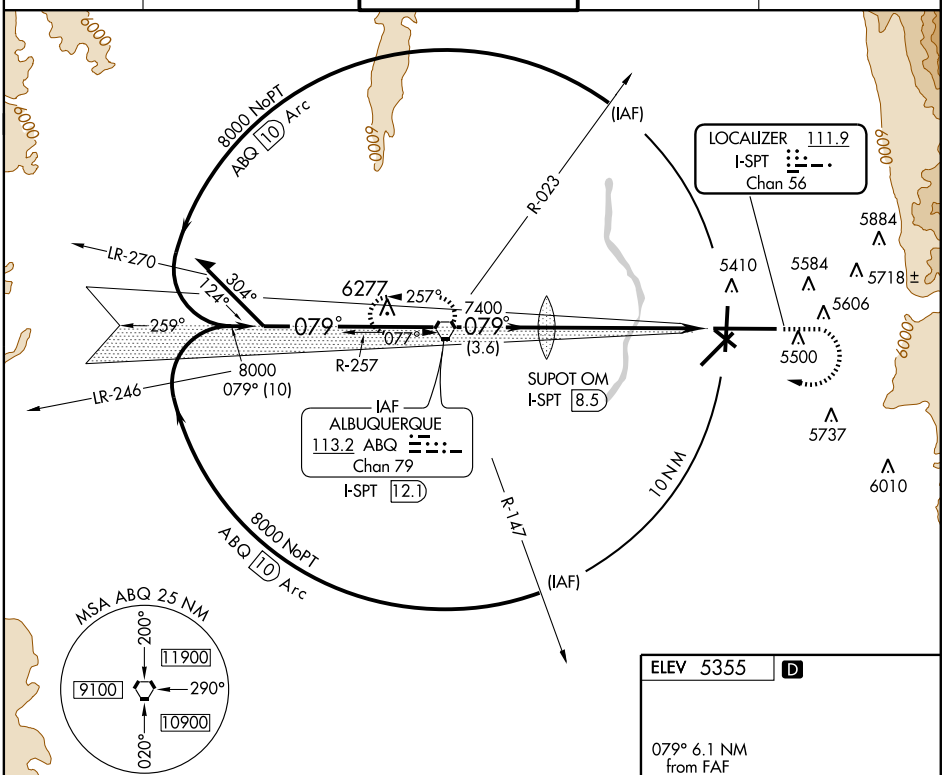
ALBUQUERQUE INTL SUNPORT (ABQ)

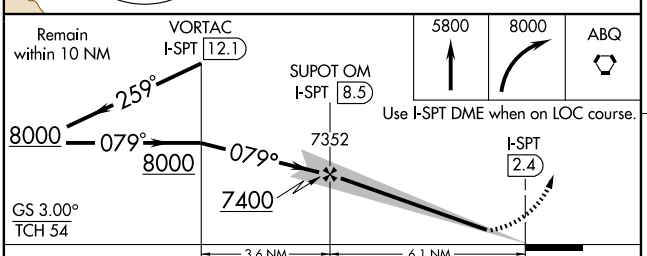
ASR — For inoperative MALSR, increase Cat D S-LOC 8 visibility to RVR 5000.

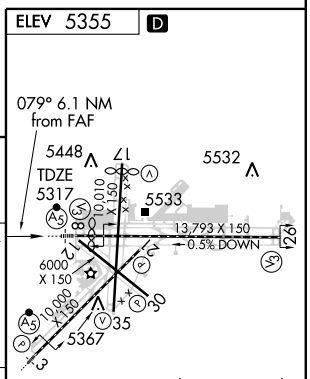
MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3







CATEGORY	A	B	C	D
S-ILS 8	5517/18 200 (200-½)			
S-LOC 8	5640/24 323 (300-½)			5640/40 323 (300-¾)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5940-2 585 (600-2)

TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LARGO TWO DEPARTURE

(LARGO2.LARGO) 07354

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

LARGO TWO DEPARTURE

(LARGO2.LARGO) 07354

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

SL-12 (FAA)

ATIS
118.0 257.7
CLNC DEL
119.2 259.3
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
124.4 263.15

N

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′ W108°05.93′
L-8, H-4

R-114
15000
*15000
294°
(70)

HANOS
N36°01.27′
W106°57.84′

15000
*15000
340°
(59)

NOTE: Mountainous terrain all quadrants.

NOTE: Hang glider activity in vicinity of mountains.

TAKE-OFF MINIMUMS

Rwy 8: Left turn: Cats A, B, 900-2 or standard with a minimum climb of 220′ per NM until 8000′;
Cats C, D, and E, 3200-3 or standard with a minimum climb of 470′ per NM until 9000′.
Right turn: Cats A and B, 1700-2 or standard with a minimum climb of 400′ per NM until 8000′;
Cats C, D, and E, 2400-3 or standard with a minimum climb of 400′ per NM until 9000′.

GALLUP
115.1 GUP
Chan 98
N35°28.56′ W108°52.36′
L-8, H-4

R-090
V291
13300
*13300
272°
(104)

257°
077°
R-257

ZUNI
113.4 ZUN
Chan 81
N34°57.95′ W109°09.27′
L-8, H-4

R-073
V12
11000
*10700
255°
(115)

ALBUQUERQUE
113.2 ABQ
Chan 79
N35°02.63′ W106°48.98′

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

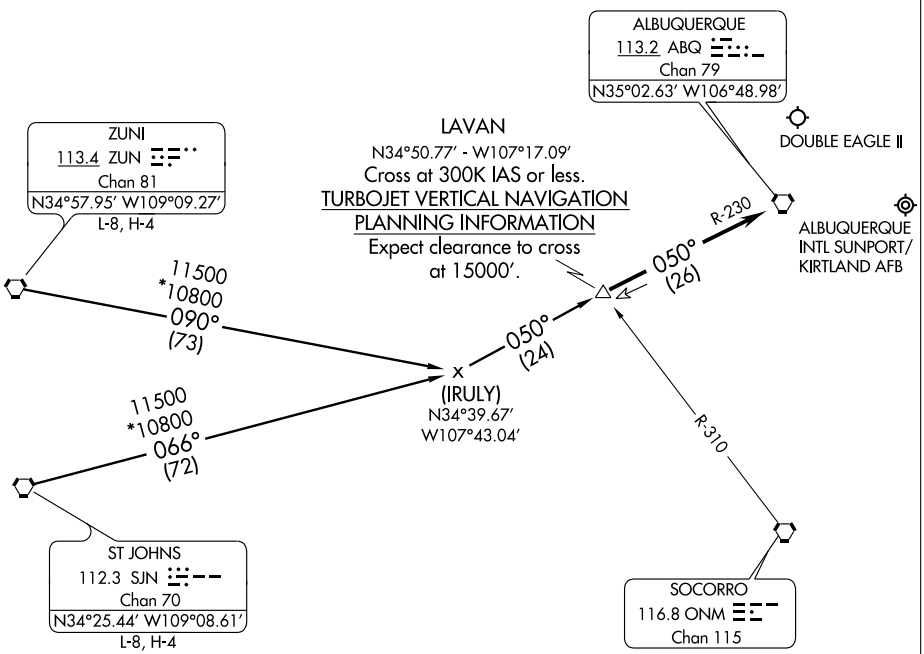
All aircraft fly assigned heading for vectors to filed/assigned route.
Rwy 8 departures: Upon passing 5750' MSL, turn left/right to assigned heading. When weather conditions are 5000' ceiling and 7 miles visibility or greater, FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in the holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC.
RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ R-340 and RSK R-114 to RSK VORTAC.
ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and ZUN R-073 to ZUN VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE APP CON
123.9 354.1
ALBUQUERQUE TOWER
120.3 351.9
GND CON
121.9 348.6
ATIS
118.0 257.7



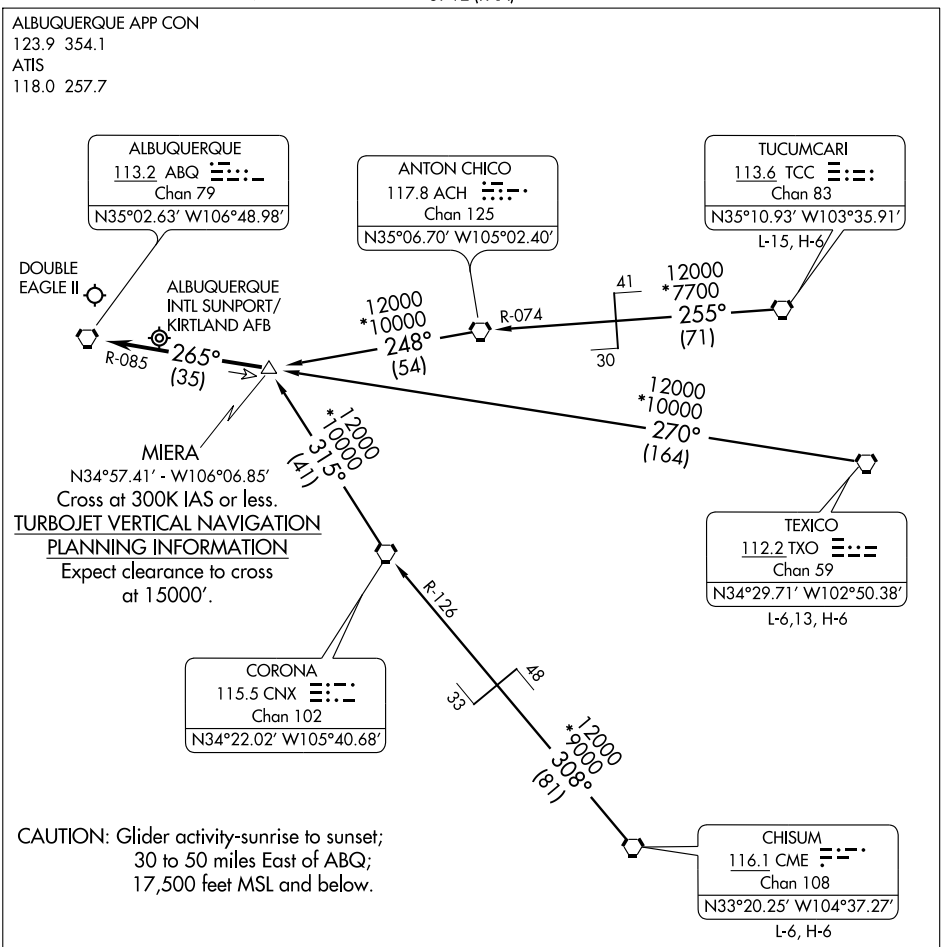
NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
034°	TDZE	5312
	Apt Elev	5355

RNAV (GPS) RWY 3

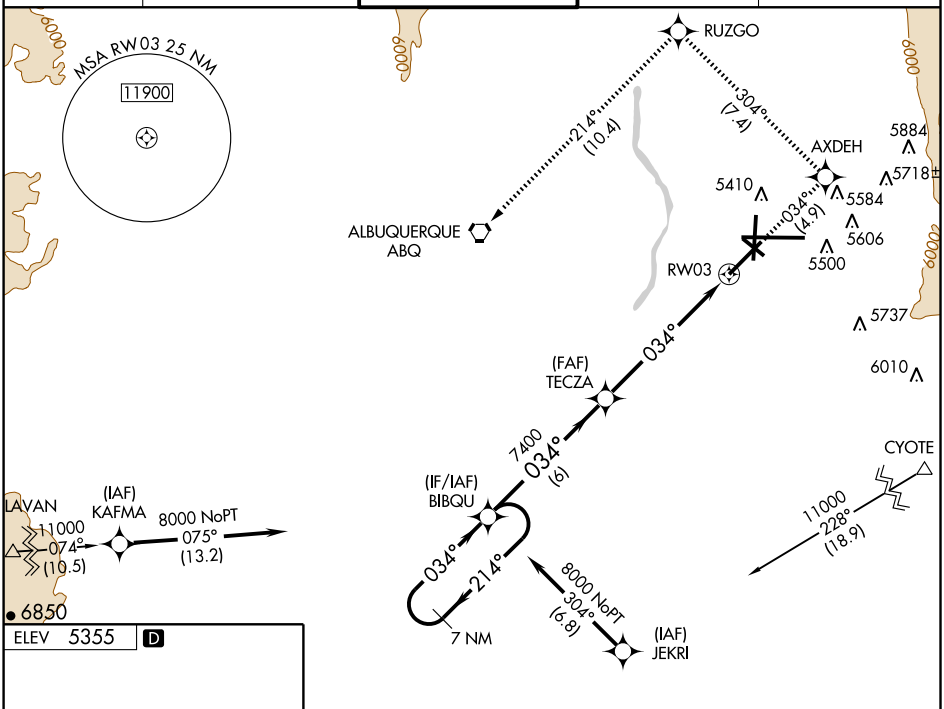
ALBUQUERQUE INTL SUNPORT (ABQ)

T NA ASR — Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA below -25°C (-13°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

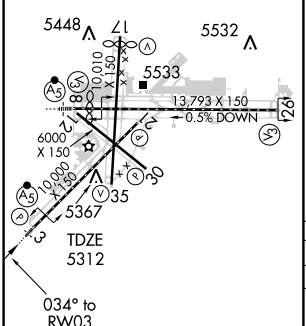
MALSR

MISSED APPROACH: Climb to 8000 via 034° course to AXDEH WP then via 304° course to RUZGO WP then via 214° course to ABQ VORTAC.

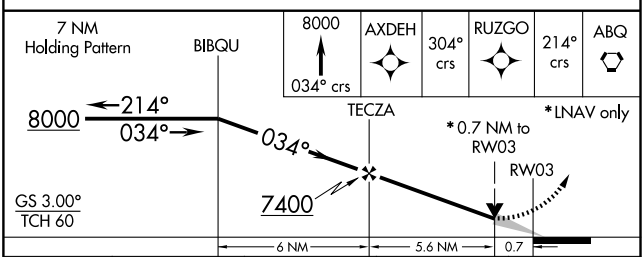
ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



ELEV 5355 D



TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5580-½ 268 (300-½)			5580-¾ 268 (300-¾)
LNAV MDA	5600-½ 288 (300-½)			5600-1 288 (300-1)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5940-2 585 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

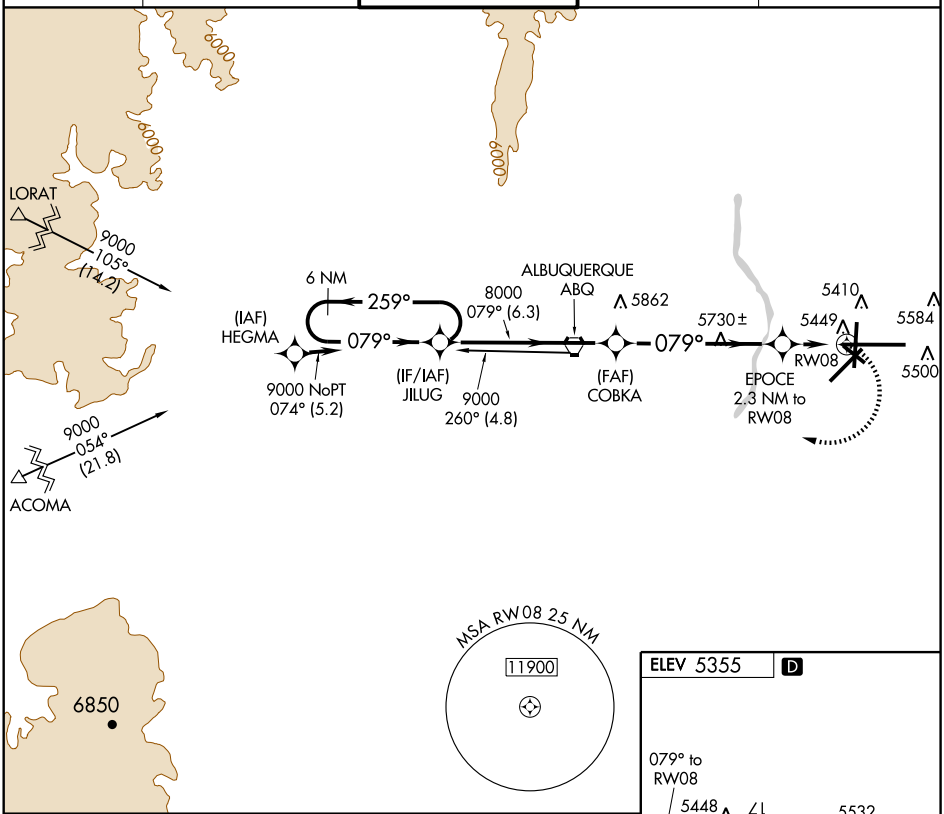
APP CRS	Rwy Idg	TDZE	Apt Elev
079°	12793	5320	5355

ASR — DME/DME RNP- 0.3 NA.
For inoperative MALSR increase LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



CATEGORY	A	B	C	D
LNAV MDA	5740/24	420 (400-½)	5740/40 420 (400-¾)	5740/50 420 (400-1)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)

TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

ALBUQUERQUE INTL SUNPORT (ABQ)

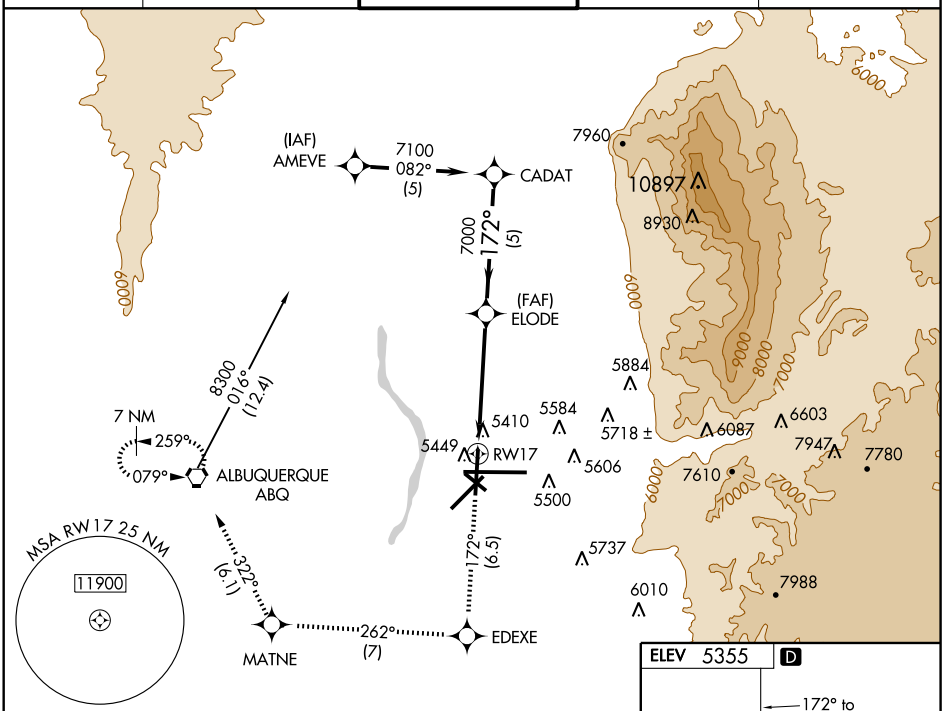
APP CRS	Rwy Idg	9110
172°	TDZE	5321
	Apt Elev	5355

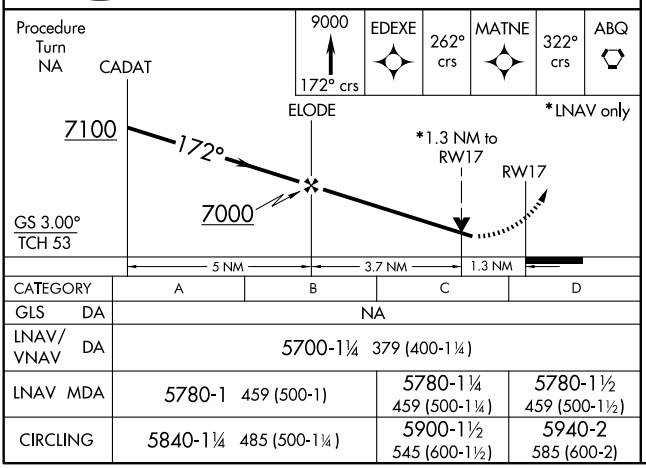
T
NA
ASR

Baro-VNAV NA below -25° C (-13° F)
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

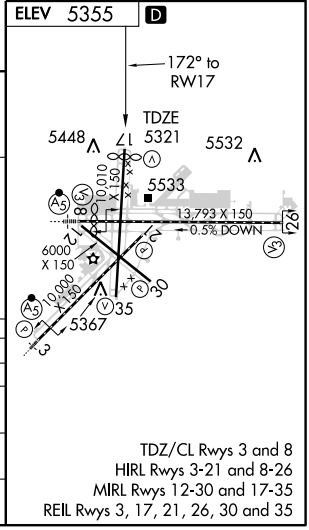
MISSED APPROACH: Climb to 9000 via 172° course to EDEXE then via 262° course to MATNE then via 322° course to ABQ VORTAC and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	5700-1¼ 379 (400-1¼)			
LNAV MDA	5780-1 459 (500-1)		5780-1¼ 459 (500-1¼)	5780-1½ 459 (500-1½)
CIRCLING	5840-1¼ 485 (500-1¼)		5900-1½ 545 (600-1½)	5940-2 585 (600-2)



TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9110
CH 40011	352°	TDZE	5316
W35A		Apt Elev	5355

RNAV (GPS) RWY 35

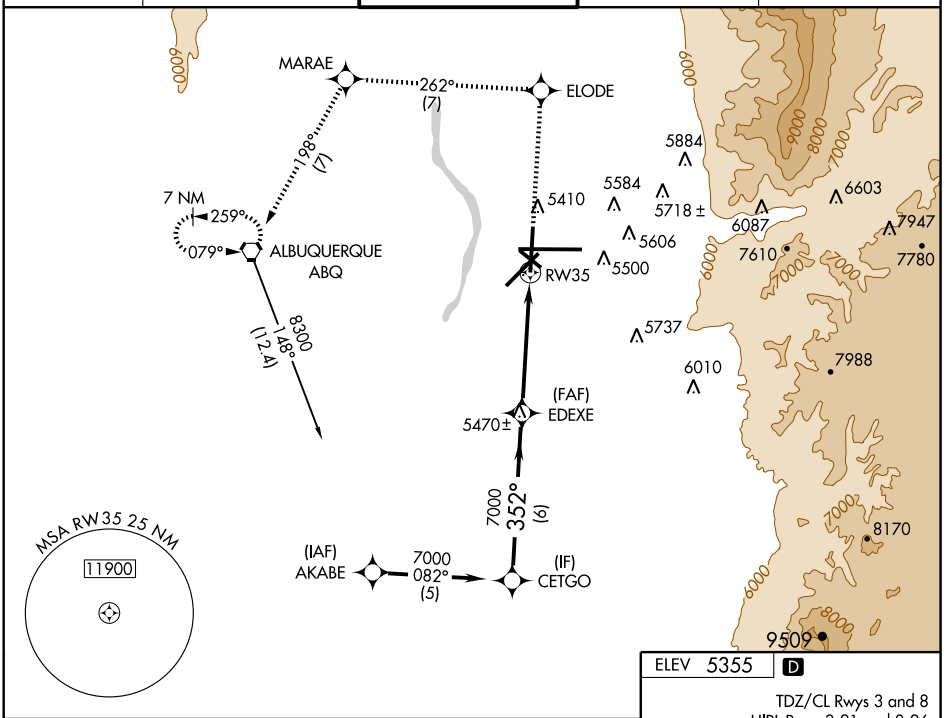
ALBUQUERQUE INTL SUNPORT (ABQ)

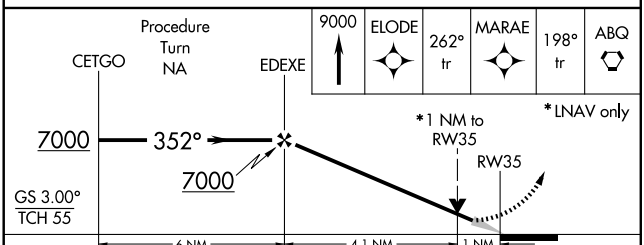
ASR

DME/DME RNP-0.3 NA
Baro-VNAV NA below -25° C (-13° F).

MISSED APPROACH: Climb to 9000 direct ELODE and via 262° track to MARAE and via 198° track to ABQ VORTAC and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3

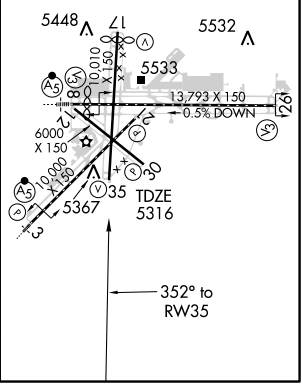




CATEGORY	A	B	C	D
LPV DA	5570-¾ 254 (300-¾)			
LNAV/VNAV DA	5620-1 304 (300-1)			
LNAV MDA	5680-1 364 (400-1)			5680-1¼ 364 (400-1¼)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5940-2 585 (600-2)

ELEV 5355 D

TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ABQ	APP CRS	Rwy Idg	12793
113.2	077°	TDZE	5320
Chan 79		Apt Elev	5355

VOR or TACAN RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

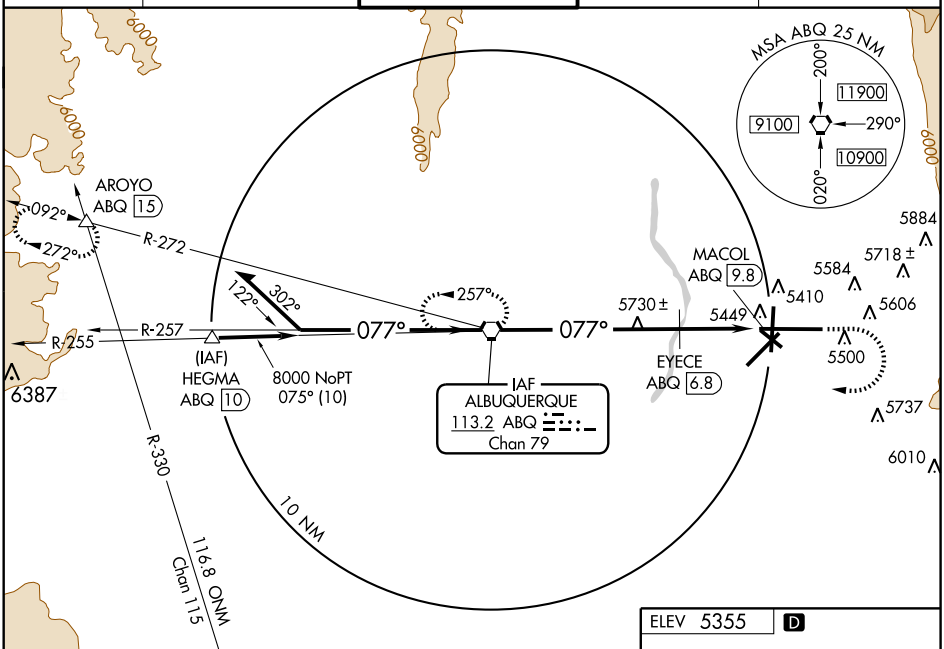
For inoperative MALSR, increase S-8 Cat A visibility to RVR 5000, and Cat E visibility to 3 miles.
Circling NA for Cat E east of Rwy 17/35.
EYECE FIX MINIMUMS: For inoperative MALSR, increase S-8 Cat D visibility to RVR 6000, and Cat E visibility to 3 miles.

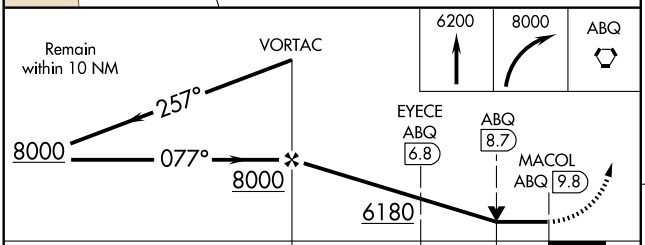
ASR

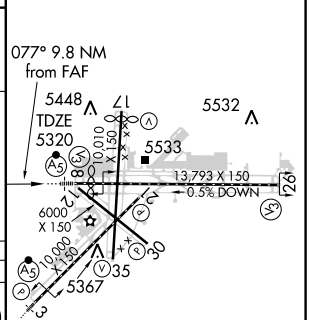
MALSR

MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct ALBUQUERQUE VORTAC and hold (TACAN aircraft continue via ABQ R-272 to AROYO INT/ABQ 15 DME and hold W, RT, 092 inbound).

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3







CATEGORY	A	B	C	D	E
S-8	6180/40 860 (900-¾)		6180-2 860 (900-2)	6180-2¼ 860 (900-2¼)	6180-2½ 860 (900-2½)
CIRCLING	6180-1 825 (900-1)	6180-1¼ 825 (900-1¼)	6180-2½ 825 (900-2½)	6180-2¾ 825 (900-2¾)	6180-3 825 (900-3)
EYECE FIX MINIMUMS					
S-8	5700/24 380 (400-½)			5700/50 380 (400-1)	6180-2½ 860 (900-2½)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5920-2 565 (600-2)	6180-3 825 (900-3)

TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
MIRL Rwys 12-30 and 17-35
REIL Rwys 3, 17, 21, 26, 30 and 35

FAF to MAP 9.8 NM

Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALBUQUERQUE/ DOUBLE EAGLE II (AEG)
ALBUQUERQUE, NEW MEXICO
AL-6859 (FAA)

AWOS-3
119.025
DOUBLE EAGLE II*
120.15
GND CON
121.625
CLNC DEL
124.8 (When twr closed)

VAR 9.5° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

5883
TWR
ELEV 5810
ELEV 5806
17
B1
170.5°
216.7°
A
A2
A3
A4
A5
A6
0.4% UP
7398 X 100
5993 X 100
B
B2
C
036.7°
RWY 04-22
S-30
RWY 17-35
S-30
B3
35 ELEV 5799
FIELD ELEV 5837
350.5°

35°09'N
35°08'N
106°48'W
106°47'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

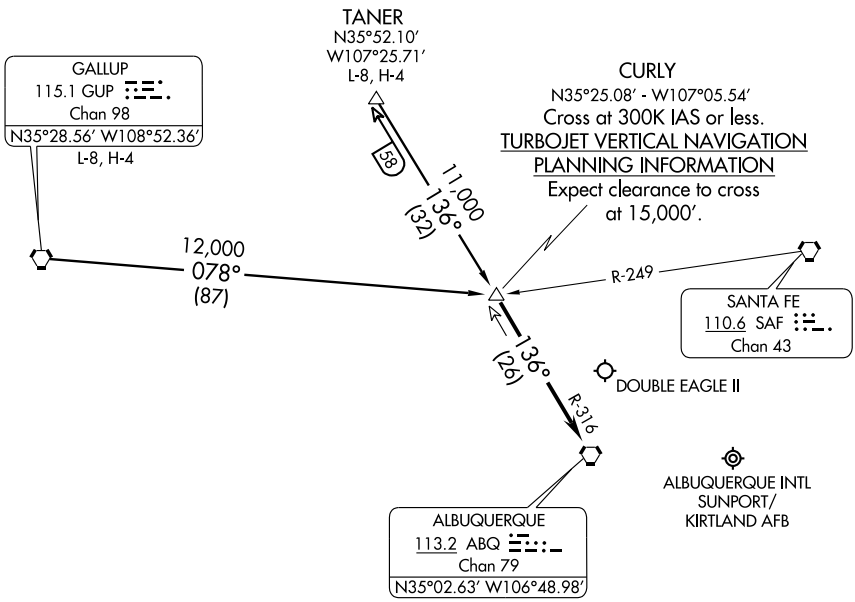
SW-1, 21 OCT 2010 to 18 NOV 2010

CURLY TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
127.4 253.5
ATIS 118.0 257.7



NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

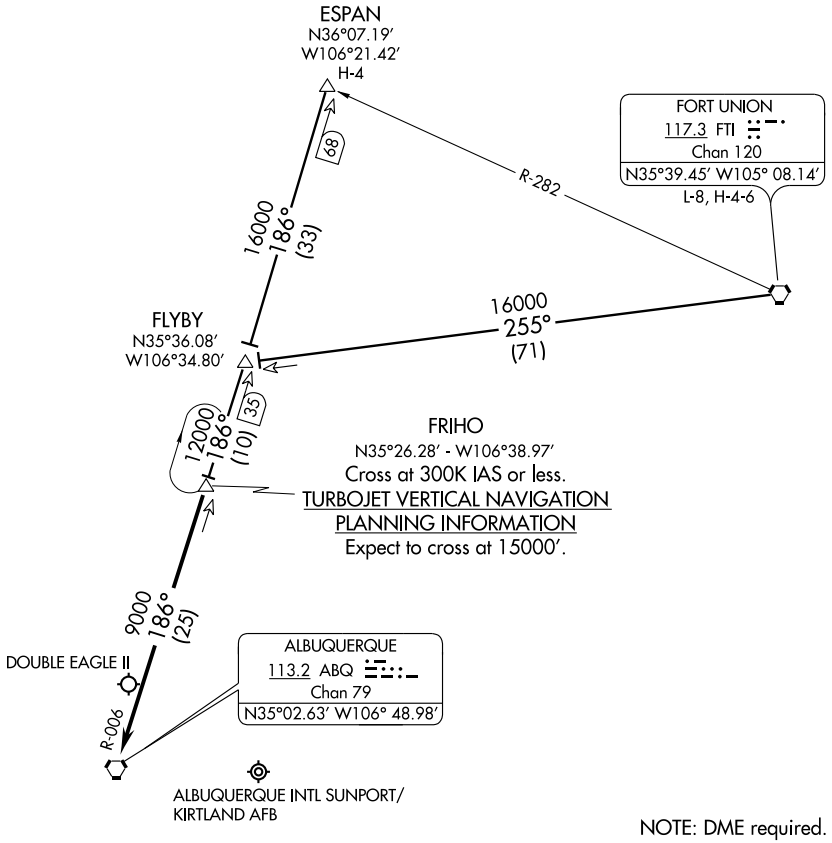
CURLY TWO ARRIVAL

ALBUQUERQUE, NEW MEXICO

(CURLY.CURLY2) 07298

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010



ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-AEG	APP CRS	Rwy Idg	7398
110.1	215°	TDZE	5817
		Apt Elev	5837

ILS RWY 22

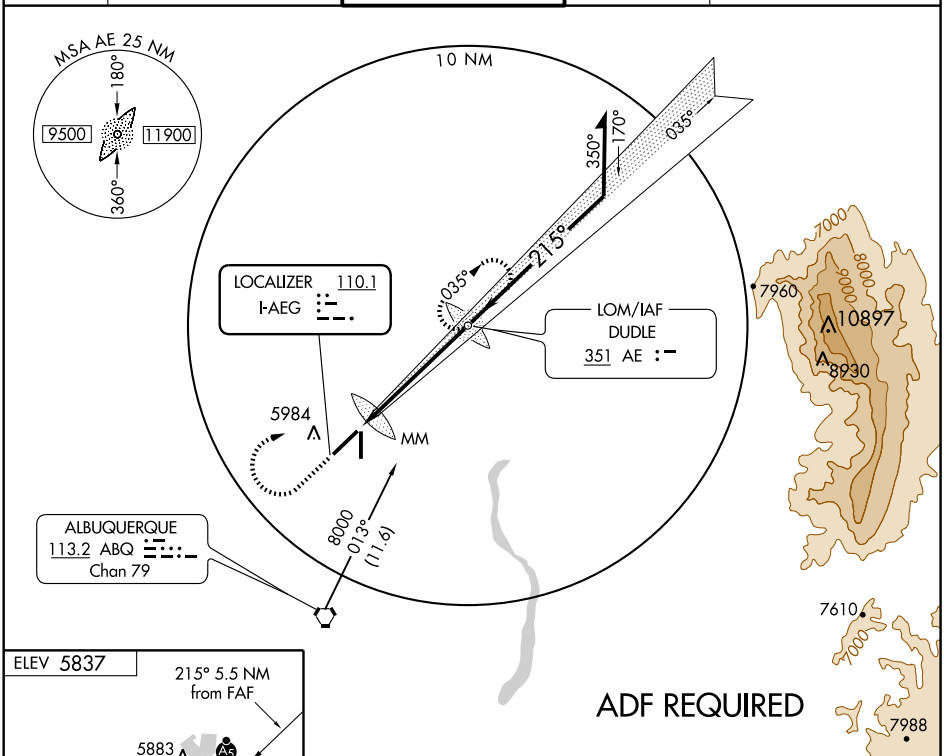
ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

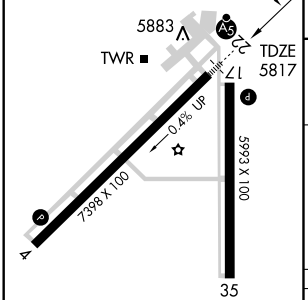
T NA — Autopilot coupled approaches not authorized. For inoperative MALSR, increase S-LOC 22 Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 6500 then climbing right turn to 8000 direct Dudle LOM and hold.

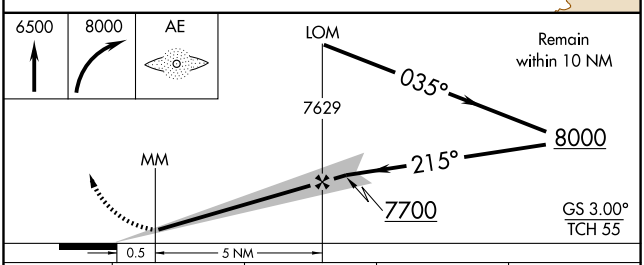
AWOS-3	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	ALBUQUERQUE CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8





REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

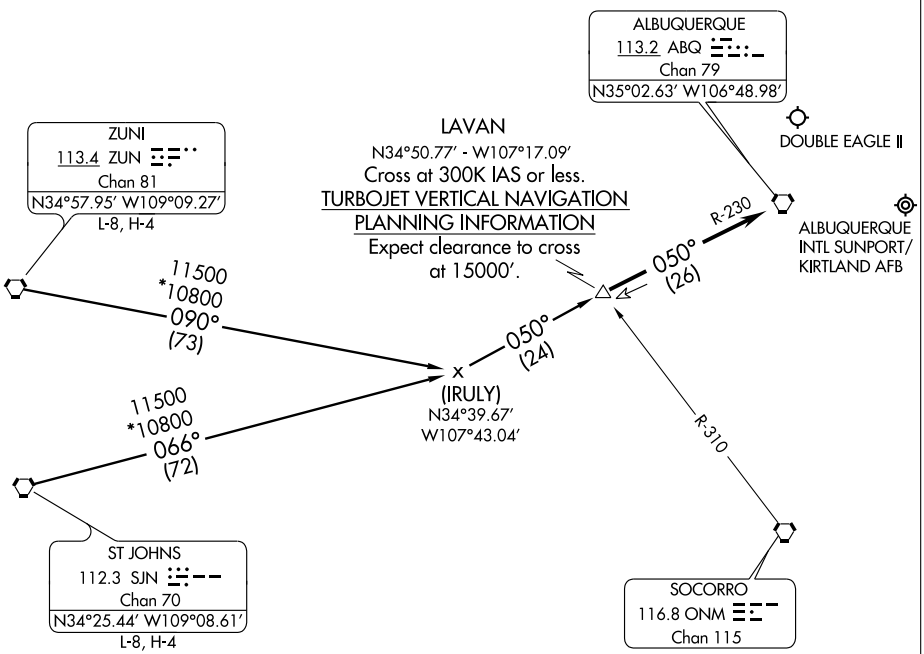
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 22	6017-½ 200 (200-½)			
S-LOC 22	6140-½ 323 (400-½)			6140-¾ 323 (400-¾)
CIRCLING	6400-1 563 (600-1)		6400-1½ 563 (600-1½)	6400-2 563 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE APP CON
123.9 354.1
ALBUQUERQUE TOWER
120.3 351.9
GND CON
121.9 348.6
ATIS
118.0 257.7



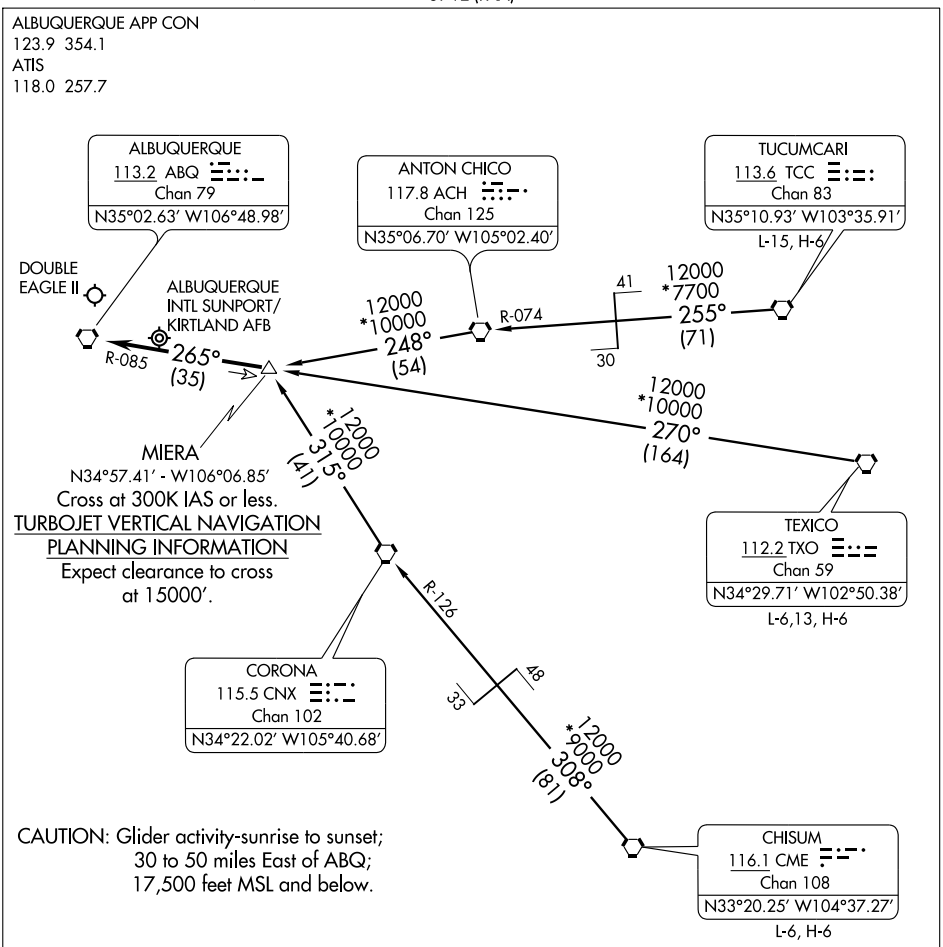
NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

ALBUQUERQUE/DOUBLE EAGLE II (AEG)

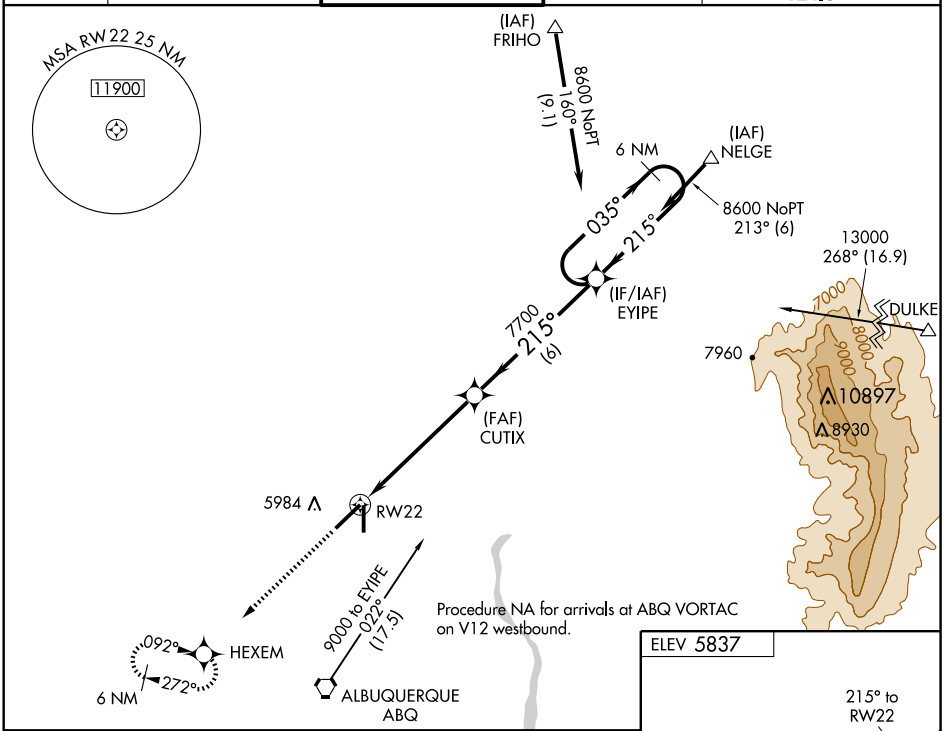
APP CRS	Rwy Idg	7398
215°	TDZE	5817
	Apt Elev	5837

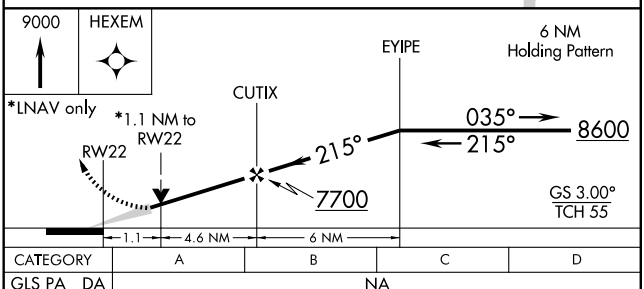
Baro-VNAV NA below -26°C (-15°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ and LNAV/VNAV Cat D to 1.

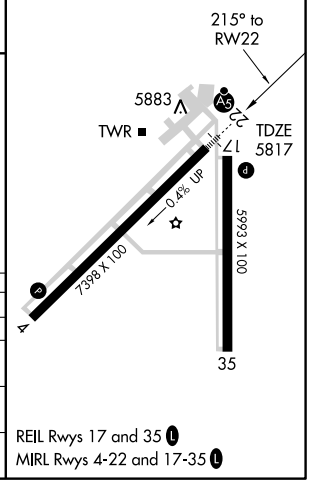
MALSR

MISSED APPROACH: Climb to 9000 direct HEXEM WP and hold.

AWOS-3	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER *	GND CON	ALBUQUERQUE CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	6140-½ 323 (400-½)			6140-¾ 323 (400-¾)
LNAV MDA	6200-½ 383 (400-½)			6200-1 383 (400-1)
CIRCLING	6400-1 563 (600-1)		6400-1½ 563 (600-1½)	6400-2 563 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

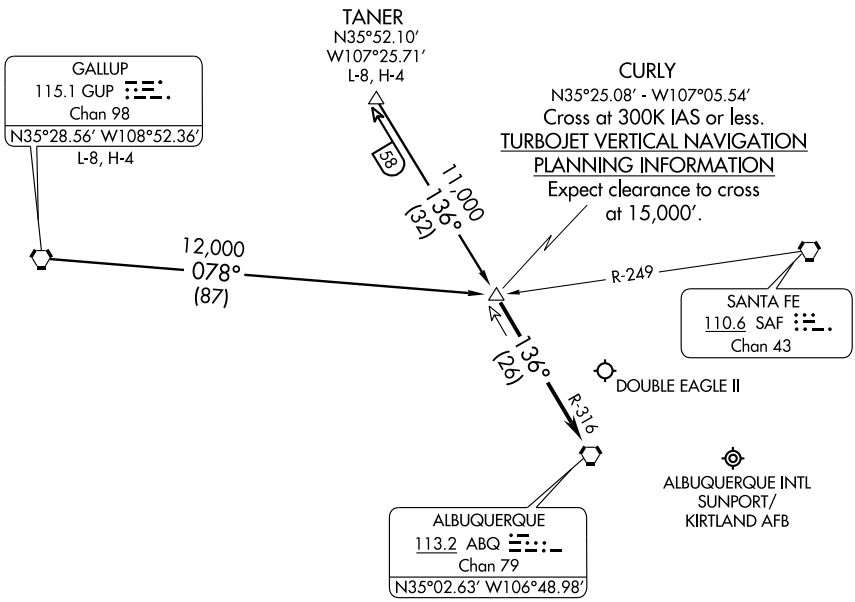
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

CURLY TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
127.4 253.5
ATIS 118.0 257.7



NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

CURLY TWO ARRIVAL

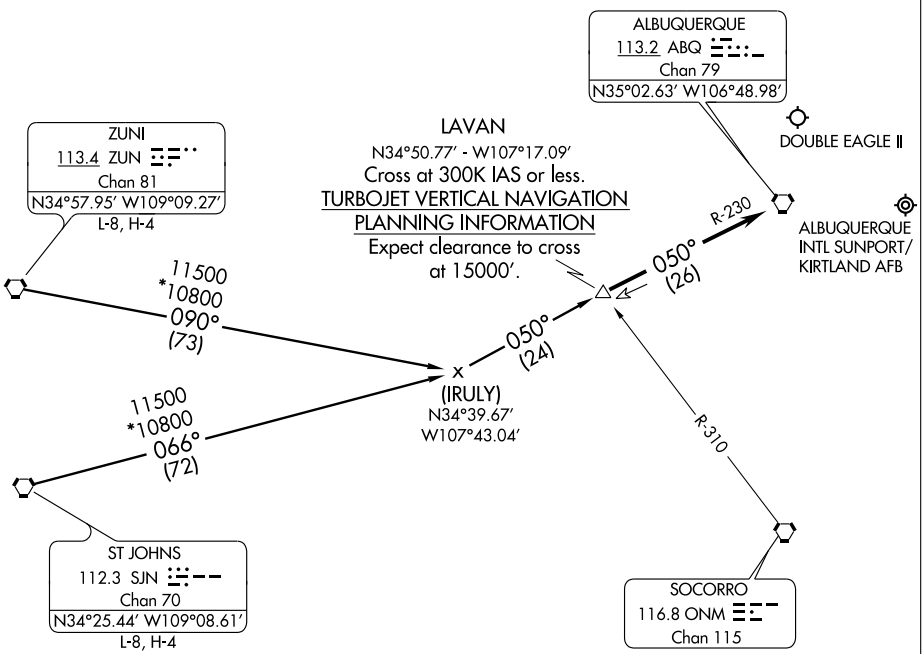
ALBUQUERQUE, NEW MEXICO

(CURLY.CURLY2) 07298

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ALBUQUERQUE APP CON
123.9 354.1
ALBUQUERQUE TOWER
120.3 351.9
GND CON
121.9 348.6
ATIS
118.0 257.7



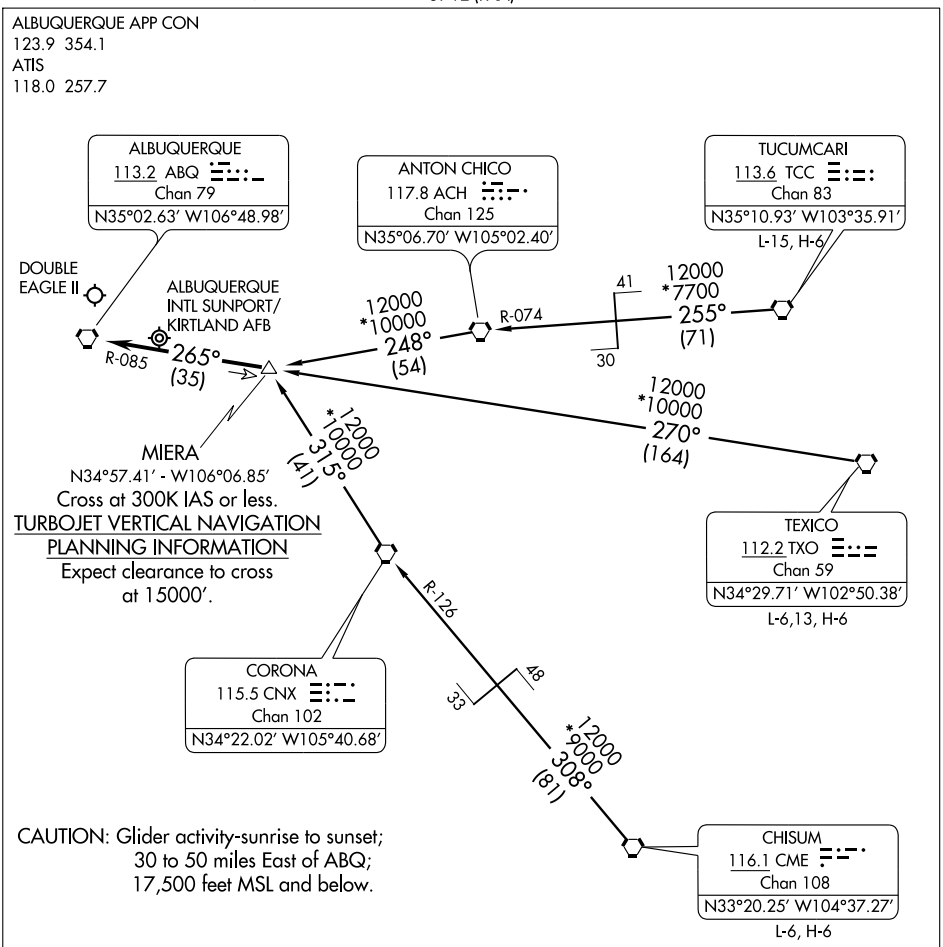
NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



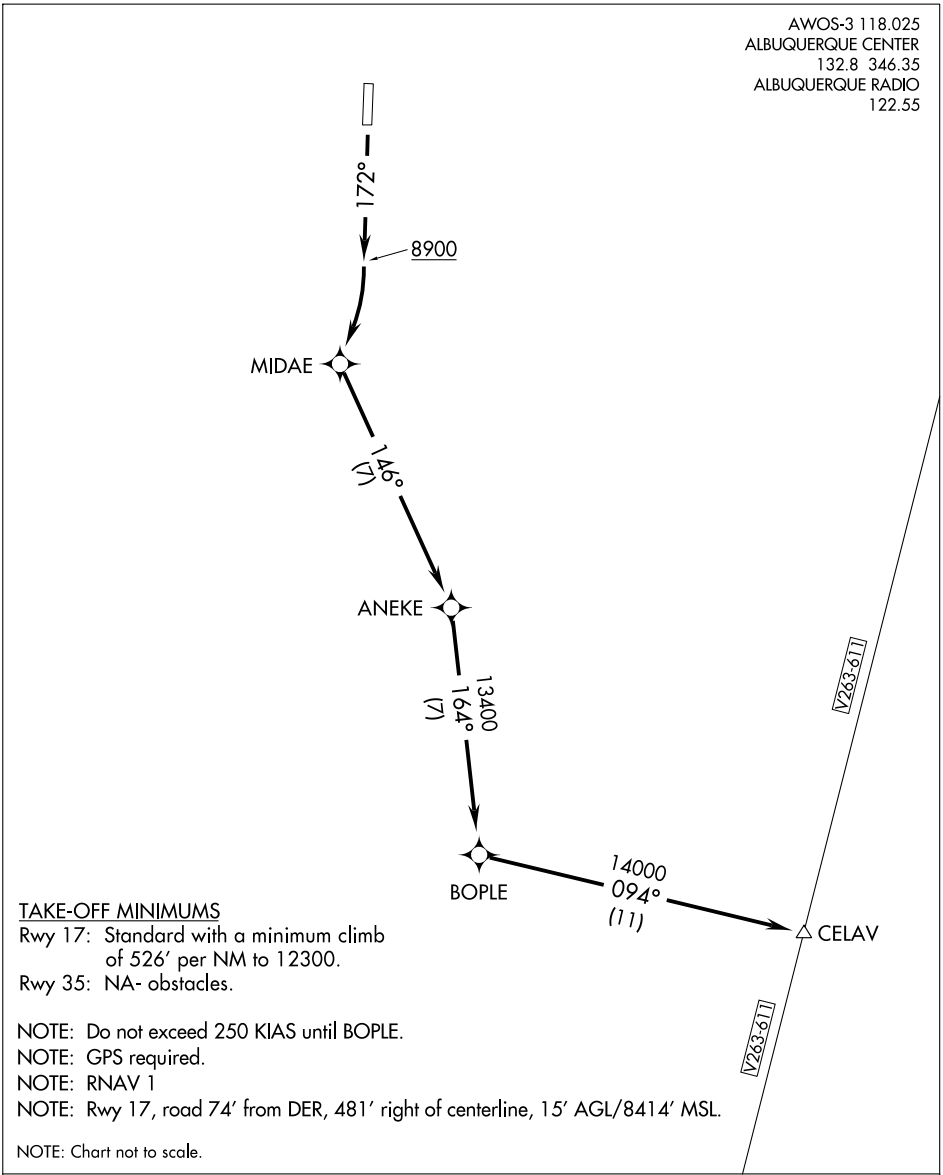
CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

SW-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS
Rwy 17: Standard with a minimum climb of 526′ per NM to 12300.
Rwy 35: NA- obstacles.

NOTE: Do not exceed 250 KIAS until BOPLE.
NOTE: GPS required.
NOTE: RNAV 1
NOTE: Rwy 17, road 74′ from DER, 481′ right of centerline, 15′ AGL/8414′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE, then via 094° track to CELAV.

SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

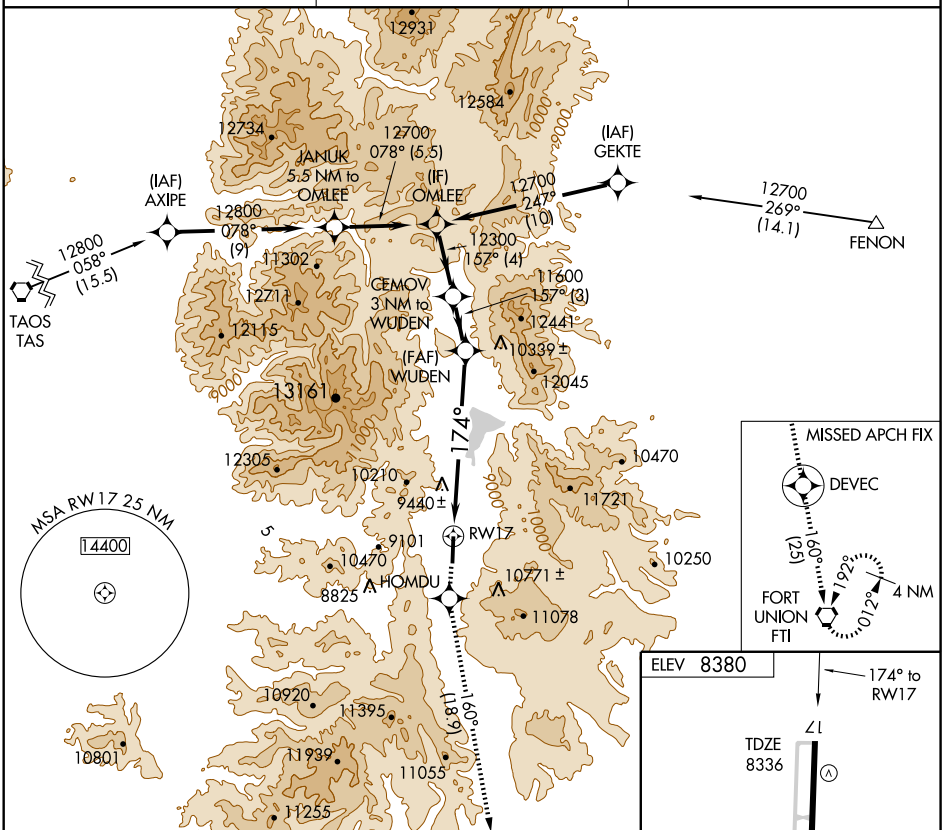
ANGEL FIRE (AXX)

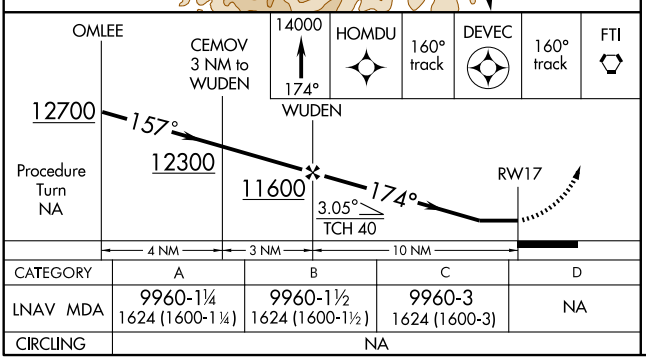
APP CRS	Rwy Idg	8900
174°	TDZE	8336
	Apt Elev	8380

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.025	132.8 346.35	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA
CIRCLING	NA			

MIRL Rwy 17-35

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

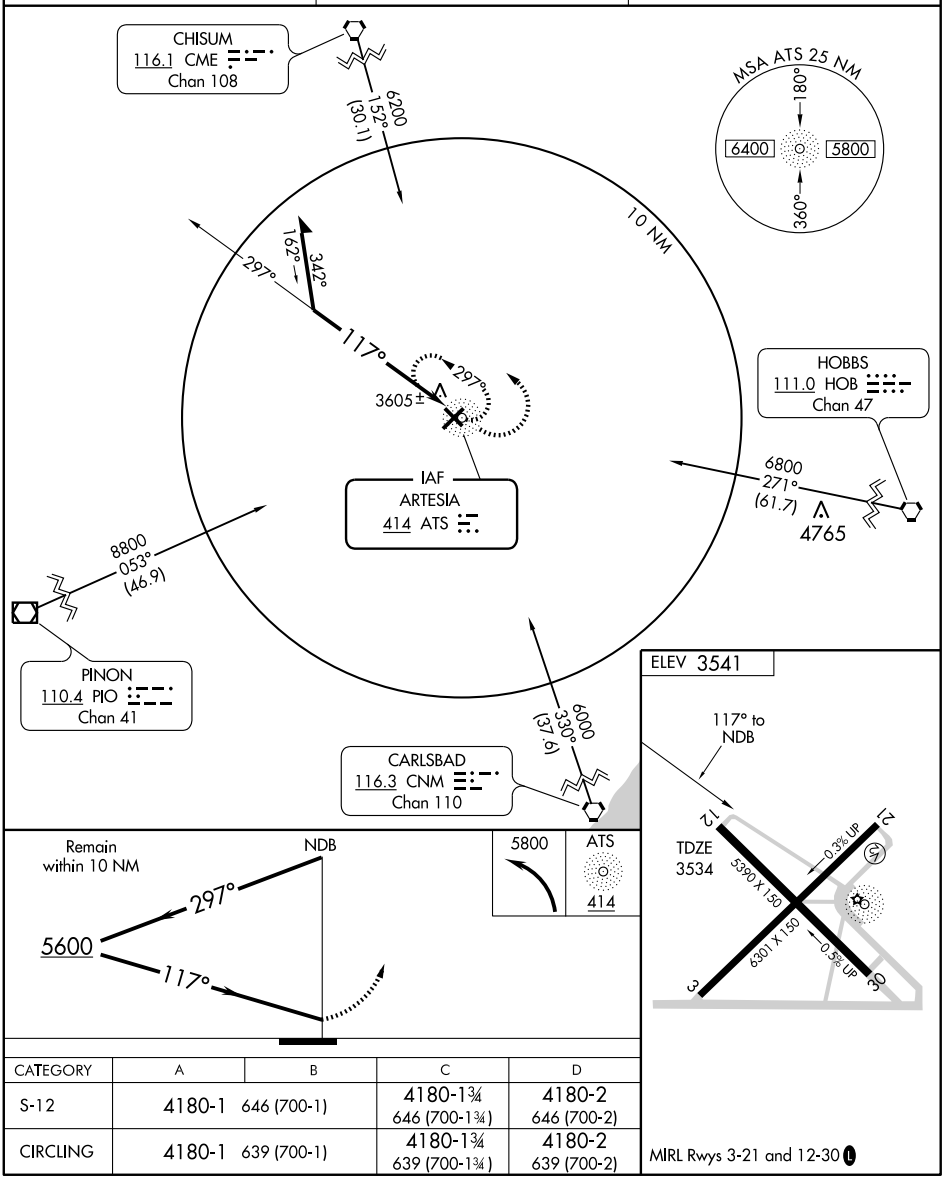
NDB ATS	APP CRS	Rwy Idg	5390
414	117°	TDZE	3534
		Apt Elev	3541

NDB RWY 12
ARTESIA MUNI (ATS)

NA

MISSED APPROACH: Climbing left turn to 5800 in ATS NDB holding pattern.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-12	4180-1	646 (700-1)	4180-1¾ 646 (700-1¾)	4180-2 646 (700-2)
CIRCLING	4180-1	639 (700-1)	4180-1¾ 639 (700-1¾)	4180-2 639 (700-2)

MIRL Rwys 3-21 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

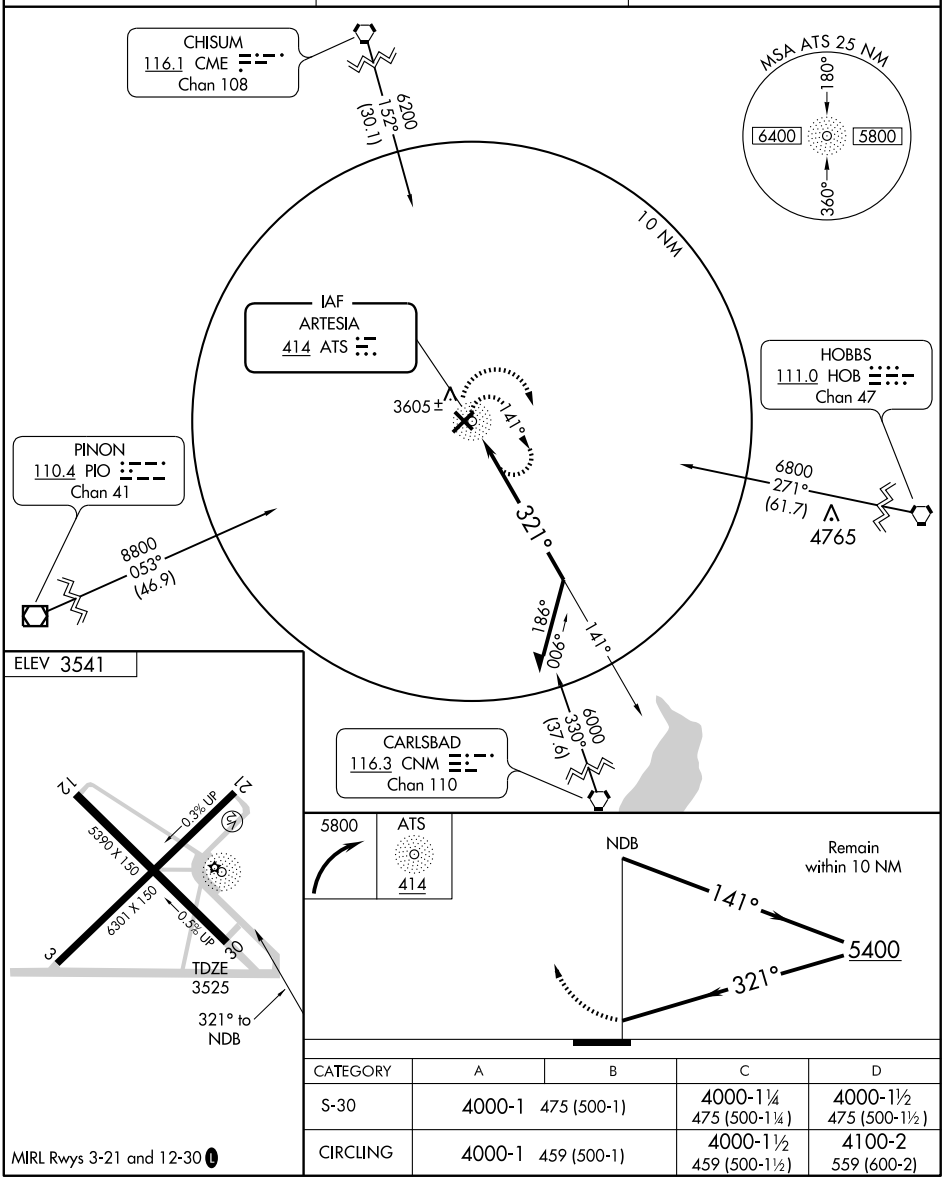
NDB ATS	APP CRS	Rwy Idg	5390
414	321°	TDZE	3525
		Apt Elev	3541

NDB RWY 30
ARTESIA MUNI (ATS)

NA

MISSED APPROACH: Climbing right turn to 5800 in ATS NDB holding pattern.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-30	4000-1	475 (500-1)	4000-1¼ 475 (500-1¼)	4000-1½ 475 (500-1½)
CIRCLING	4000-1	459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwys 3-21 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

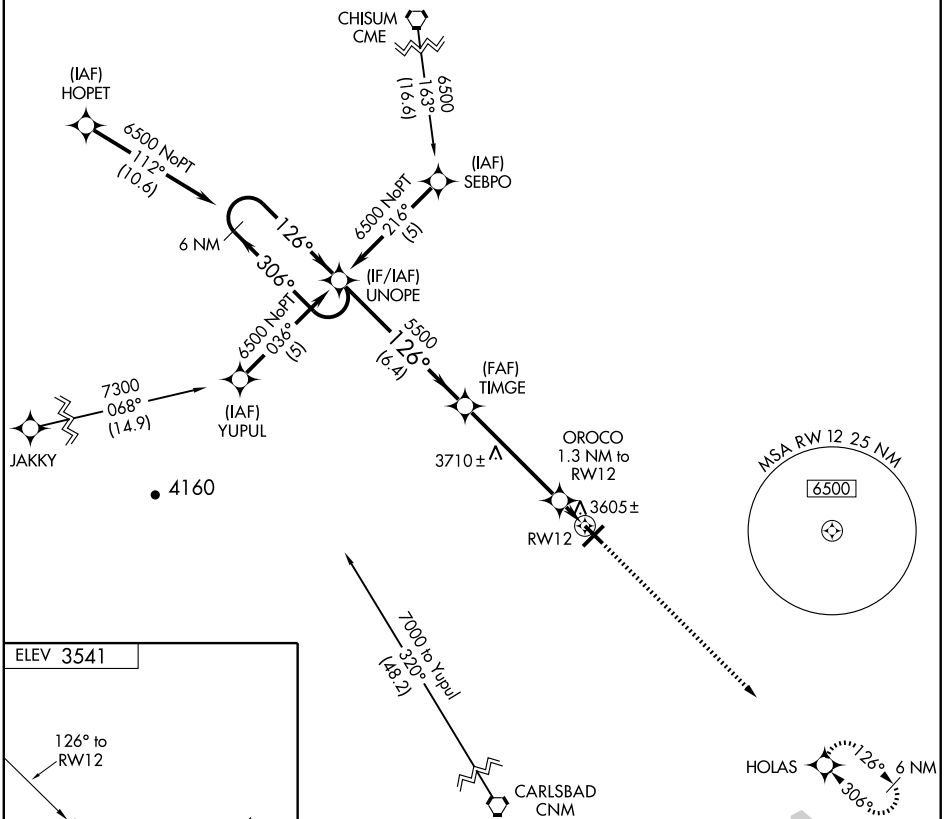
APP CRS	Rwy Idg	5390
126°	TDZE	3534
	Apt Elev	3541

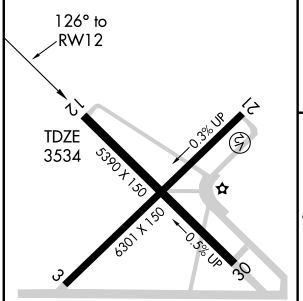
RNAV (GPS) RWY 12
ARTESIA MUNI (ATS)

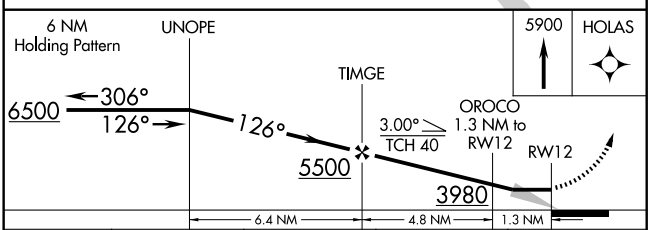
DME/DME RNP- 0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

AWOS-3	ROSWELL APP CON*	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3900-1 366 (400-1)			3900-1¼ 366 (400-1¼)
CIRCLING	3940-1 399 (400-1)	4000-1 459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwys 3-21 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

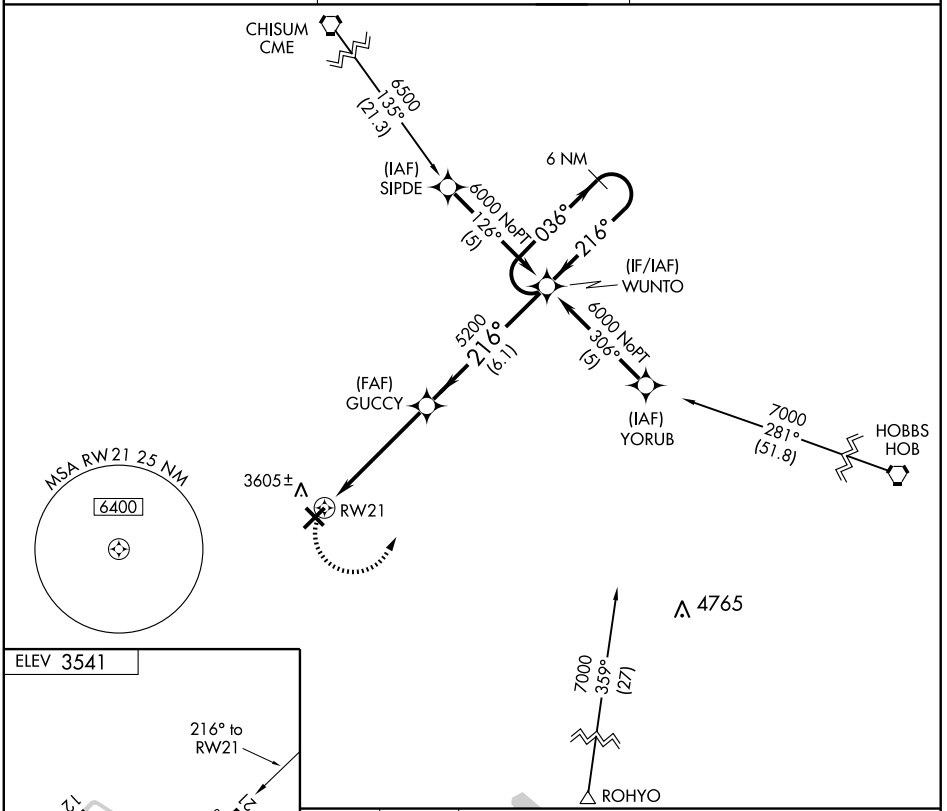
APP CRS	Rwy Idg	6301
216°	TDZE	3522
	Apt Elev	3541

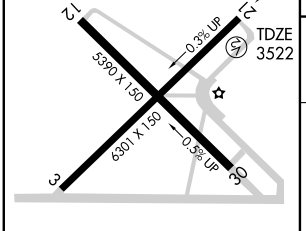
RNAV (GPS) RWY 21
ARTESIA MUNI (ATS)

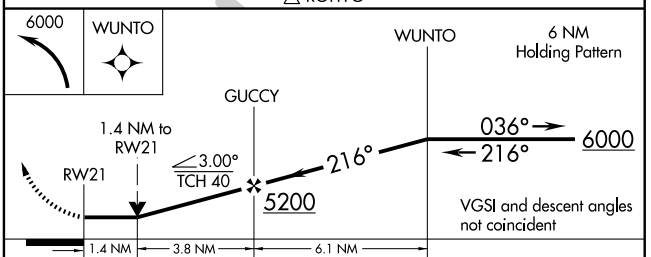
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 6000 direct WUNTO and hold.

AWOS-3	ROSWELL APP CON*	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4000-1 478 (500-1)		4000-1¼ 478 (500-1¼)	4000-1½ 478 (500-1½)
CIRCLING	4000-1 459 (500-1)		4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwys 3-21 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

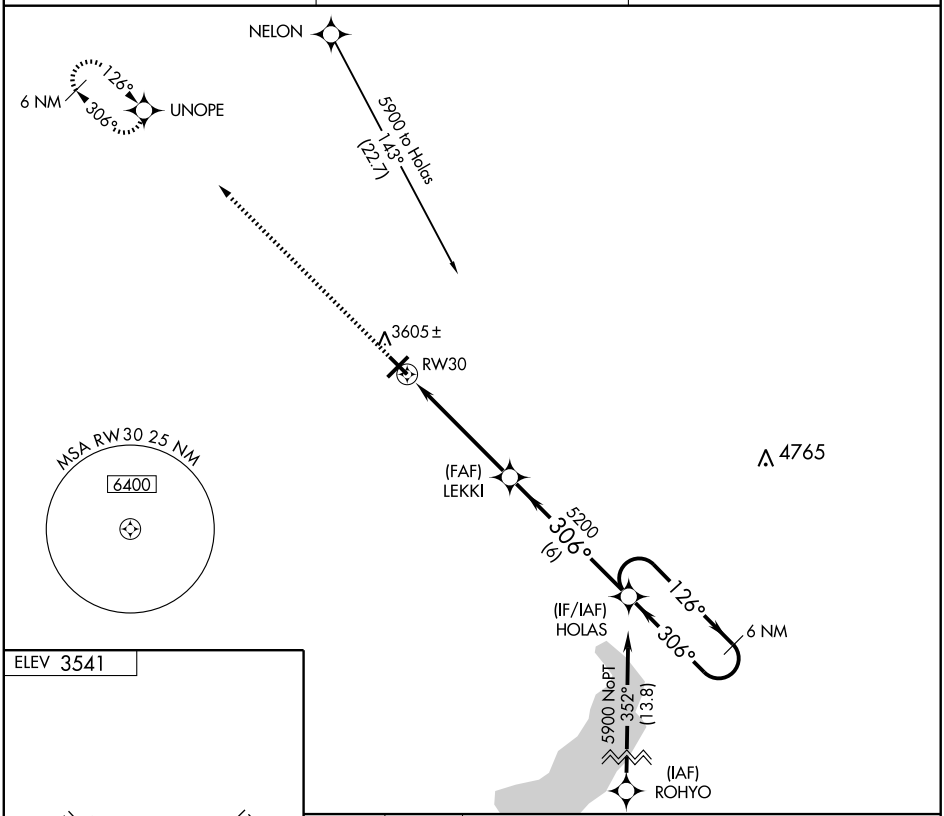
APP CRS	Rwy Idg	5390
306°	TDZE	3525
	Apt Elev	3541

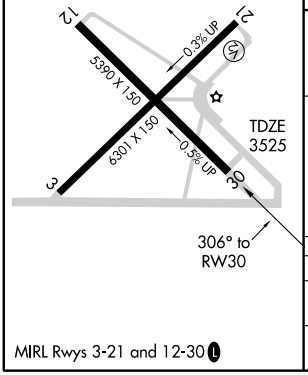
RNAV (GPS) RWY 30
ARTESIA MUNI (ATS)

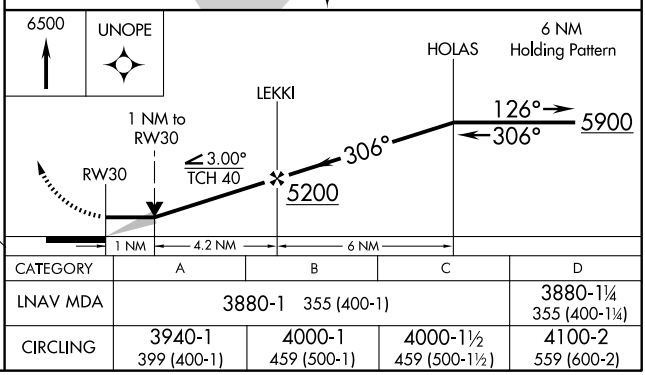
DME/DME RNP- 0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3880-1 355 (400-1)			3880-1¼ 355 (400-1¼)
CIRCLING	3940-1 399 (400-1)	4000-1 459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwys 3-21 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

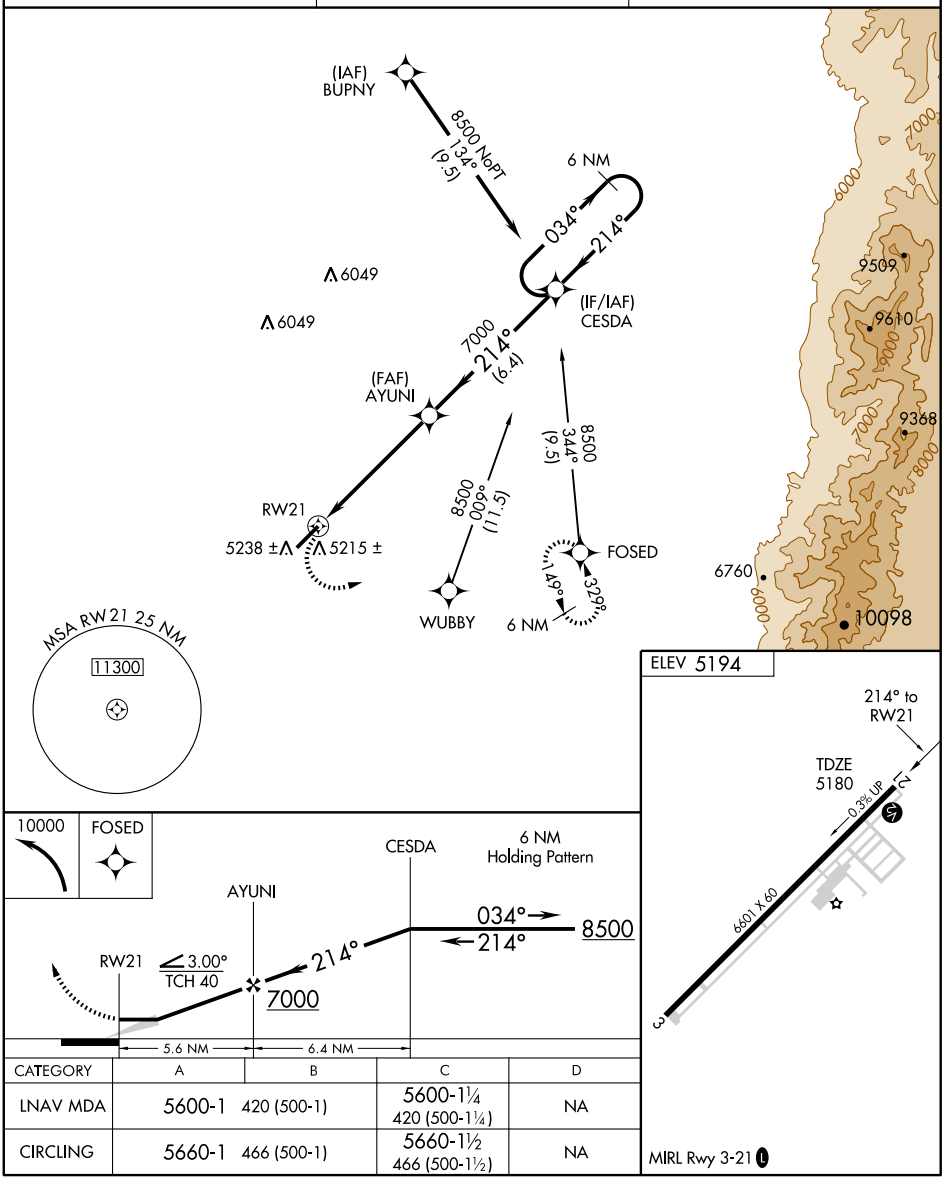
BELEN/ALEXANDER MUNI (E8Ø)

APP CRS	Rwy Idg	6601
214°	TDZE	5180
	Apt Elev	5194

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Albuquerque, NM altimeter setting.

MISSED APPROACH: Climbing left turn to 10000 direct FOSED WP and hold.

AWOS-3	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	5600-1	420 (500-1)	5600-1¼ 420 (500-1¼)	NA
CIRCLING	5660-1	466 (500-1)	5660-1½ 466 (500-1½)	NA

MIRL Rwy 3-21 (L)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ONM 116.8 Chan 115	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 5194

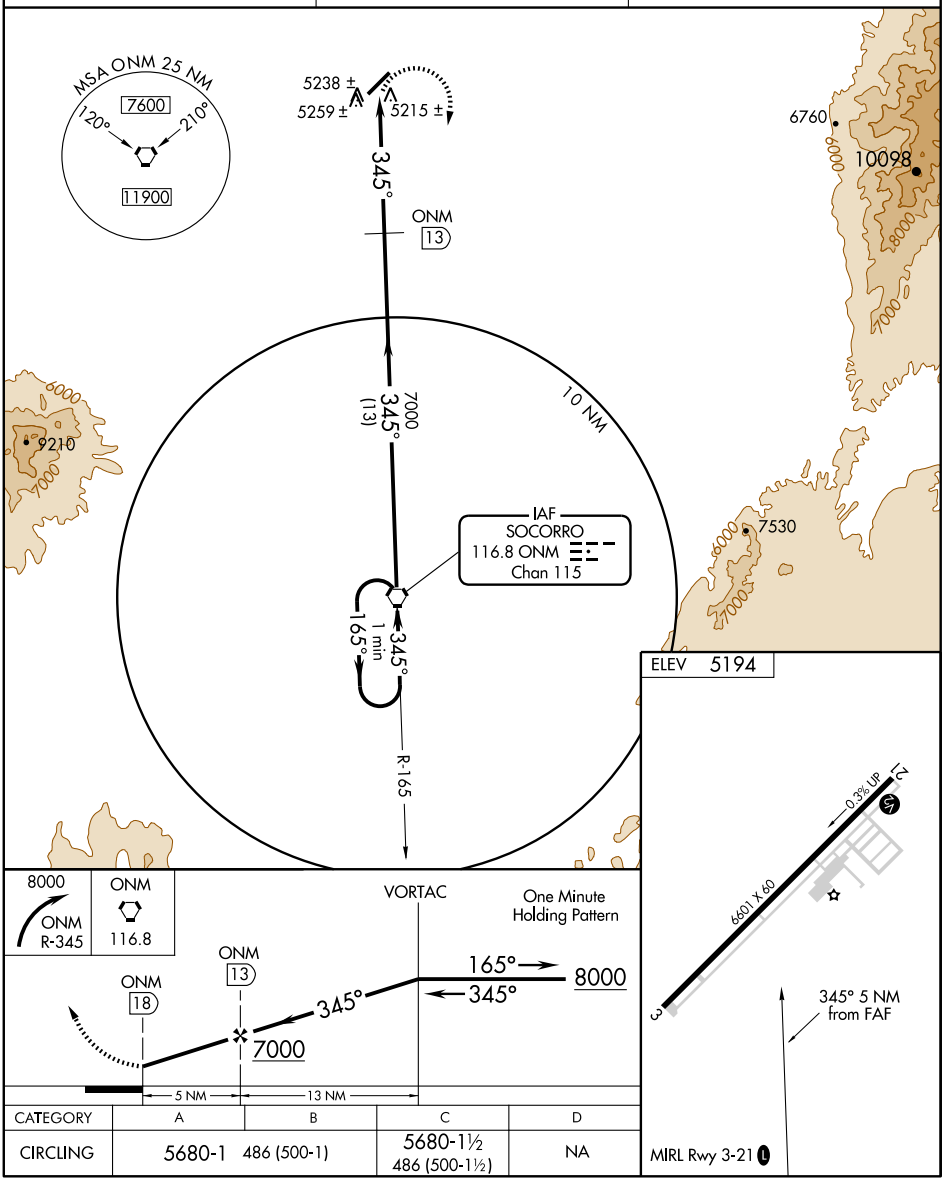
VOR/DME-A

BELEN/ALEXANDER MUNI (E80)

T A NA — Use Albuquerque, NM altimeter setting.

MISSED APPROACH: Climbing right turn to 8000 via ONM R-345 to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 CTAF L



CATEGORY	A	B	C	D
CIRCLING	5680-1 486 (500-1)		5680-1½ 486 (500-1½)	NA

MIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CVD	APP CRS	Rwy Idg	7854
111.9	034°	TDZE	3295
		Apt Elev	3295

ILS RWY 3

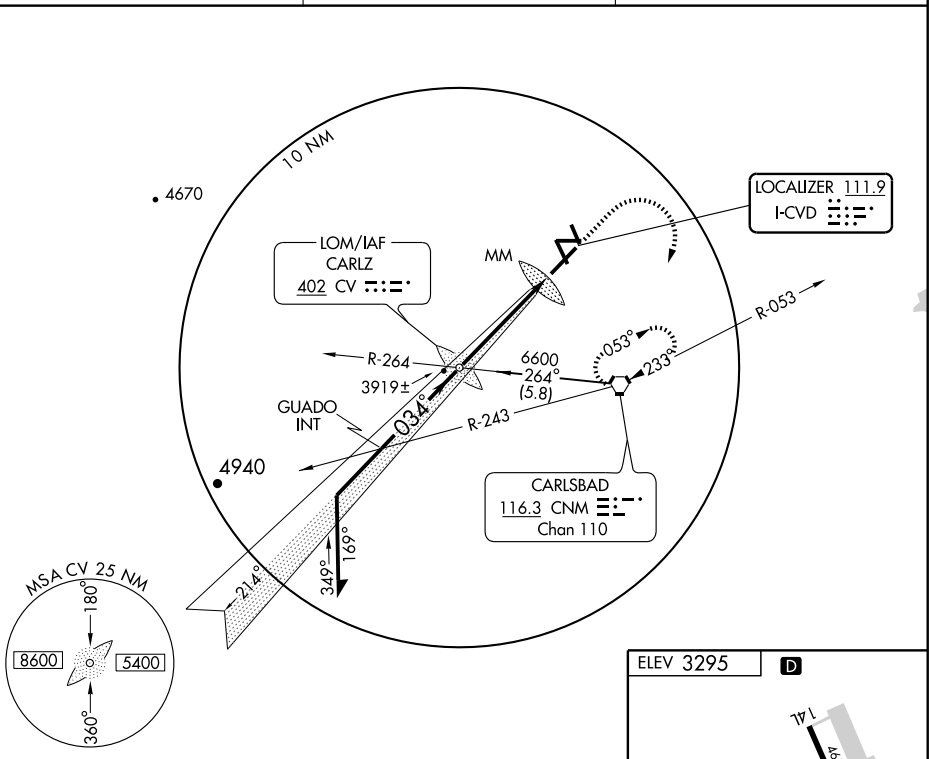
CARLSBAD/CAVERN CITY AIR TERMINAL (CNM)

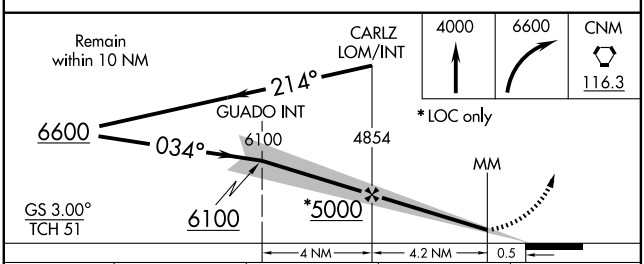
NA

MALSR

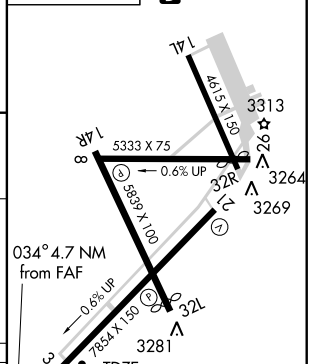
MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	122.95 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 3		3495-½ 200 (200-½)		
S-LOC 3	3940-½ 645 (700-½)		3940-1¼ 645 (700-1¼)	3940-1½ 645 (700-1½)
CIRCLING	3940-1 645 (700-1)		3940-1¾ 645 (700-1¾)	3940-2 645 (700-2)



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

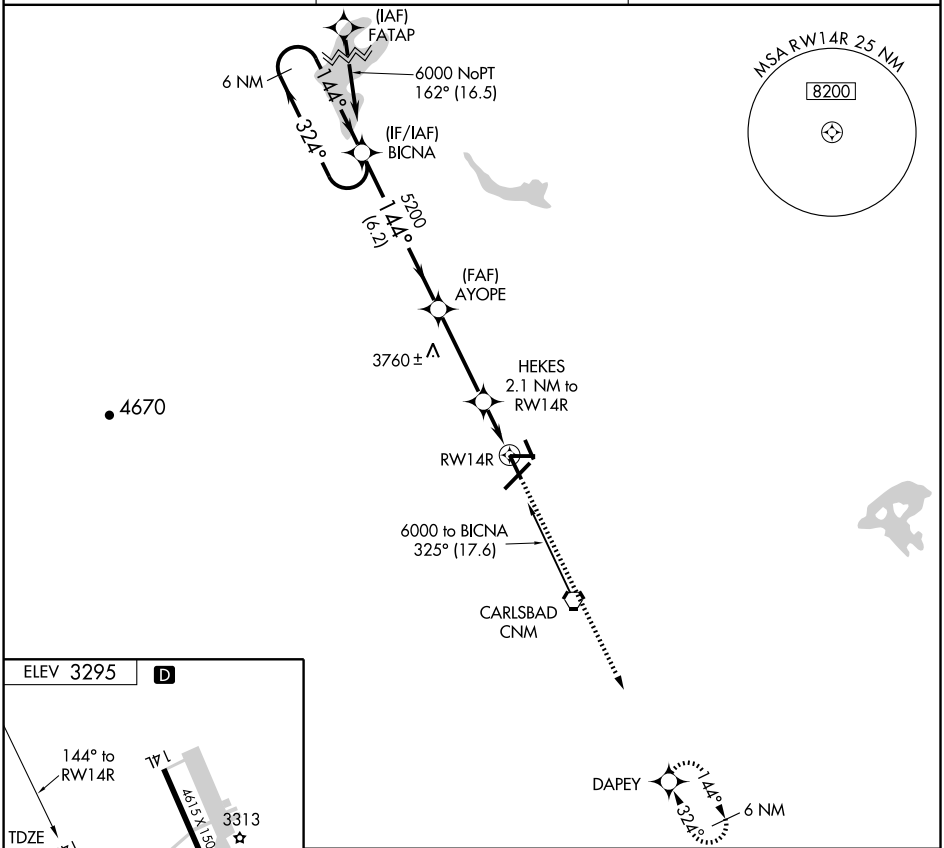
APP CRS	Rwy Idg	5839
144°	TDZE	3270
	Apt Elev	3295

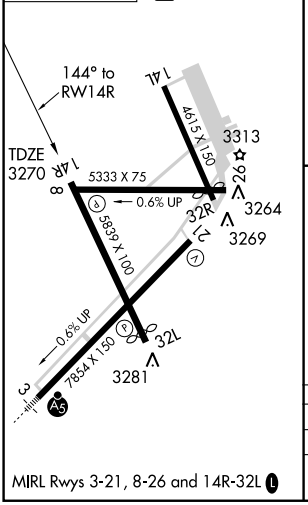
RNAV (GPS) RWY 14R

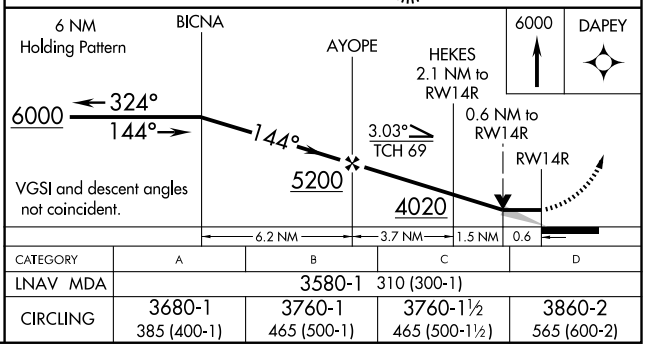
CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

NA	MISSED APPROACH: Climb to 6000 direct DAPEY WP and hold.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3580-1 310 (300-1)			
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

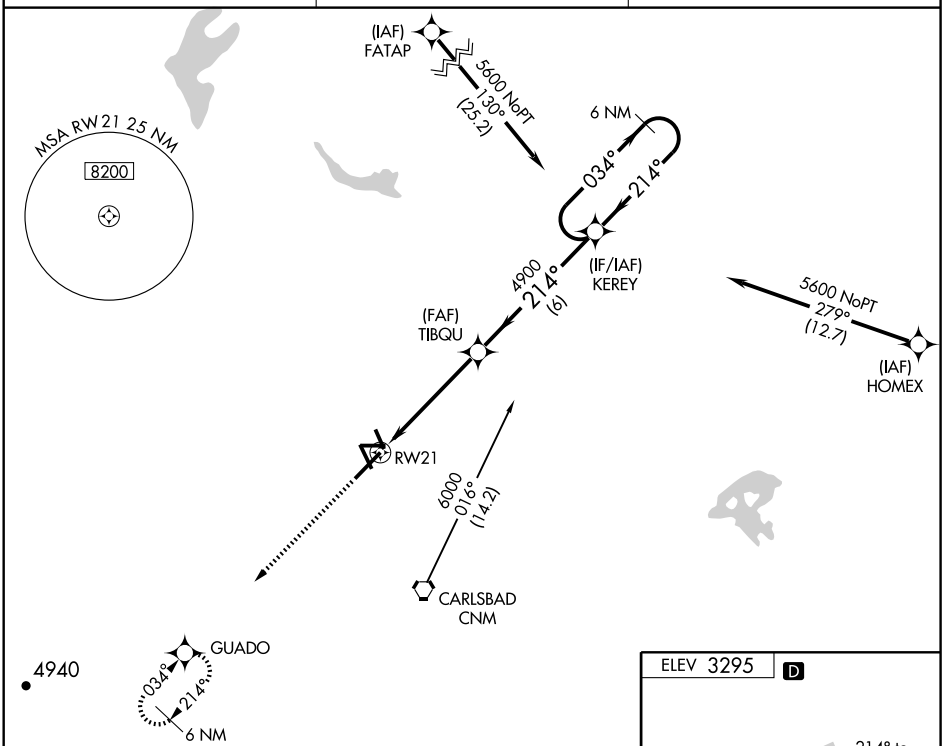
APP CRS	Rwy Idg	7854
214°	TDZE	3264
	Apt Elev	3295

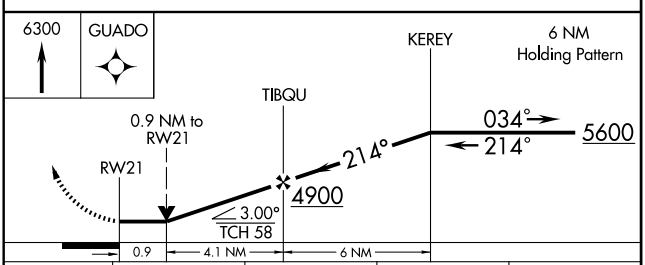
RNAV (GPS) RWY 21

CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

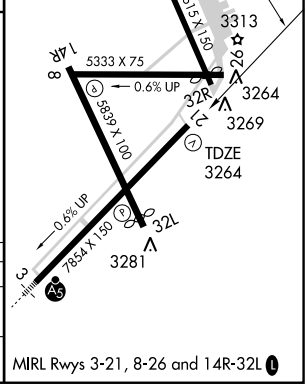
NA	MISSED APPROACH: Climb to 6300 direct GUADO WP and hold.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	122.95 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3580-1 316 (300-1)			
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5454
324°	TDZE	3268
	Apt Elev	3295

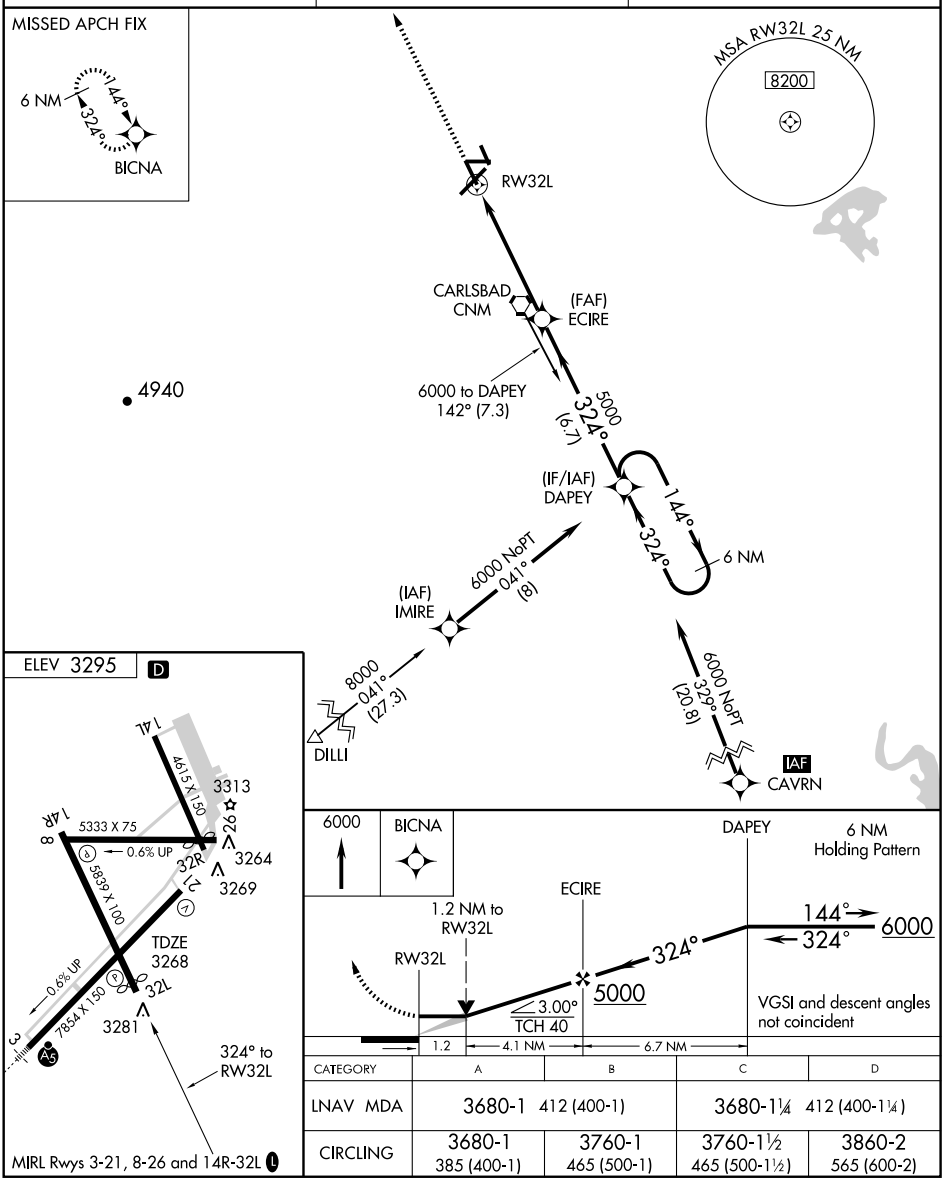
RNAV (GPS) RWY 32L

CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 6000 direct BICNA WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3680-1 412 (400-1)		3680-1¼ 412 (400-1¼)	
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

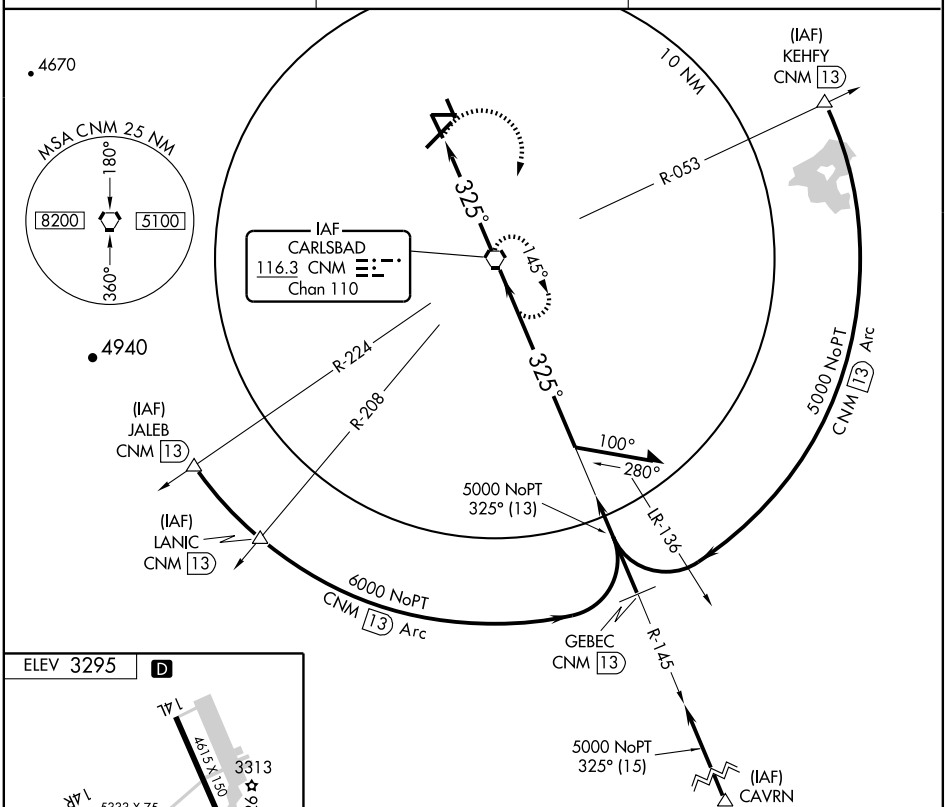
VORTAC CNM 116.3 Chan 110	APP CRS 325°	Rwy Idg 5454 TDZE 3268 Apt Elev 3295

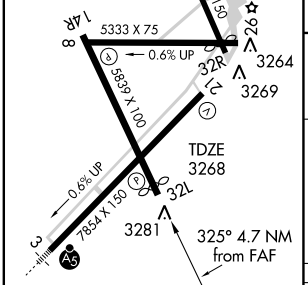
VOR RWY 32L

CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

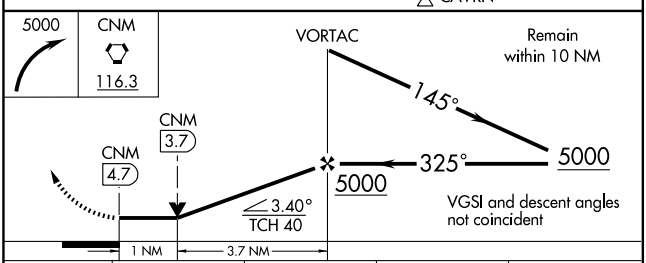
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	122.95 (CTAF) L





MIRL Rwys 3-21, 8-26 and 14R-32L L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32L	3680-1 412 (400-1)		3680-1¼ 412 (400-1¼)	
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

NDB CAO	APP CRS	Rwy Idg	5920
332	034°	TDZE	4965
		Apt Elev	4965

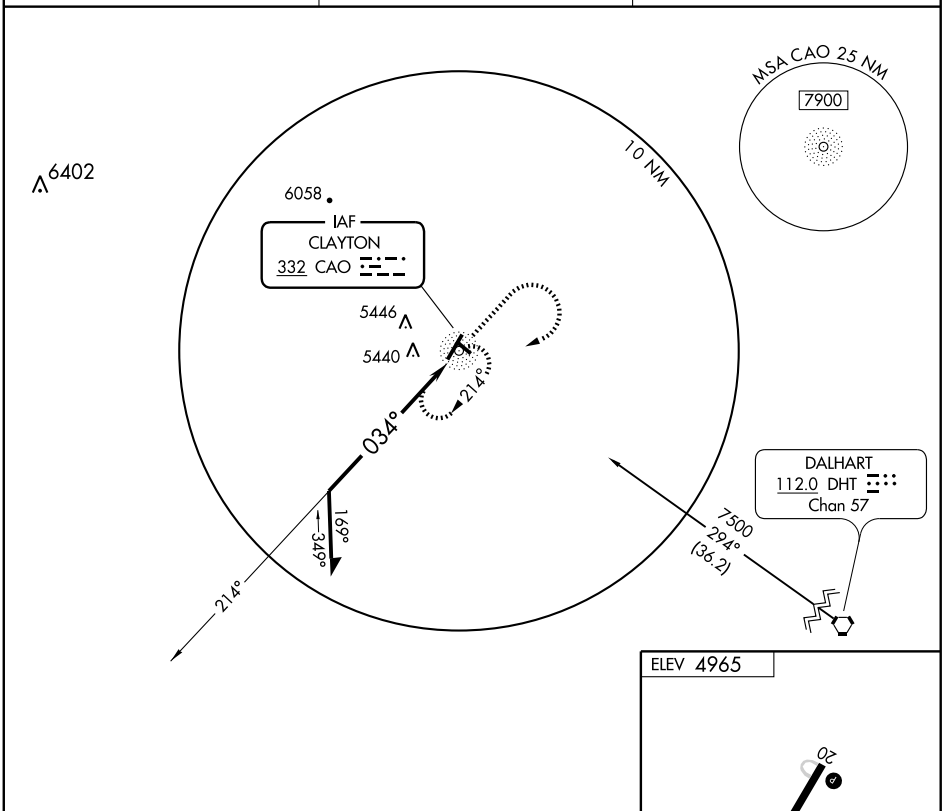
NDB RWY 2

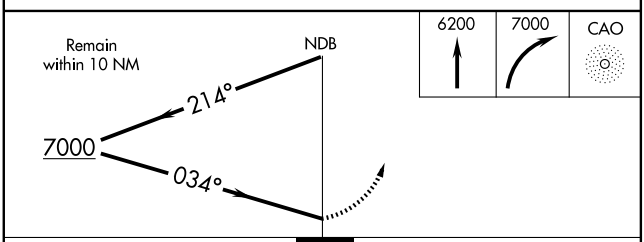
CLAYTON MUNI AIRPARK (CAO)

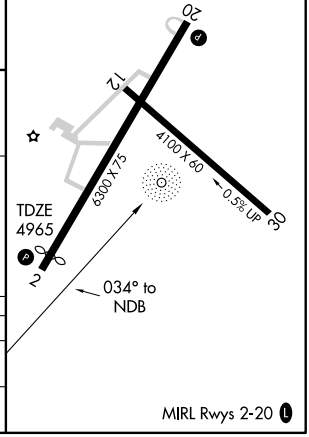
Circling not authorized west of Rwys 2 and 12.
If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 6200, then climbing right turn to 7000 direct CAO NDB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	5800-1 835 (900-1)	5800-1¼ 835 (900-1¼)	5800-2½ 835 (900-2½)	5800-2¾ 835 (900-2¾)
CIRCLING	5800-1 835 (900-1)	5800-1¼ 835 (900-1¼)	5800-2½ 835 (900-2½)	5800-2¾ 835 (900-2¾)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

NDB CAO	APP CRS	Rwy Idg	6300
332	194°	TDZE	4965
		Apt Elev	4965

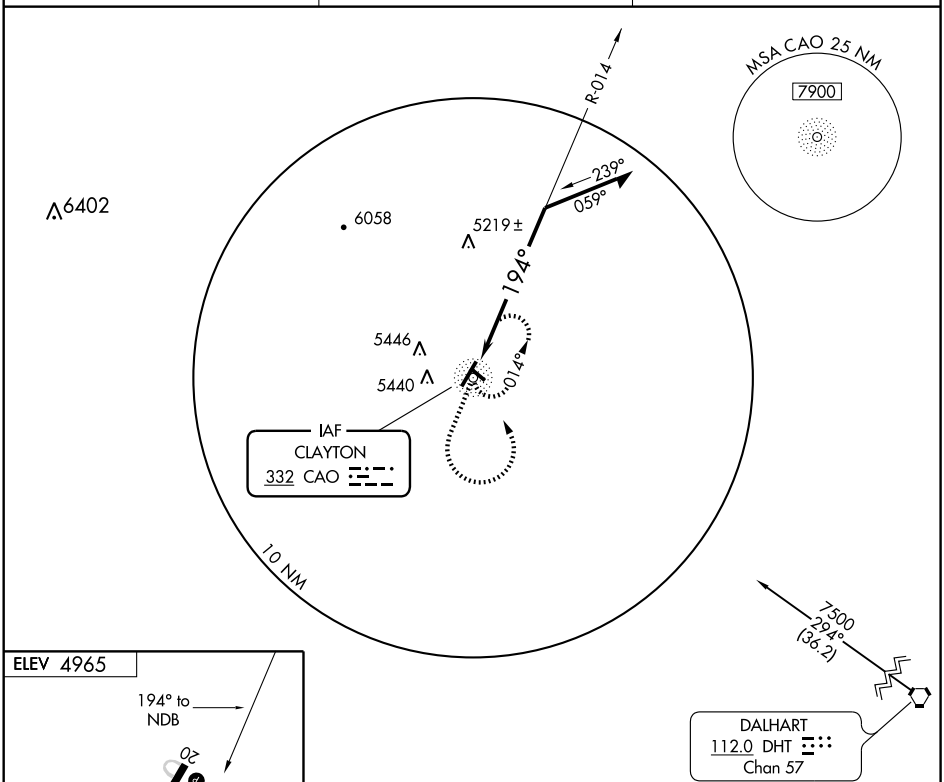
NDB RWY 20

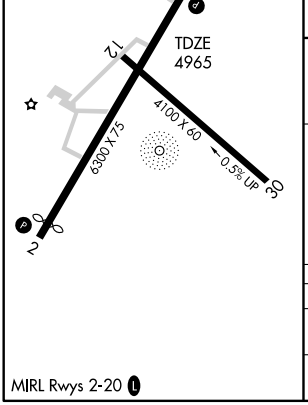
CLAYTON MUNI AIRPARK (CAO)

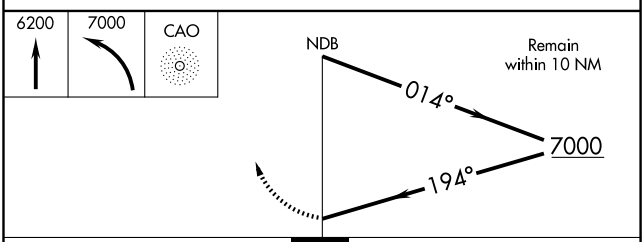
Circling not authorized west of Rwys 2 and 12.
If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 6200, then climbing left turn to 7000 direct CAO NDB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2¼ 715 (800-2¼)
CIRCLING	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2¼ 715 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

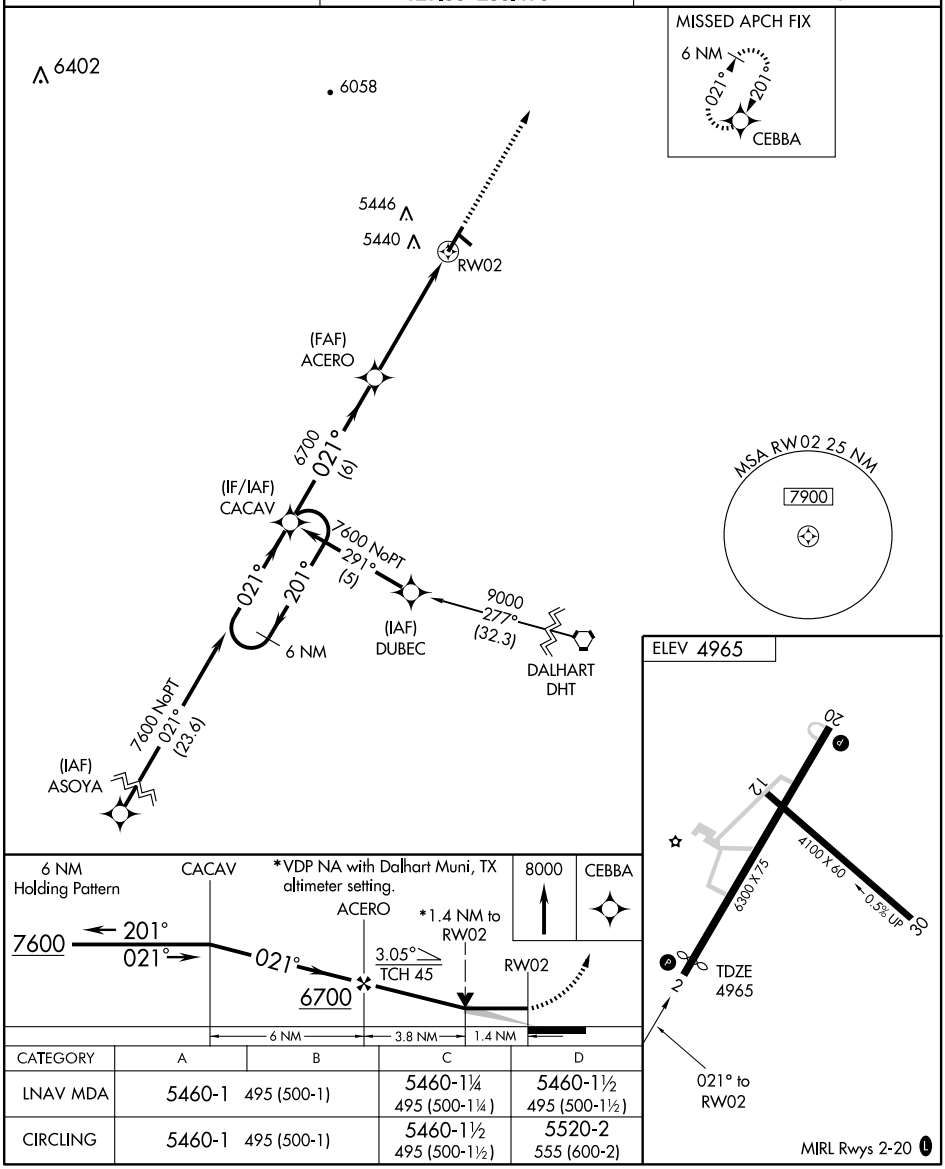
APP CRS	Rwy Idg	5920
021°	TDZE	4965
	Apt Elev	4965

RNAV (GPS) RWY 2
CLAYTON MUNI AIRPARK (CAO)

If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.
Circling NA west of Runways 2 and 12.
DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 8000 direct CEBBA and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5460-1	495 (500-1)	5460-1¼ 495 (500-1¼)	5460-1½ 495 (500-1½)
CIRCLING	5460-1	495 (500-1)	5460-1½ 495 (500-1½)	5520-2 555 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

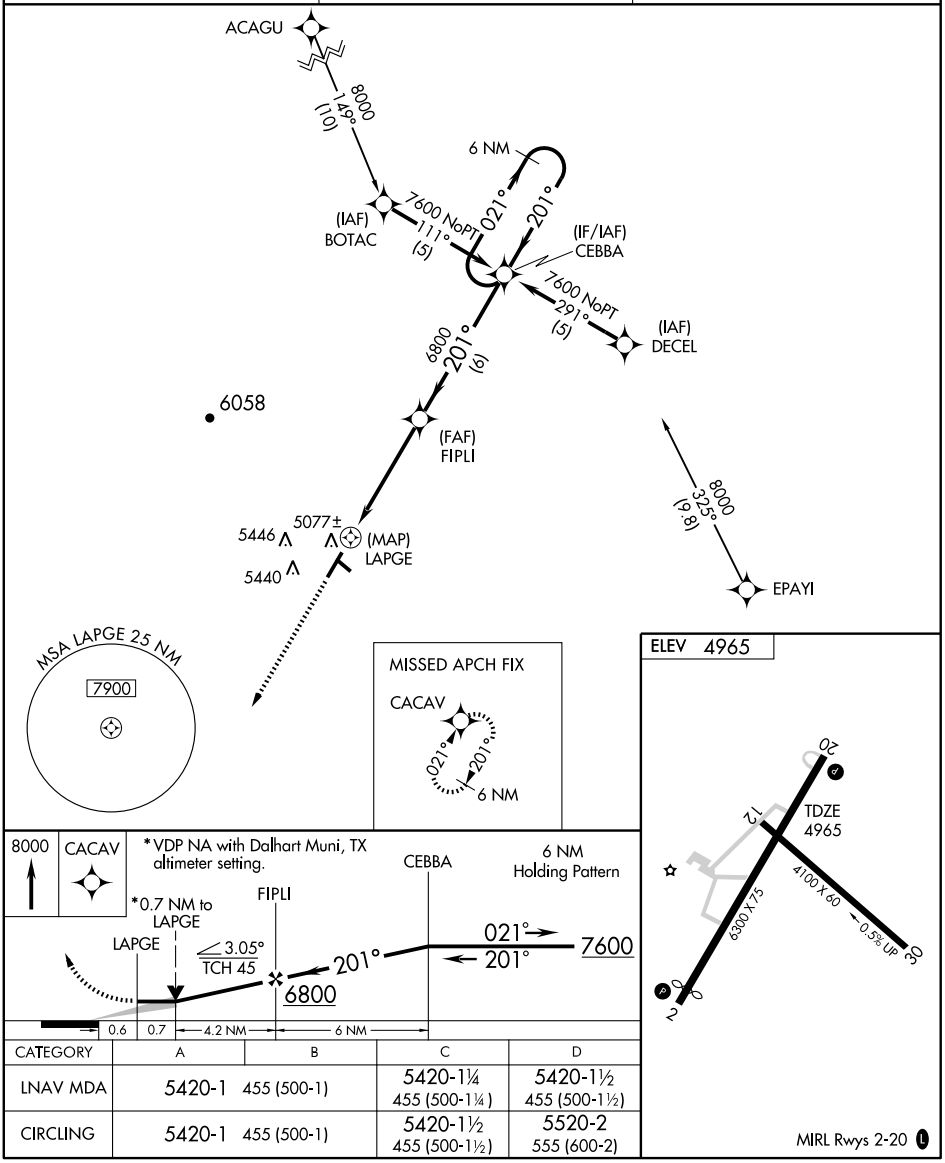
APP CRS	Rwy Idg	6300
201°	TDZE	4965
	Apt Elev	4965

RNAV (GPS) RWY 20
CLAYTON MUNI AIRPARK (CAO)

DME/DME RNP- 0.3 NA.
Circling NA west of Rwys 2 and 12. Procedure NA at night.
If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 8000 direct CACAV and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5420-1 455 (500-1)		5420-1¼ 455 (500-1¼)	5420-1½ 455 (500-1½)
CIRCLING	5420-1 455 (500-1)		5420-1½ 455 (500-1½)	5520-2 555 (600-2)

MIRL Rwys 2-20 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CVN	APP CRS	Rwy Idg	5401
108.9	037°	TDZE	4205
		Apt Elev	4216

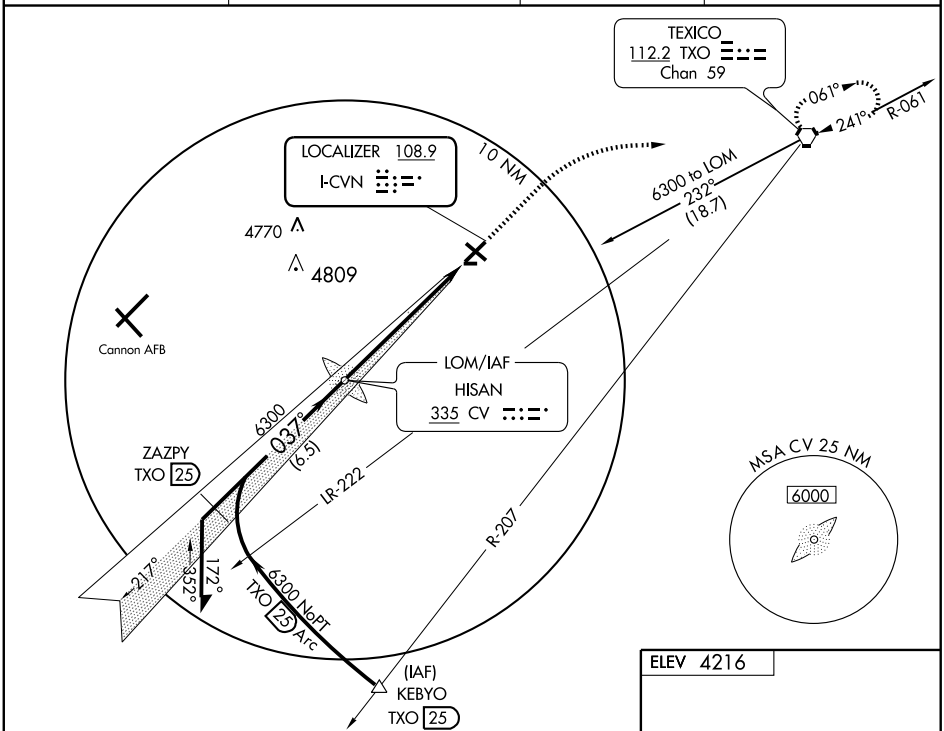
ILS RWY 4
CLOVIS MUNI (CVN)

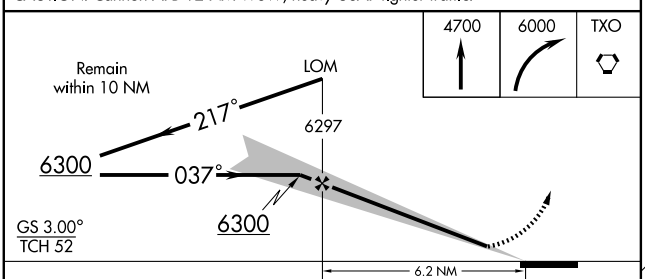
NA

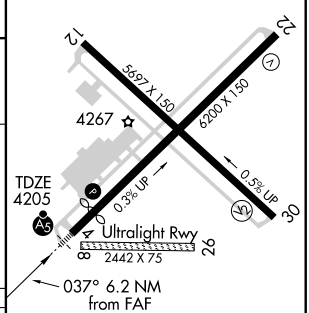
MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
135.375	121.05 352.1	119.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4		4405-½ 200 (200-½)		
S-LOC 4	4640-½ 435 (500-½)		4640-¾ 435 (500-¾)	4640-1 435 (500-1)
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5401
CH 97300	037°	TDZE	4205
W04A		Apt Elev	4216

RNAV (GPS) RWY 4

CLOVIS MUNI (CVN)

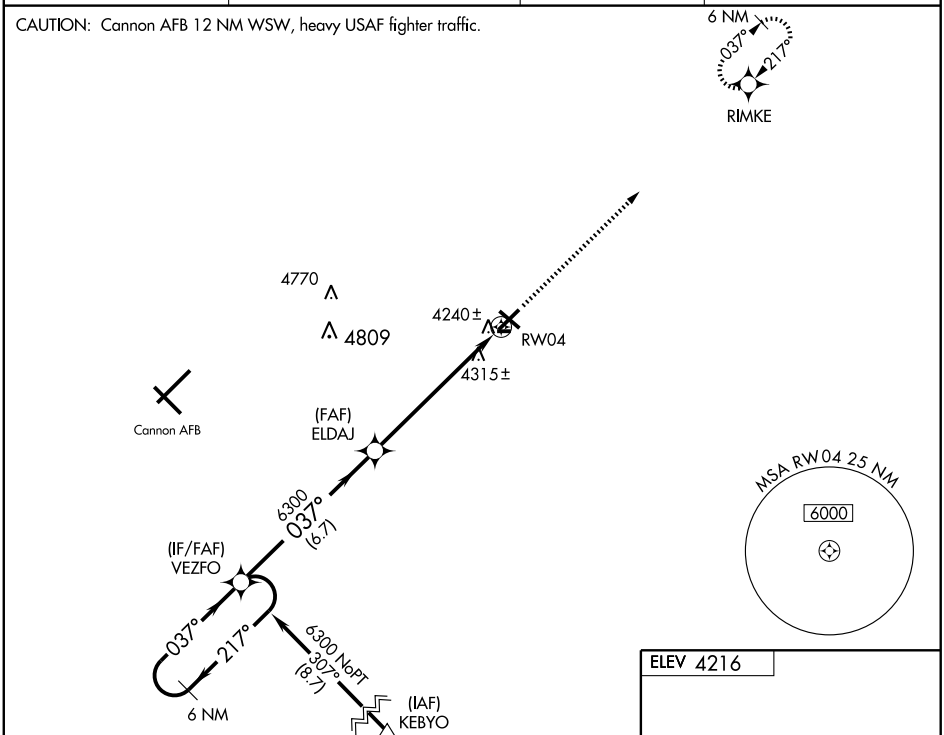
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -23°C (-9°F)
For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1.

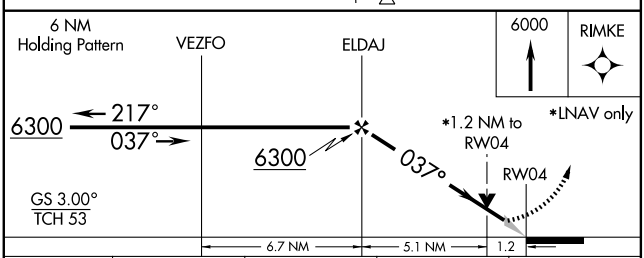
MALSR

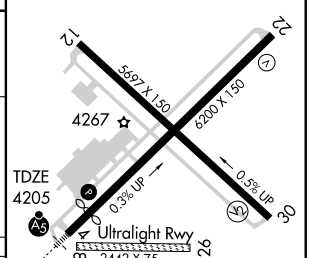
MISSED APPROACH: Climb to 6000 direct RIMKE and hold.

AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
135.375	121.05 352.1	119.0	122.8 (CTAF) L

CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.







CATEGORY	A	B	C	D
LPV DA	4460-½ 255 (300-½)			
LNAV/VNAV DA	4500-½ 295 (300-½)			4500-¾ 295 (300-¾)
LNAV MDA	4640-½ 435 (500-½)		4640-¾ 435 (500-¾)	4640-1 435 (500-1)
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6200
217°	TDZE	4216
	Apt Elev	4216

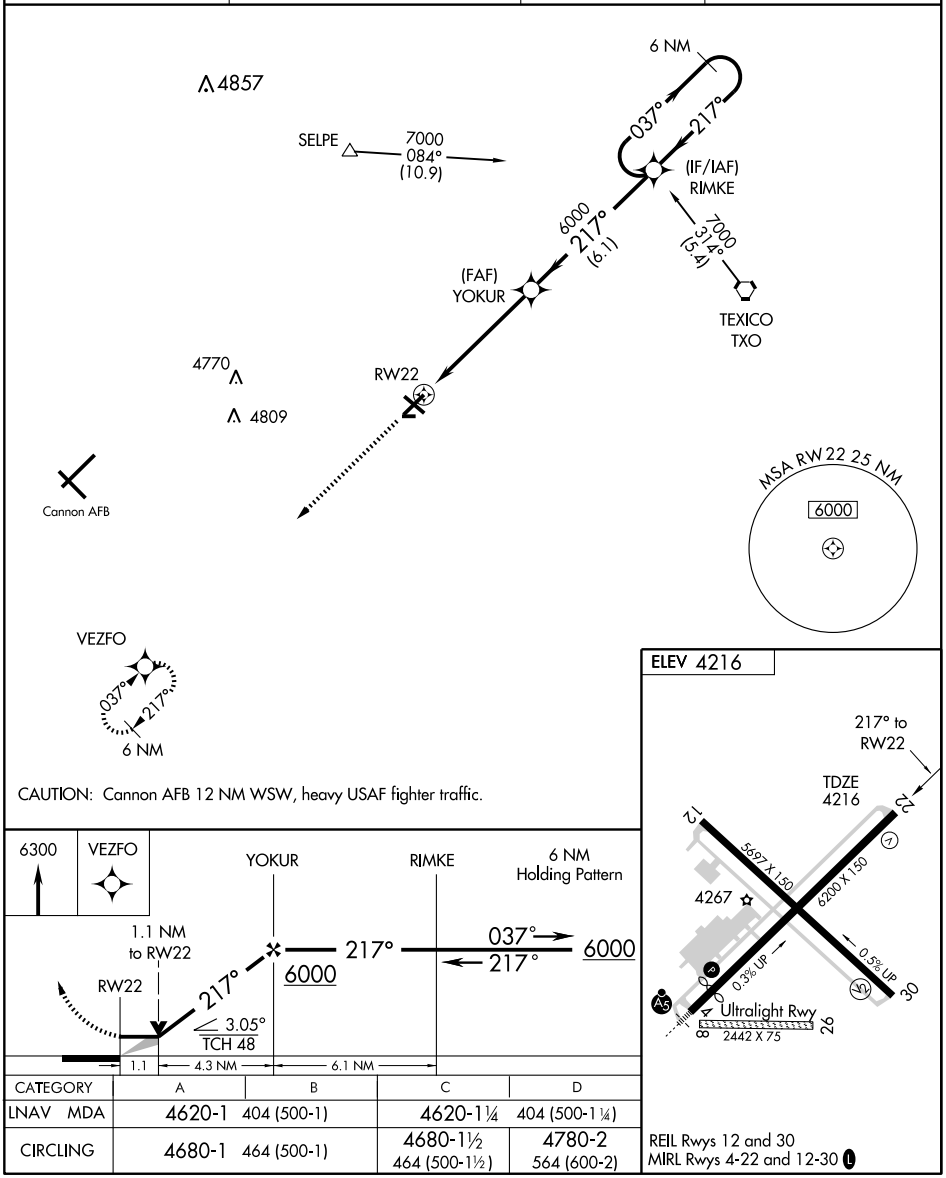
RNAV (GPS) RWY 22

CLOVIS MUNI (CVN)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
135.375	121.05 352.1	119.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4620-1 404 (500-1)		4620-1¼	404 (500-1¼)
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

CLOVIS MUNI (CVN)

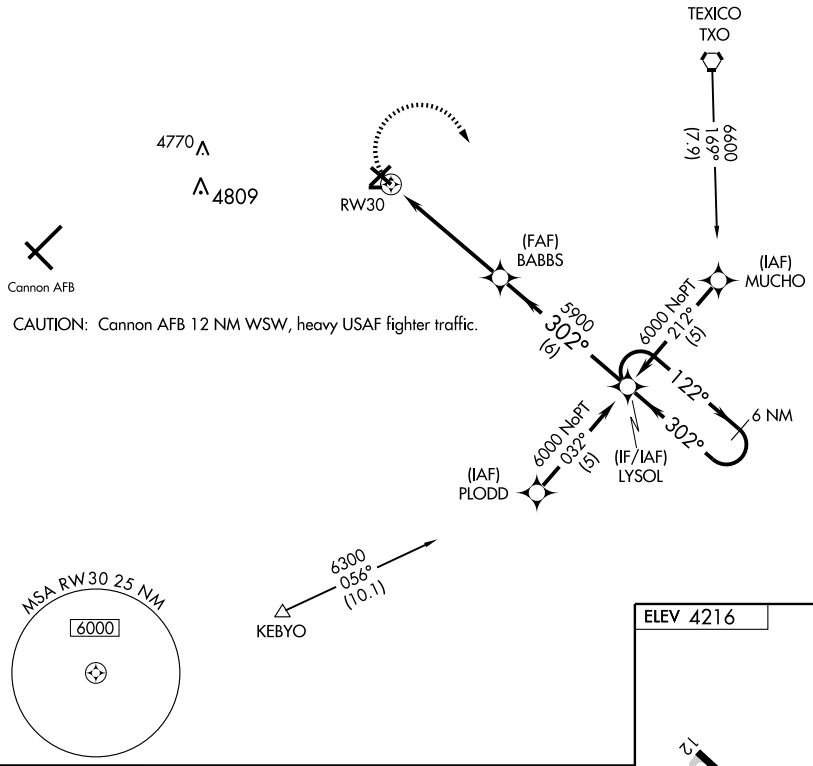
APP CRS	Rwy Idg	5697
302°	TDZE	4202
	Apt Elev	4216

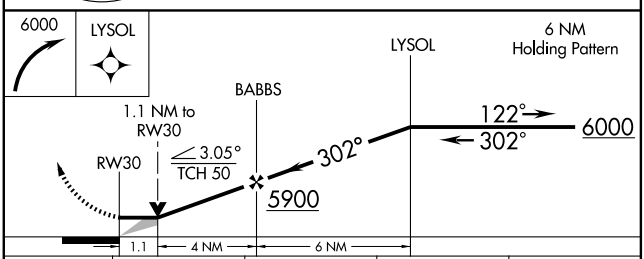
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.

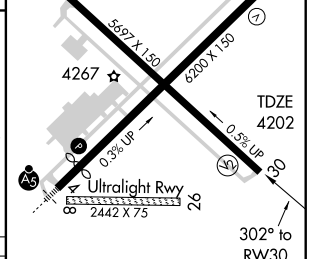
AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
135.375	121.05 352.1	119.0	122.8 (CTAF) L

Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	4620-1 418 (500-1)		4620-1¼ 418 (500-1¼)	
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)



REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

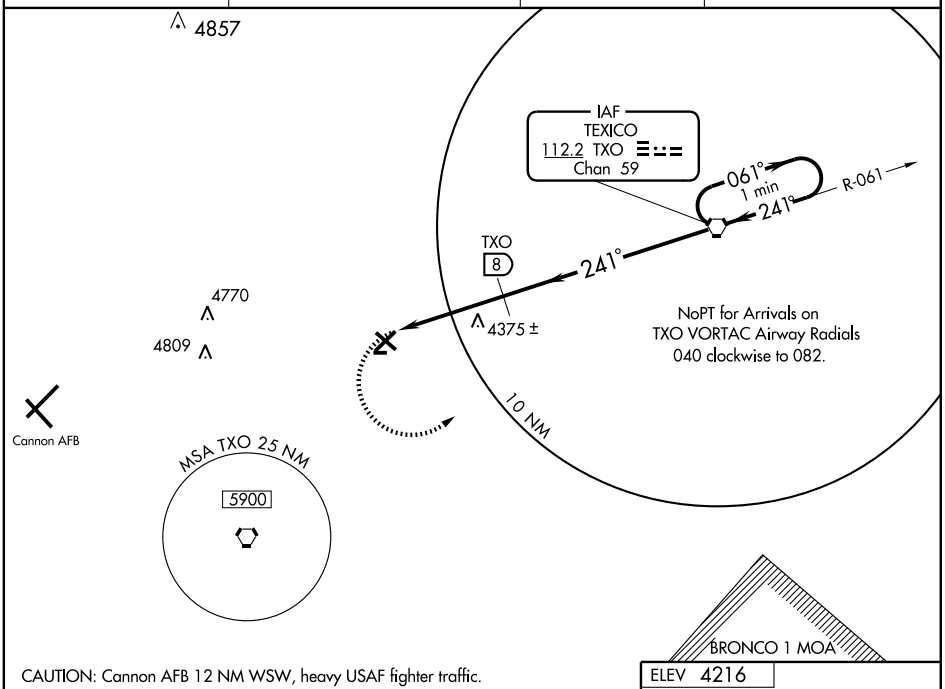
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TXO	APP CRS	Rwy Idg	6200
112.2	241°	TDZE	4216
Chan 59		Apt Elev	4216

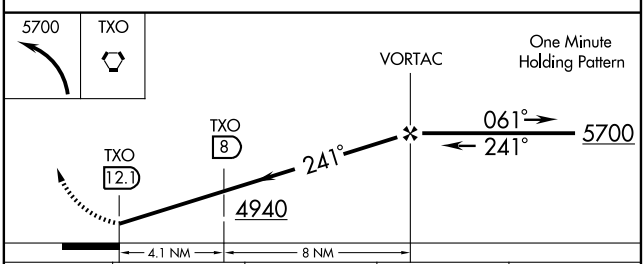
VOR RWY 22
CLOVIS MUNI (CVN)

MISSED APPROACH: Climbing left turn to 5700 direct TXO VORTAC and hold.

AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
135.375	121.05 352.1	119.0	122.8 (CTAF) L

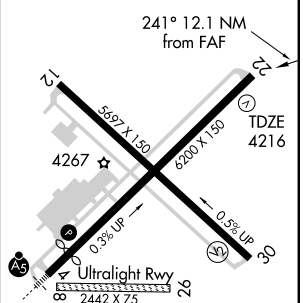


CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



CATEGORY	A	B	C	D
S-22	4940-2	724 (800-2)		4940-2¼ 724 (800-2¼)
CIRCLING	4940-2	724 (800-2)		4940-2¼ 724 (800-2¼)
DME MINIMUMS				
S-22	4640-1	424 (500-1)	4640-1¼ 424 (500-1¼)	
CIRCLING	4680-1	464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)

ELEV 4216

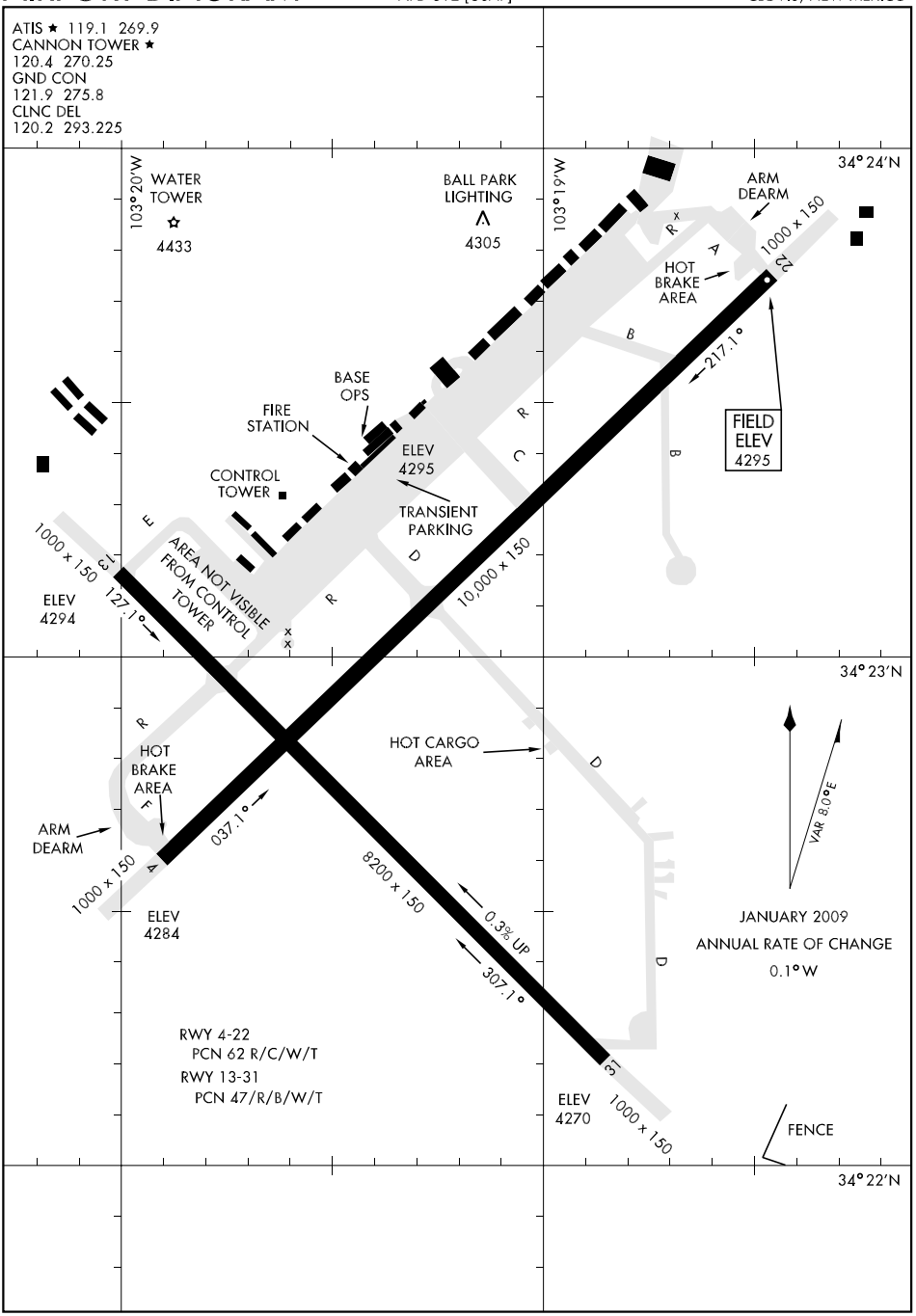


REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 12.1 NM					
Knots	60	90	120	150	180
Min:Sec	12:06	8:04	6:03	4:50	4:02

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010



SW-1, 21 OCT 2010 to 18 NOV 2010

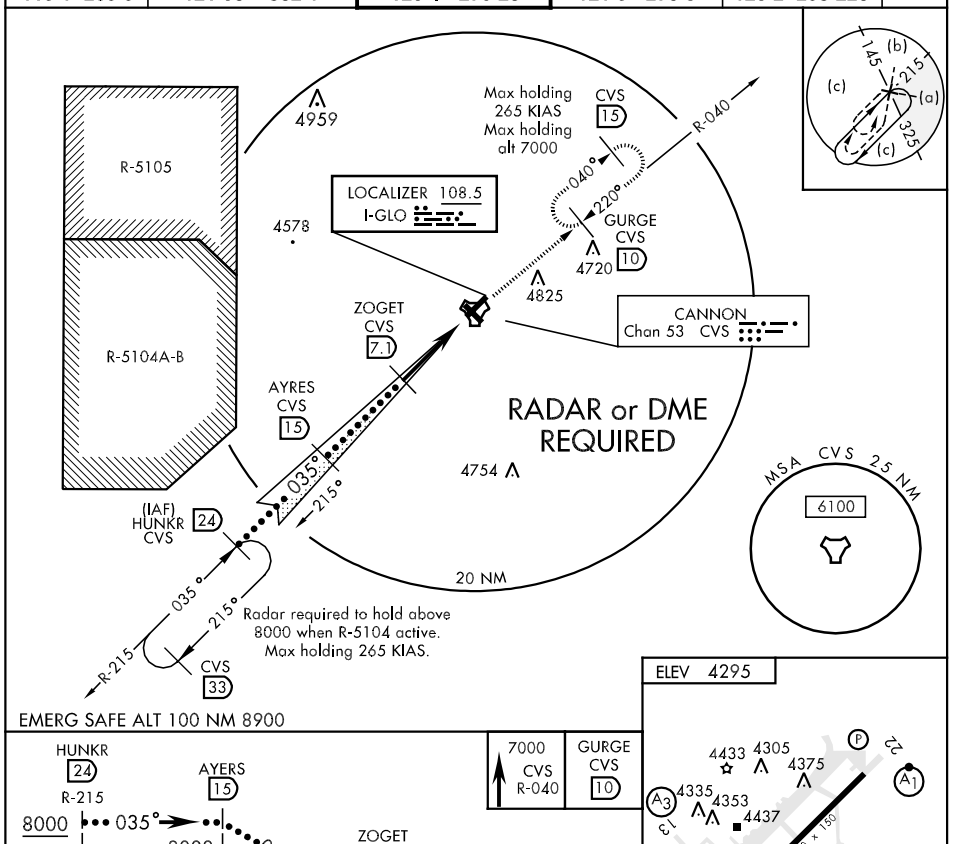
LOC I-GLO	APCH CRS	Rwy ldg 10,000 / TDZE 4284 / Arpt Elev 4295
108.5	035°	JAL-512 [USAF]

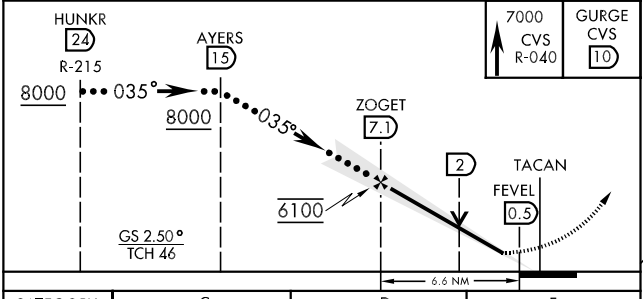
▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE RVR vis to 1½ miles.

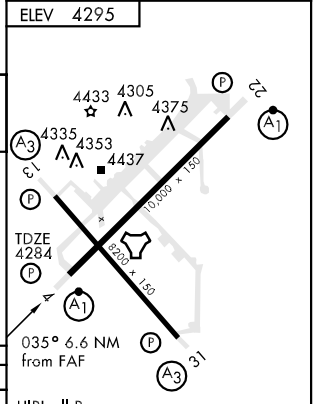
ALSF-1 (A1)

MISSED APPROACH: Climb to 7000 via CVS TACAN R-040 to CVS 10 DME GURGE and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	







CATEGORY	C	D	E
S-ILS 4 *	4484/24 200 (200-½)		
S-LOC 4 **	4720/40 436 (500-¾)	4720/50 436 (500-1)	
CIRCLING	4780-1½ 485 (500-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

HIRL all Rwy

A3 Rwy 31 nstd len 1482'

FAF to MAP 6.6 NM

Knots	120	140	160	180	200
Min:Sec	3:18	2:49	2:28	2:12	1:58

SW-1, 21 OCT 2010 to 18 NOV 2010

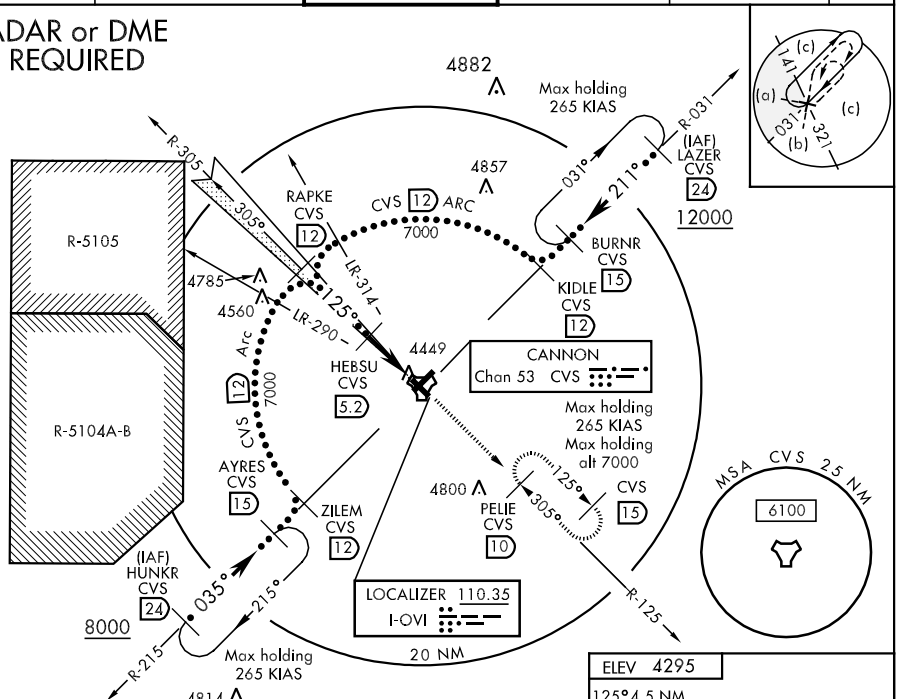
LOC I-OVI	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-512 [USAF]
110.35	125°	8200 / 4294 / 4295	

SSALR (A3)

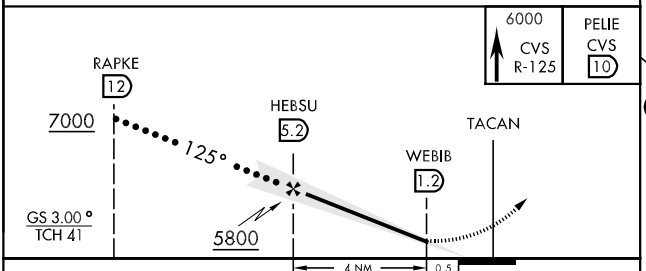
MISSED APPROACH: Climb to 6000 via CVS TACAN R-125 to 10 DME (PELIE) and hold.

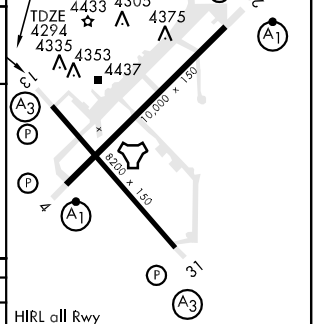
ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 8900





CATEGORY	C	D	E
S-ILS 13	4494-¾ 200 (200-¾)		
S-LOC 13	4700-1¼ 406 (500-1¼)		4700-1½ 406 (500-1½)
CIRCLING	4780-1½ 485 (500-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

FAF to MAP 4.0 NM

Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

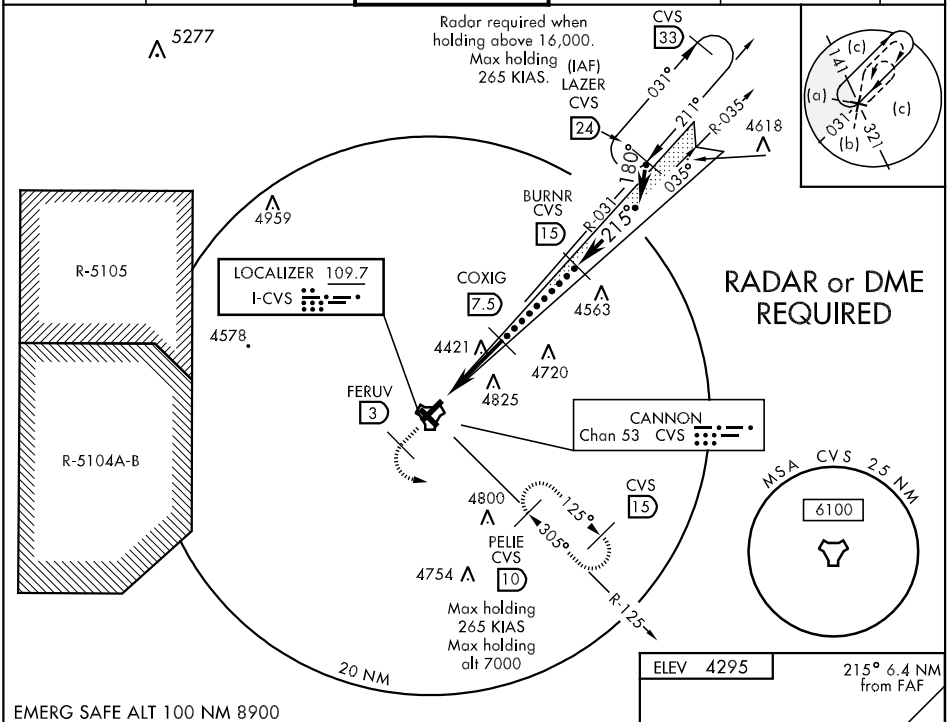
LOC I-CVS	APCH CRS	Rwy ldg 10,000 / TDZE 4295 / Arpt Elev 4295
109.7	215°	JAL-512 [USAF]

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE to vis to 1½ miles.

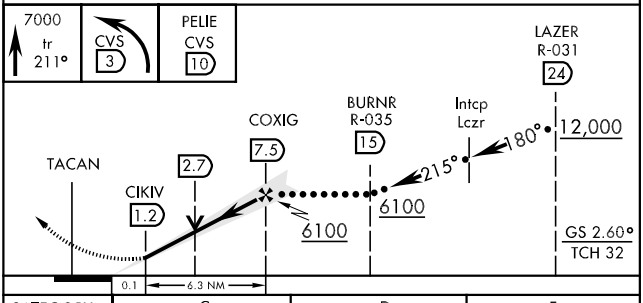
ALSF-1

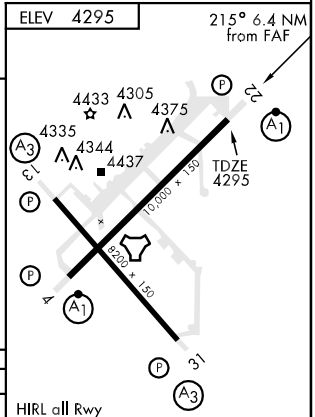
MISSED APPROACH: Climb to 7000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 direct CVS R-125/10 DME (PELIE) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



EMERG SAFE ALT 100 NM 8900





CATEGORY	C	D	E
S-ILS 22 *	4495/24	200	(200-½)
S-LOC 22 **	4740/40 445 (500-¾)	4740/50 445 (500-1)	
CIRCLING	4780-1½ 485 (500-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

LOC FAF to MAP 6.3 NM

Knots	120	140	160	180	200
Min:Sec	3:09	2:42	2:22	2:06	1:53

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BNN 108.3	APCH CRS 305°	Rwy ldg 8,200 TDZE 4270 Arpt Elev 4295

JAL-512 [USAF]

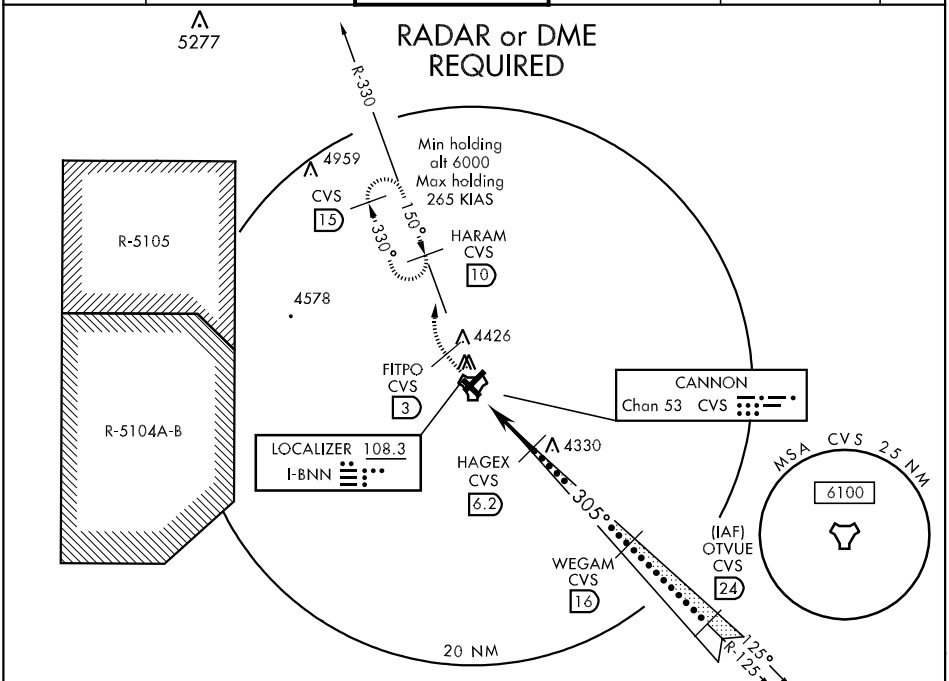
CANNON AFB (KCVS)

* When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ mile.

SSALR (A3)

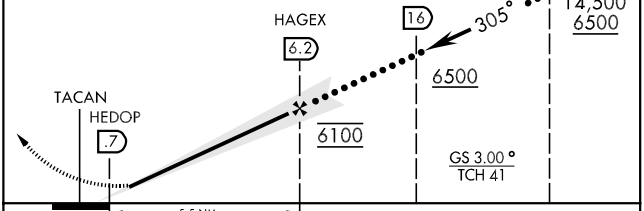
MISSED APPROACH: Climb to 6000 via track 310°. At 3 DME (FITPO) turn right intercept CVS R-330 to CVS 10 DME (HARAM) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	

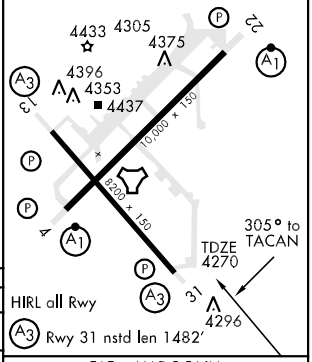


EMERG SAFE ALT 100 NM 8900

6000 tr 310°	CVS 3	CVS R-330 10



ELEV 4295



CATEGORY	C	D	E
S-ILS 31	4470-¾ 200 (200-¾)		
S-LOC 31 *	4600-¾ 330 (400-¾)		
CIRCLING	4780-1½ 485 (500-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

FAF to MAP 5.5 NM

Knots	120	140	160	180	200
Min:Sec	2:45	2:21	2:03	1:49	1:39

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	045°	10,000	4284	4295

JAL-512 [USAF]

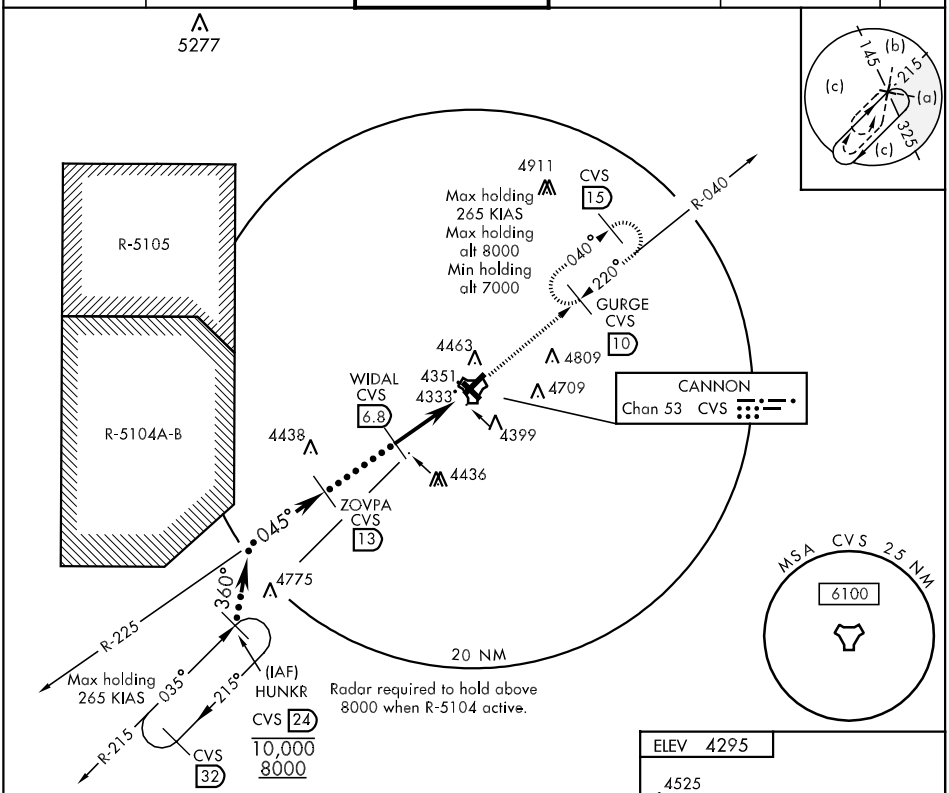
CANNON AFB (KCVS)

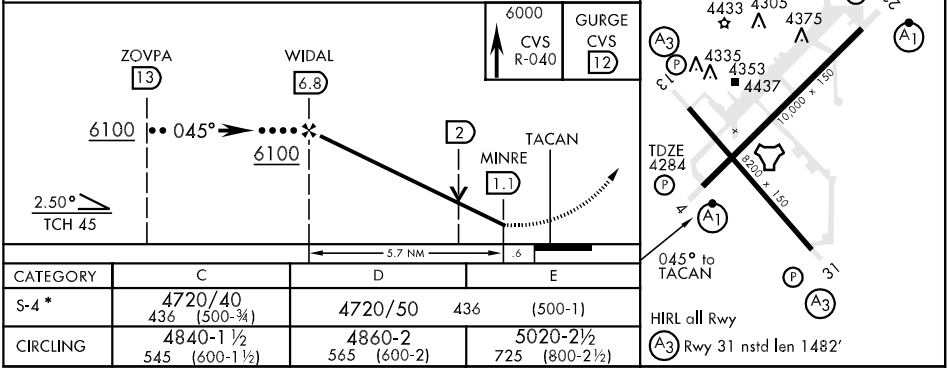
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 6000 out CVS R-040 to 10 DME (GURGE) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	





CATEGORY	C	D	E
S-4 *	4720/40 436 (500-¾)	4720/50 436 (500-1)	
CIRCLING	4840-1 ½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	117°	8200	4294	4295

JAL-512 [USAF]

CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SSALR (A3)

MISSED APPROACH: Climb to 7000 via CVS TACAN R-125 to 10 DME (PELIE) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	

RADAR or DME REQUIRED

R-5105

R-5104A-B

4959

MESBE CVS 12 R-297

4910

4659

LR-307

117°

LR-287

4785

Arc

CVS 12 Arc

6100 KIDLE CVS 12

4720

CEDAV CVS 6

4525

4709

CANNON Chan 53 CVS

CVS 12

6100 ZILEM CVS 12

8000 (IAF) HUNKR CVS 24

Max holding 310 KIAS

CVS 33

035°

215°

R-215

4820

PELIE CVS 10

125°

305°

CVS 15

4754

Max holding 265 KIAS Min holding alt 7000 Max holding alt 8000

R-125

20 NM

Max holding 310 KIAS

CVS 33

031°

211°

R-031

12,000

(IAF) LAZER CVS 24

(a) (b) (c) 031° 321°

MSA CVS 25 NM 6100

EMERG SAFE ALT 100 NM 8900

7000 CVS R-125

PELIE CVS 10

MESBE R-297 12

CEDAV 6

6100 117° 6100

2.1

HASRU 1.3

TACAN

3.00° TCH 30

4.7 NM .6 NM

ELEV 4295

117° to TACAN

TDZE 4294

4433 4305 4375 4335 4353 4437

10,000 × 150

9200 × 150

HIRL all Rwy

(A3) Rwy 31 nstd len 1482'

CATEGORY	C	D	E
S-13 *	4780-¾ 486 (500-¾)	4780-1 486 (500-1)	4780-1¼ 486 (500-1¼)
CIRCLING	4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	209°	10,000	4295	4295

JAL-512 [USAF]

CANNON AFB (KCVS)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 6000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 to 10 DME (PELIE) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	

RADAR REQUIRED

Radar required when holding holding above 16,000.

Max holding 310 KIAS Max holding alt 14,000

5277

CVS 33

029° 209° R-029

(IAF) WURUS CVS 24

WOVDA CVS 15

WEKPO CVS 7.3

ZISRI CVS 4.5

4563 4464 4829 4463

CANNON Chan 53 CVS

FERUV CVS 3

R-211

Max holding 265 KIAS Max holding alt 6000

4820

125° 305°

PELIE CVS 10

CVS 15

R-125

20 NM

R-5105

R-5104A-B

MSA CVS 25 NM

6100

(a) (b) (c) 139 029 319

SW-1, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 8900

6000 tr 211° | CVS 3 | PELIE CVS 10

TACAN ZORUB 1.7 ZISRI 4.5 WEKPO 7.3 WOVDA 15 WURUS R-029 24 12,000

209°

2.7

6100 6100

5200

2.60° TCH 30

.5 2.8 2.8

ELEV 4295

209° to TACAN

4433 4305 4375 4335 4353 4437

TDZE 4295

10,000 × 150

9200 × 150

HIRL all Rwy

A3 Rwy 31 nstd len 1482'

CATEGORY	C	D	E
S-22 *	4760/40 465 (500-¾)	4760/50 465 (500-1)	4760/60 465 (500-1¼)
CIRCLING	4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	313°	8,200	4270	4295

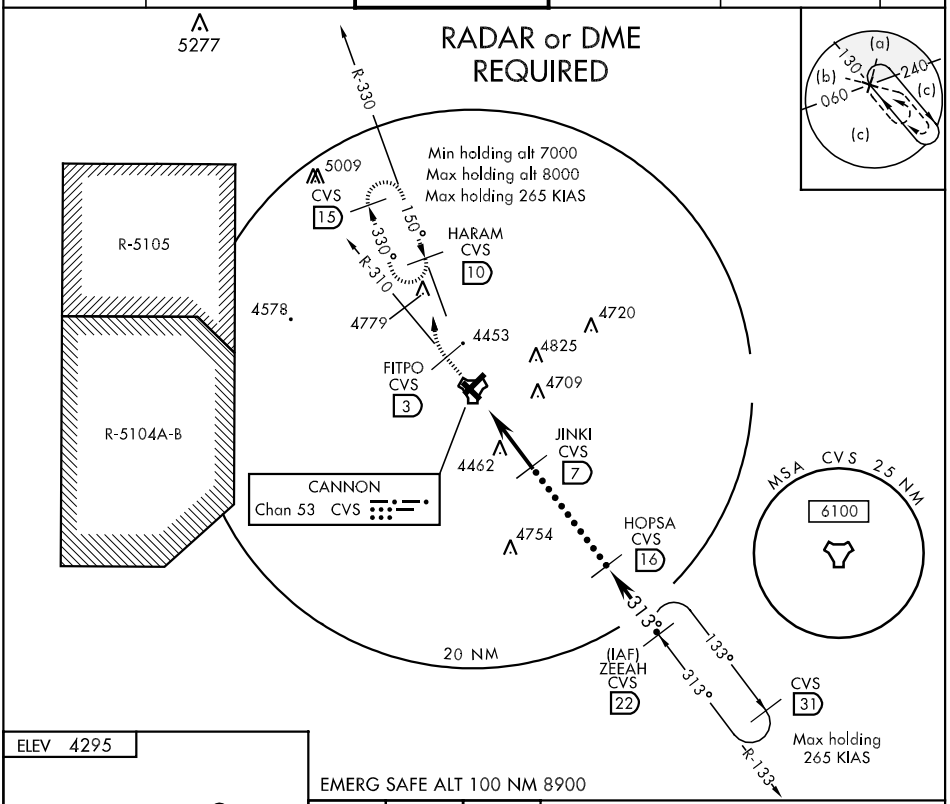
JAL-512 [USAF]

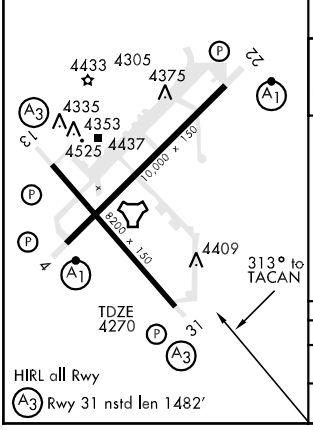
* When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SSALR (A3)

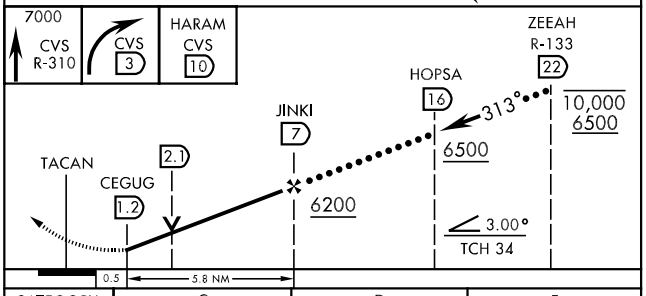
MISSED APPROACH: Climb to 7000 out CVS TACAN R-310 to 3 DME (FITPO) turn right direct CVS R-330/10 DME (HARAM) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	





EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-31 *	4740-¾ 470 (500-¾)	4740-1 470 (500-1)	4740-1¼ 470 (500-1¼)
CIRCLING	4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 4

LOC I-GLO	APCH CRS	Rwy ldg 10,000 / TDZE 4284 / Arpt Elev 4295
108.5	035°	

AL-512 [USAF]

CANNON AFB (KCVS)

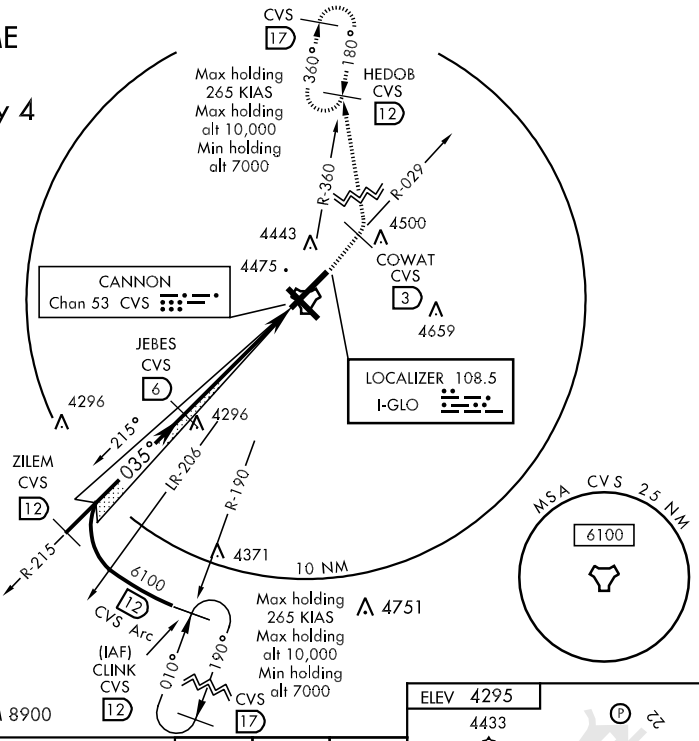
▼ * When ALS inop, increase all CAT RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

ALSF-1 (A1)

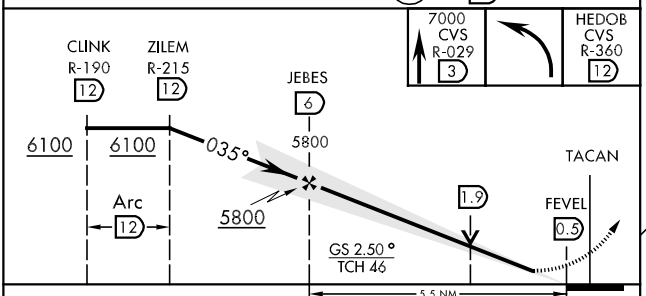
MISSED APPROACH: Climb to 7000 out CVS TACAN R-029, at 3 DME then turn left to CVS R-360/12 DME (HEDOB) and hold.

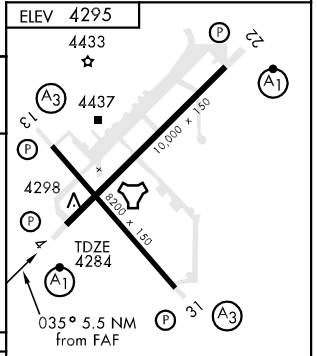
ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	

RADAR or DME REQUIRED FOR S-LOC Rwy 4



EMERG SAFE ALT 100 NM 8900





CATEGORY	A	B	C	D	E
S-ILS 4 *	4484/24		200		(200-½)
S-LOC 4 **	4680/24 396 (400-½)		4680/40 396 (400-¾)		4680/50 396 (400-1)
CIRCLING	4840-1 545 (600-1)		4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

HIRL all Rwy

(A3) Rwy 31 nstd len 1482'

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	8200
125°	TDZE	4294
	Arpt Elev	4295

AL-512 [USAF]

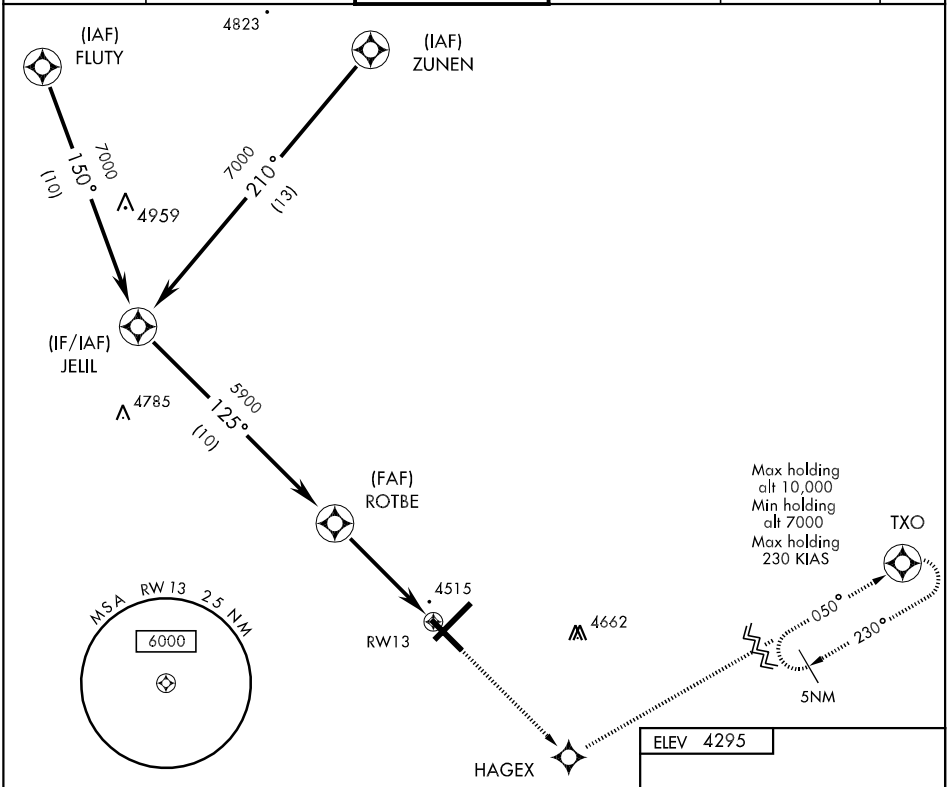
CANNON AFB (KCVS)

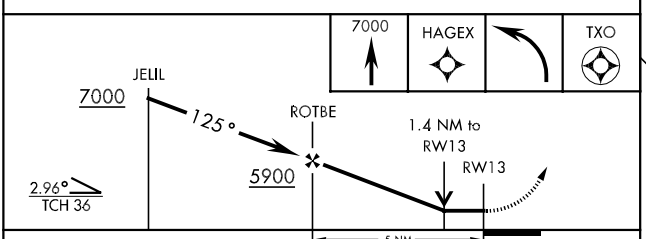
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

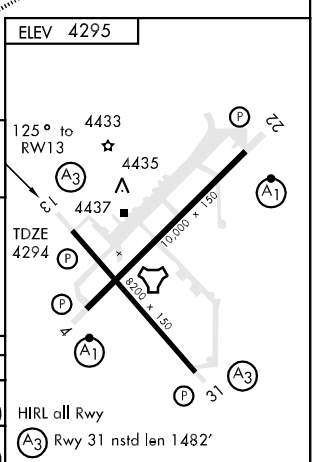
SSALR A3

MISSED APPROACH: Climb to 7000 out direct HAGEX, then left turn to TXO and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	







CATEGORY	A	B	C	D	E
LNAV MDA *	4780-¾ 486 (500-¾)			4780-1 486 (500-1)	4780-1¼ 486 (500-1¼)
CIRCLING	4820-1 525 (600-1)		4820-1½ 525 (600-1½)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	TDZE	Arpt Elev
215°	10,000	4295	4295

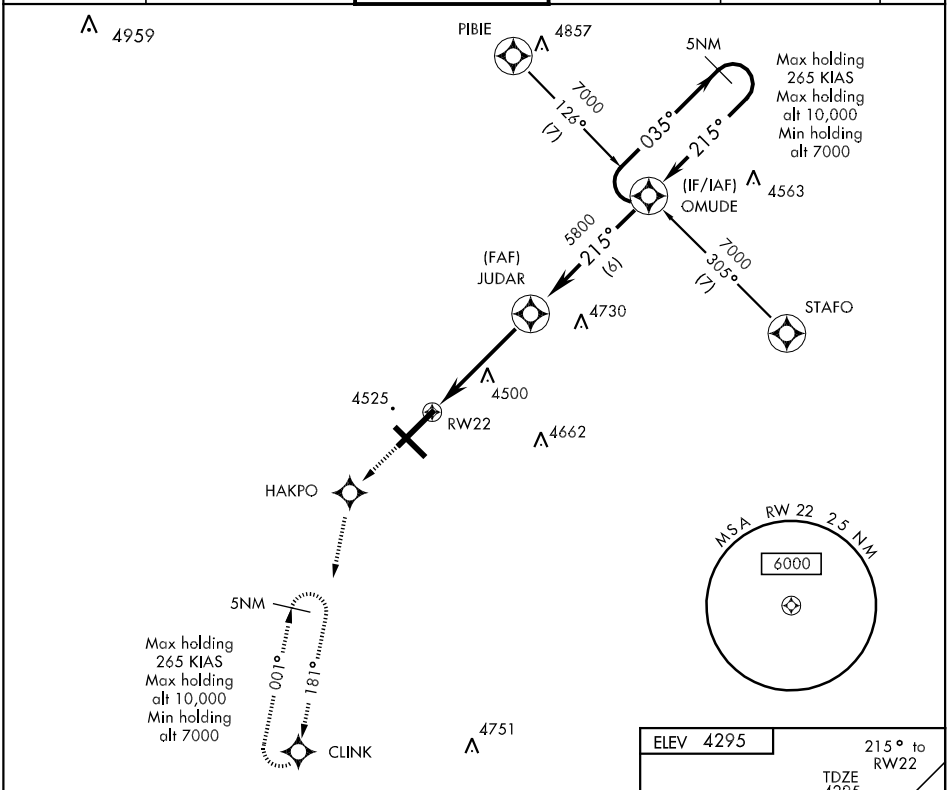
AL-512 [USAF]

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles CAT E vis to 1¾ miles.

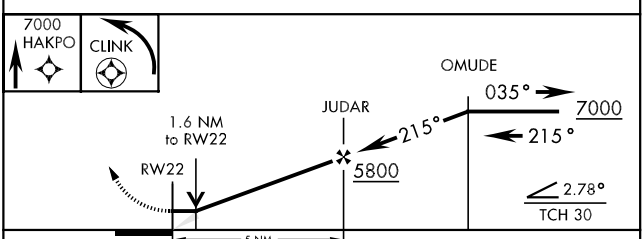
ALSF-1

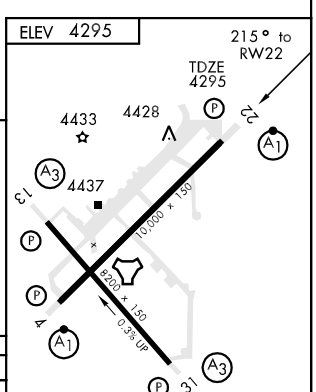
MISSED APPROACH: Climb to 7000 out direct HAKPO, then left turn to CLINK and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



EMERG SAFE ALT 100 NM 9000





CATEGORY	A	B	C	D	E
LNAV MDA *	4760/24 465 (500-½)		4760/40 465 (500-¾)	4760/50 465 (500-1)	4760/60 465 (500-1¼)
CIRCLING	4840-1 545 (600-1)		4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)

APCH CRS	Rwy ldg	8200
305°	TDZE	4270
	Arpt Elev	4295

AL-512 [USAF]

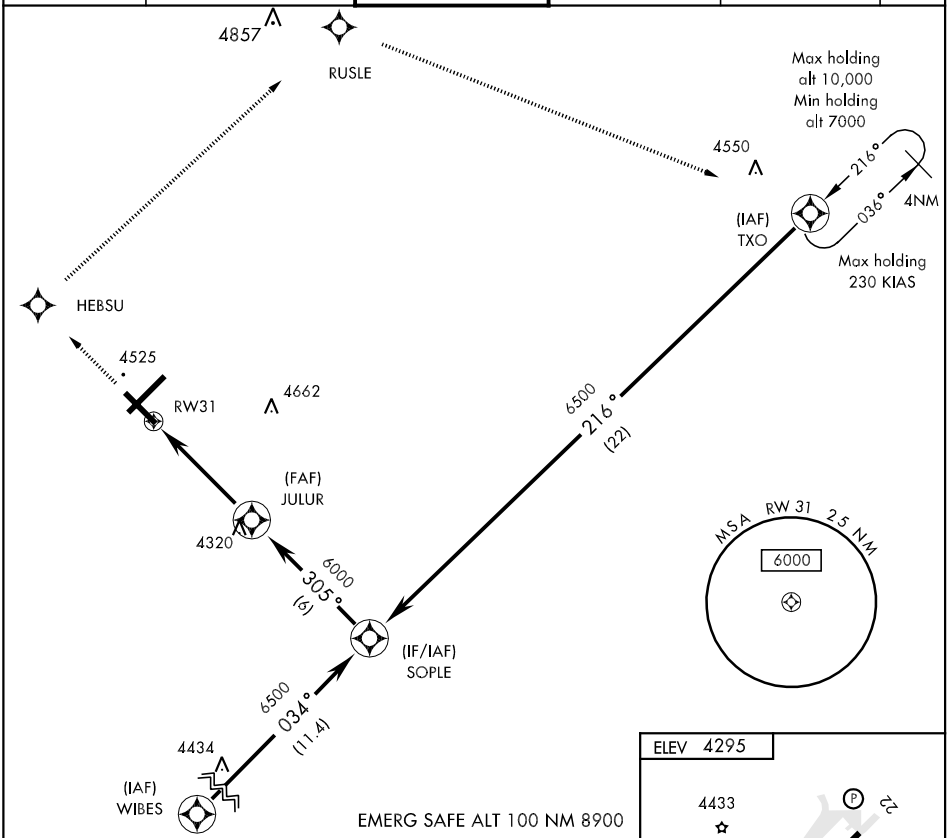
CANNON AFB (KCVS)

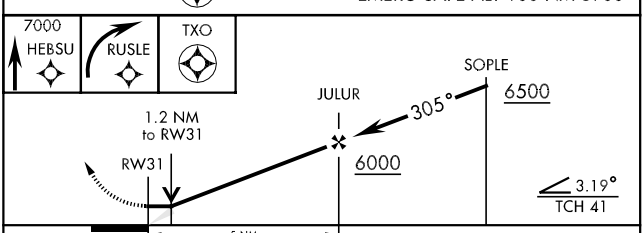
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.

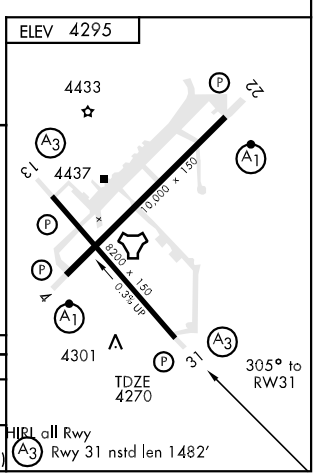
SSALR (A3)

MISSED APPROACH: Climb to 7000 out direct HEBSU, then right turn to RUSLE, then right turn to TXO and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	







CATEGORY	A	B	C	D	E
LNAV MDA *	4680-½ 410 (400-½)		4680-¾ 410 (400-¾)		4680-1 410 (400-1)
CIRCLING	4820-1 525 (600-1)		4820-1½ 525 (600-1½)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 4

CANNON AFB (KCVS)

TACAN CVS Chan 53	APCH CRS 045°	Rwy ldg 10,000 TDZE 4284 Arpt Elev 4295

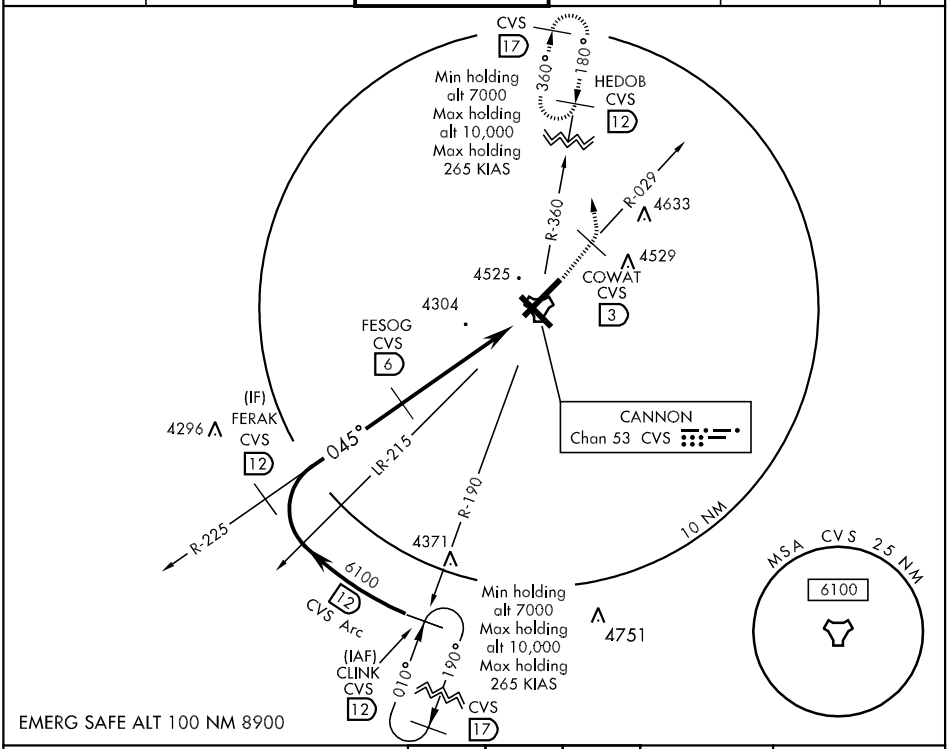
AL-512 [USAF]

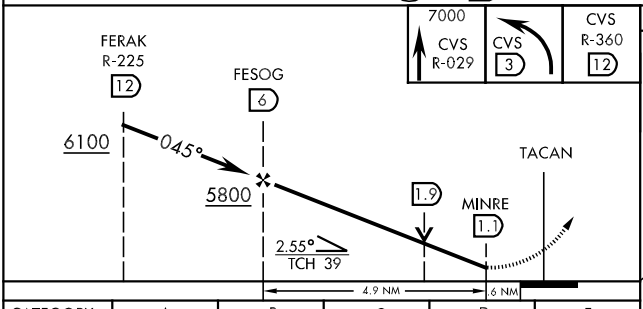
▼ *When ALS inop, increase CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1¼ miles, CAT E vis to 1½ miles.

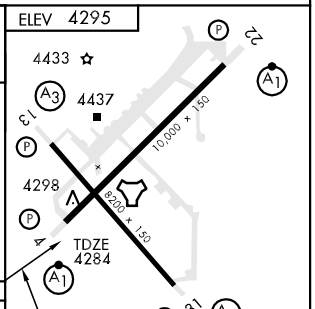
ALSF-1 (A1)

MISSED APPROACH: Climb to 7000 out CVS TACAN R-029, at 3 DME then turn left to CVS R-360/12 DME and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	







CATEGORY	A	B	C	D	E
S-4 *	4680/24 396 (400-½)		4680/40 396 (400-¾)		4680/50 396 (400-1)
CIRCLING	4840-1 545 (600-1)		4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5060-2¾ 765 (800-2¾)

HIRL all Rwy

(A3) Rwy 31 nstd len 1482′

34°23′N-103°19′W

CANNON AFB (KCVS)
TACAN RWY 4

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13

TACAN	APCH CRS	Rwy Idg	8200
CVS Chan 53	117°	TDZE	4294
		Arpt Elev	4295

AL-512 [USAF]

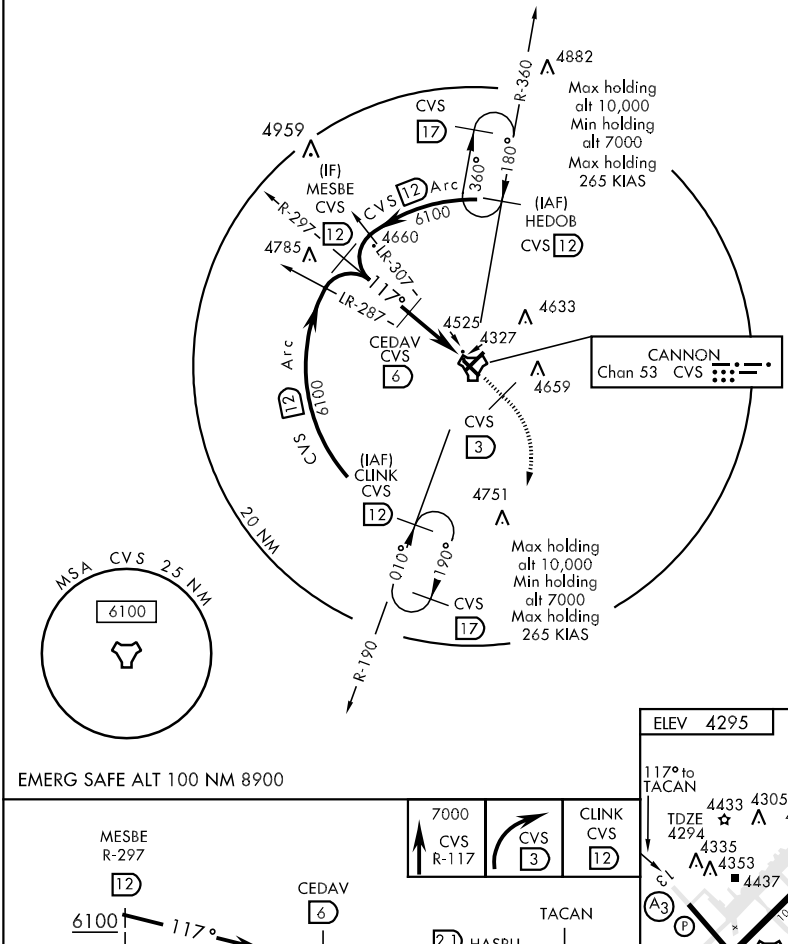
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

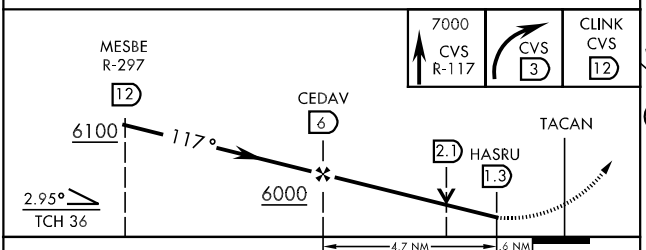
SSALR (A3)

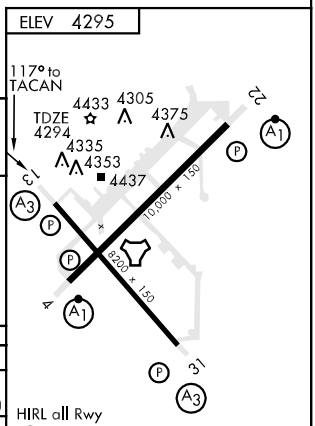
MISSED APPROACH: Climb to 7000 via CVS TACAN R-117, at 3 DME turn right to CVS R-190 at 12 DME (CLINK) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



EMERG SAFE ALT 100 NM 8900





CATEGORY	A	B	C	D	E
S-13 *	4780- ¾	486	(500- ¾)	4780-1 486 (500-1)	4780-1¼ 486 (500-1¼)
CIRCLING	4840-1 545 (600-1)		4840-1½ 545(600-1½)	4860-2 565 (600-2)	5060-2¾ 765 (800-2¾)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	209°	10,000	4295	4295

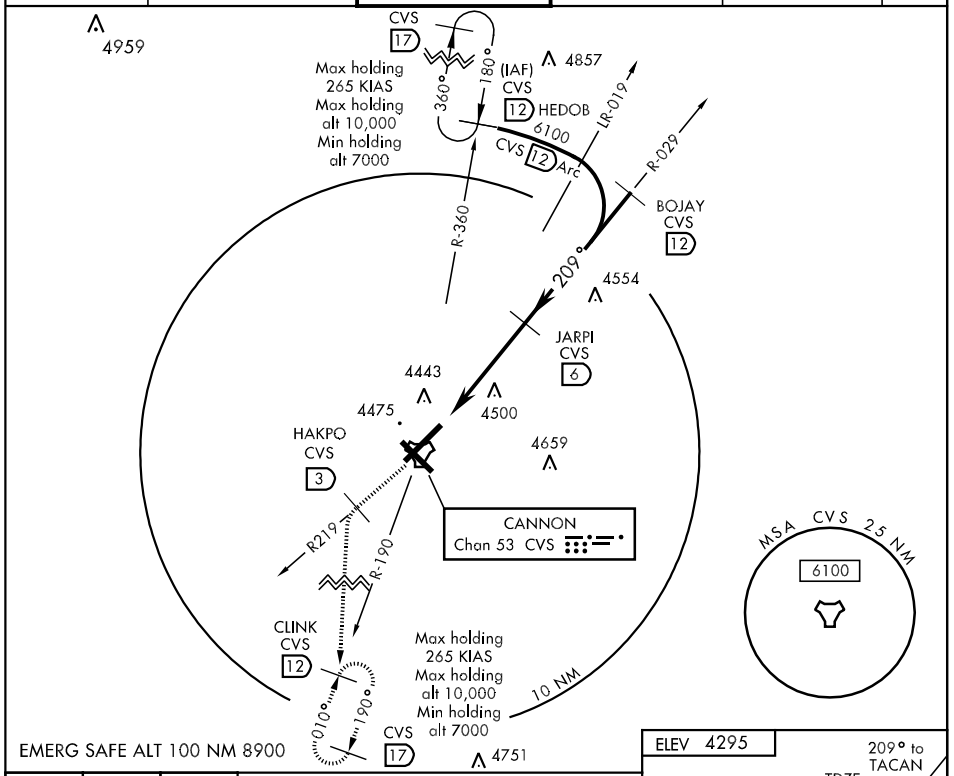
AL-512 [USAF]

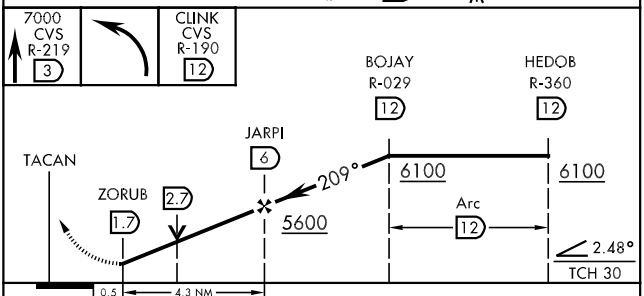
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles CAT E vis to 1¾ miles.

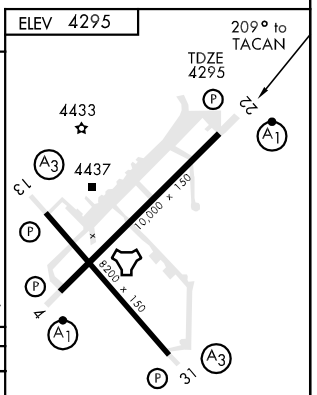
ALSF-1

MISSED APPROACH: Climb to 7000 out CVS TACAN R-219, at 3 DME then turn left to CVS R-190/12 (CLINK) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	







CATEGORY	A	B	C	D	E
S-22 *	4760/24 465 (500-½)		4760/40 465 (500-¾)	4760/50 465 (500-1)	4760/60 465 (500-1¼)
CIRCLING	4840-1 545 (600-1)		4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CVS Chan 53	313°	8200	4270	4295

AL-512 [USAF]

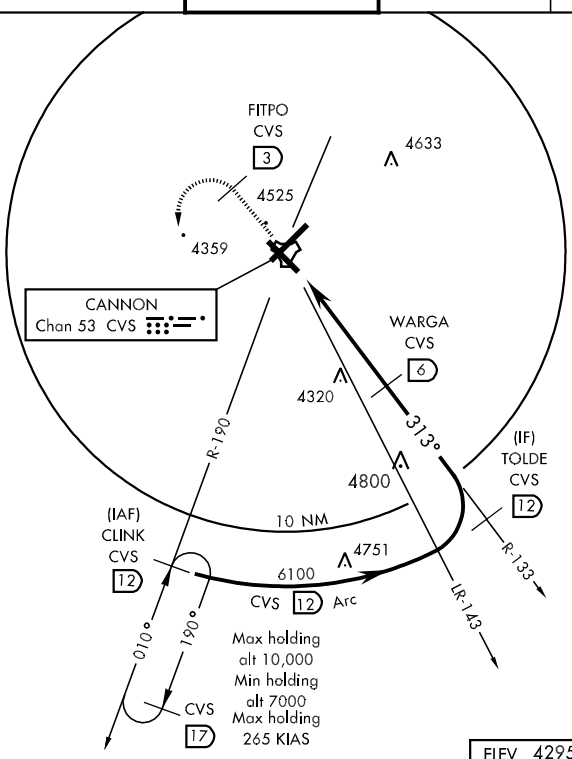
CANNON AFB (KCVS)

* When ALS inop, increase CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1¼ miles, CAT E vis to 1½ miles.

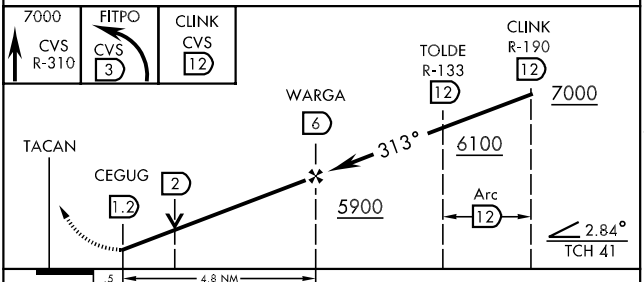
SSALR A3

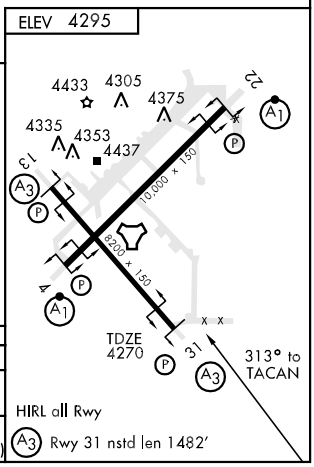
MISSED APPROACH: Climb to 7000 out CVS TACAN R-310 to 3 DME then turn left to CVS R-190/12 (CLINK) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



EMERG SAFE ALT 100 NM 8900





CATEGORY	A	B	C	D	E
S-31 *	4720-½ 450 (500-½)		4720-¾ 450 (500-¾)	4720-1 450 (500-1)	
CIRCLING	4840-1 545 (600-1)		4840-1½ 545(600-1½)	4860-2 565 (600-2)	5060-2¾ 765 (800-2¾)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5675
CH 99319	042°	TDZE	4312
W04A		Apt Elev	4314

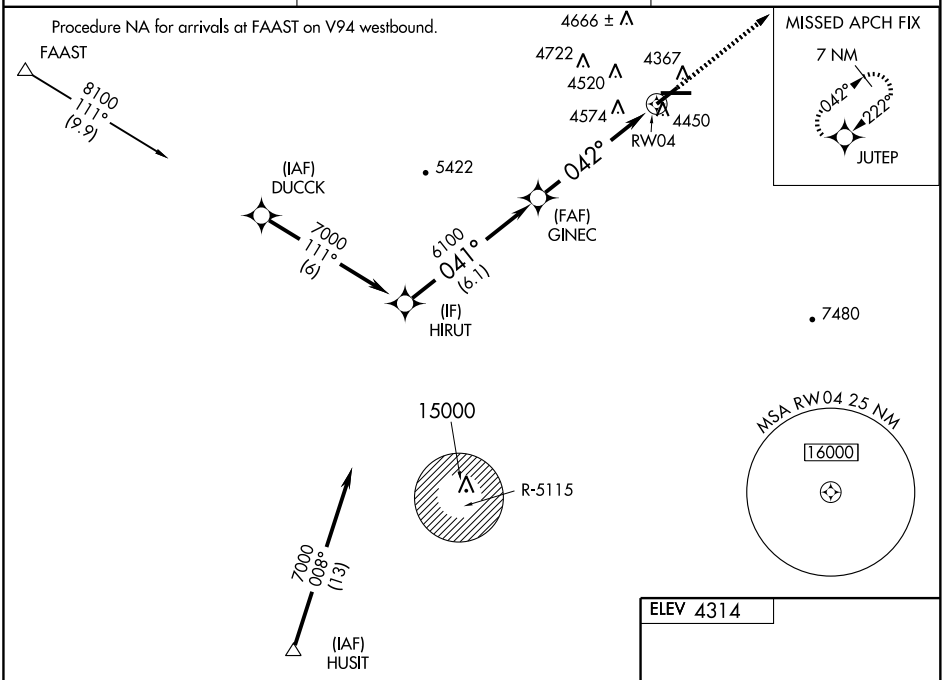
RNAV (GPS) RWY 4

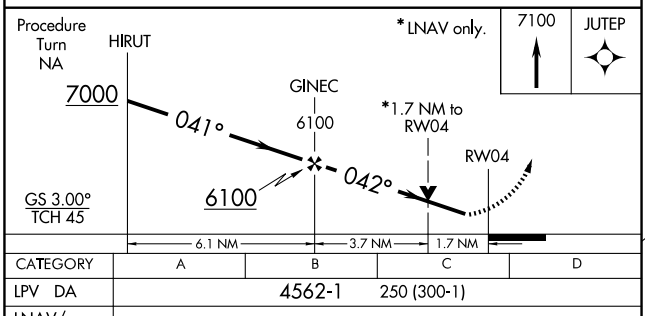
DEMING MUNI (DMN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F).
VDP and Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 ft and all MDA 120 ft; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D visibility ½ mile, increase circling Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

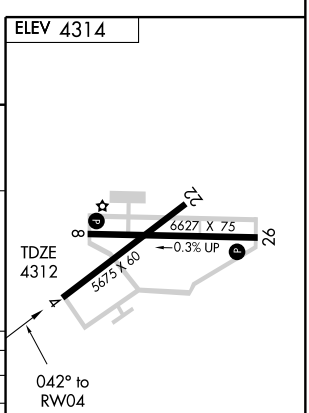
MISSED APPROACH: Climb to 7100 direct JUTEP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4562-1		250 (300-1)	
LNAV/VNAV DA	4945-2¼		633 (700-2¼)	
LNAV MDA	4880-1	568 (600-1)	4880-1½ 568 (600-1½)	4880-1¾ 568 (600-1¾)
CIRCLING	4880-1 566 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)



MIRL Rwys 4-22 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6627
080°	TDZE	4314
	Apt Elev	4314

RNAV (GPS) RWY 8

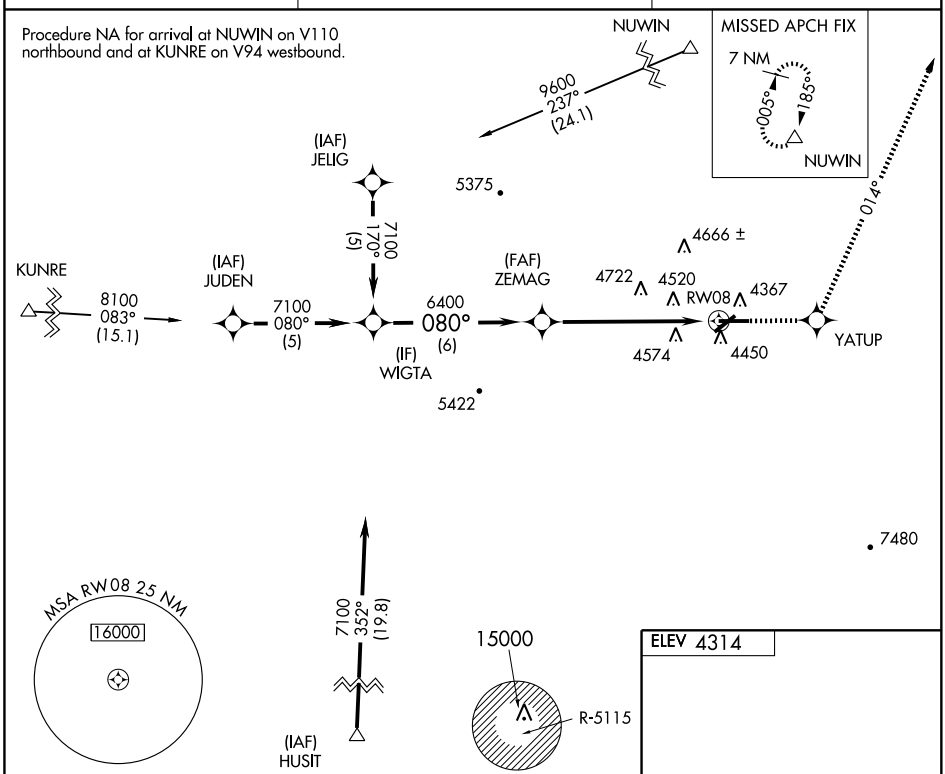
DEMING MUNI (DMN)

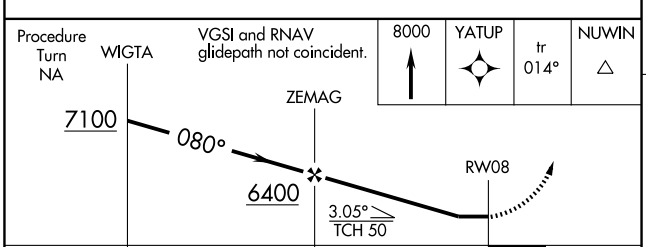
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet; increase LNAV Cats C and D visibility ¼ mile, circling Cat B visibility ¼ mile and circling Cats C and D visibility ½ mile.

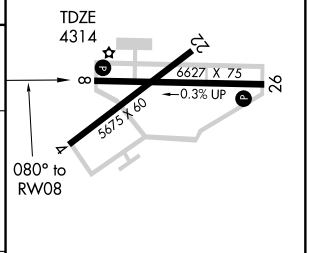
MISSED APPROACH: Climb to 8000 direct YATUP and on track 014° to NUWIN and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L

Procedure NA for arrival at NUWIN on V110 northbound and at KUNRE on V94 westbound.







CATEGORY	A	B	C	D
LNAV MDA	4920-1 606 (700-1)		4920-1¾ 606 (700-1¾)	4920-2 606 (700-2)
CIRCLING	4920-1 606 (700-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwys 4-22 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5675
CH 70419	222°	TDZE	4310
W22A		Apt Elev	4314

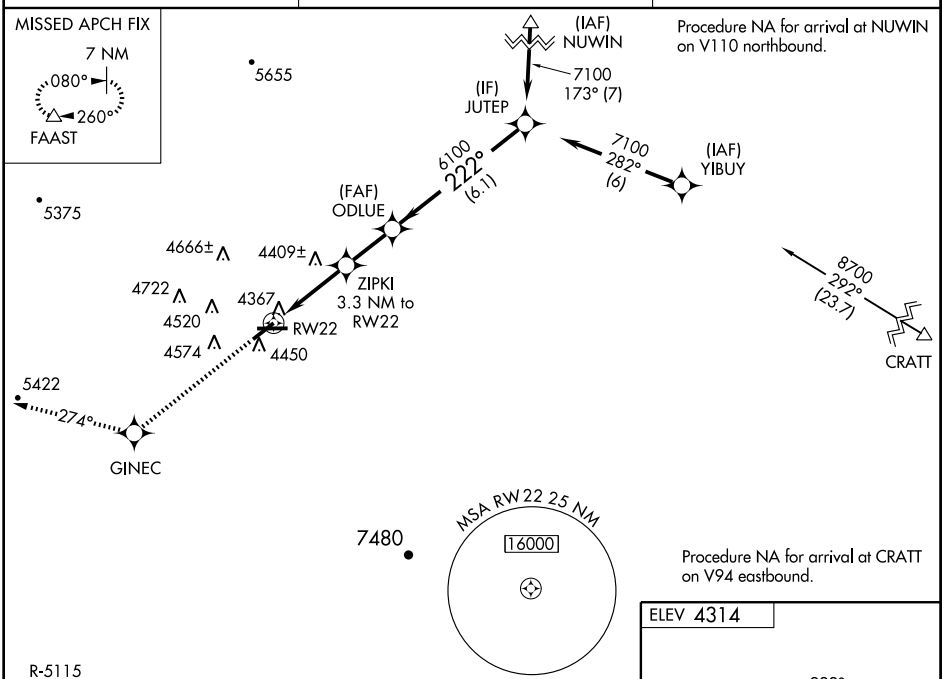
RNAV (GPS) RWY 22

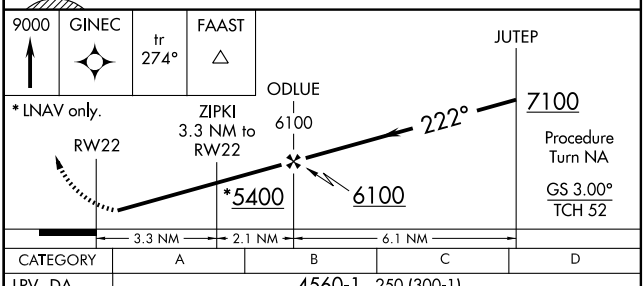
DEMING MUNI (DMN)

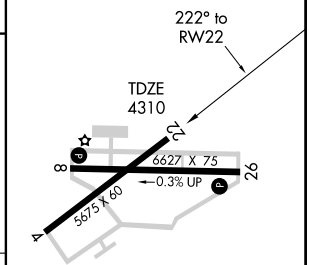
DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4560-1 250 (300-1)			
LNAV/VNAV DA	4637-1¼ 327 (400-1¼)			
LNAV MDA	4660-1 350 (400-1)			4660-1¼ 350 (400-1¼)
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwys 4-22 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6627
260°	TDZE	4303
	Apt Elev	4314

RNAV (GPS) RWY 26

DEMING MUNI (DMN)

If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6700 direct TOSOY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L

Procedure NA for arrivals at WUMEX via V110 northbound.

WUMEX
8000
170° (14.8)
(IAF)
YUPUB
6700 NoPT
170°
(8)
MSA RW 26 25 NM
16000
5655
5375
5422
7480
4663
4737
4520
4574
4450
KUNRE
9000 to
TOSOY
081°
(44.7)
RW26
(FAF)
ZUTLO
6000
260°
(6)
6 NM
080°
260°
(IF/IAF)
TOSOY
6700 NoPT
280°
(13.6)
(IAF)
SEMRE
6700 NoPT
350°
(8)
(IAF)
VIGUY
7000
004°
(19.2)
COLUMBUS
CUS
R-5115
15000

ELEV 4314

260° to
RW26
22
8
26
4
6627 X 75
0.3% UP
5675 X 60
TDZE
4303

6700
TOSOY
6 NM
Holding Pattern
TOSOY
ZUTLO
*1.2 NM to
RW26
RW26
3.01°
TCH 40
260°
6000
080°
260°
6700
*VDP NA when using
Las Cruces Intl altimeter
setting.
1.2 NM
4 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	4720-1	417 (500-1)	4720-1¼	417 (500-1¼)
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwys 4-22 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

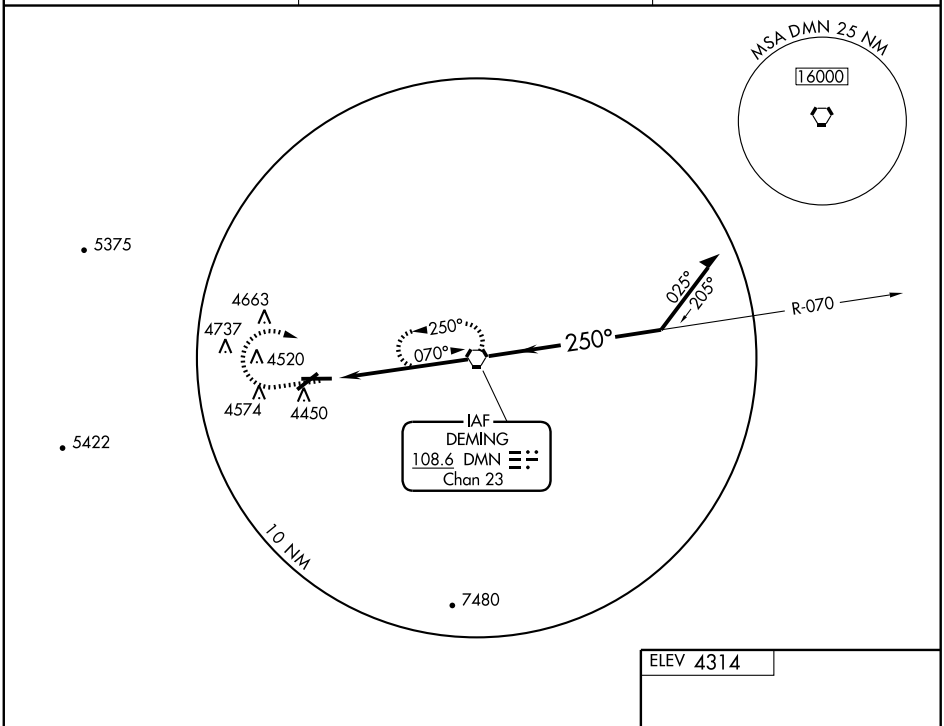
VORTAC DMN 108.6 Chan 23	APP CRS 250°	Rwy Idg 6627 TDZE 4303 Apt Elev 4314

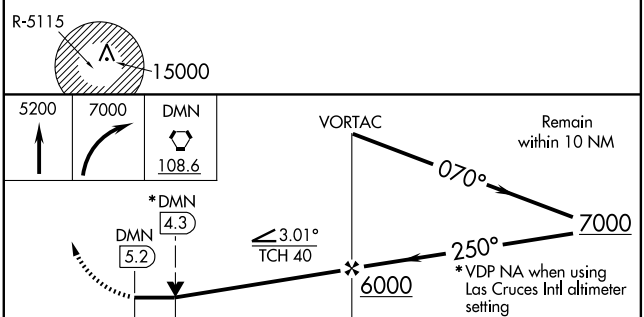
VOR RWY 26
DEMING MUNI (DMN)

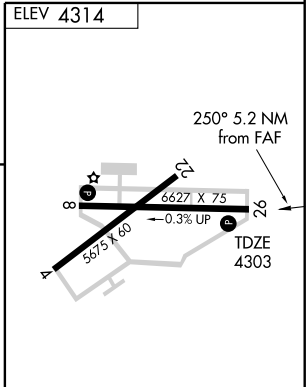
If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct DMN VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L







MIRL Rwys 4-22 and 8-26 L

CATEGORY	A	B	C	D
S-26	4640-1 337 (400-1)			
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FARMINGTON/ FOUR CORNERS RGNL (FMN)

AL-493 (FAA)

FARMINGTON, NEW MEXICO

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

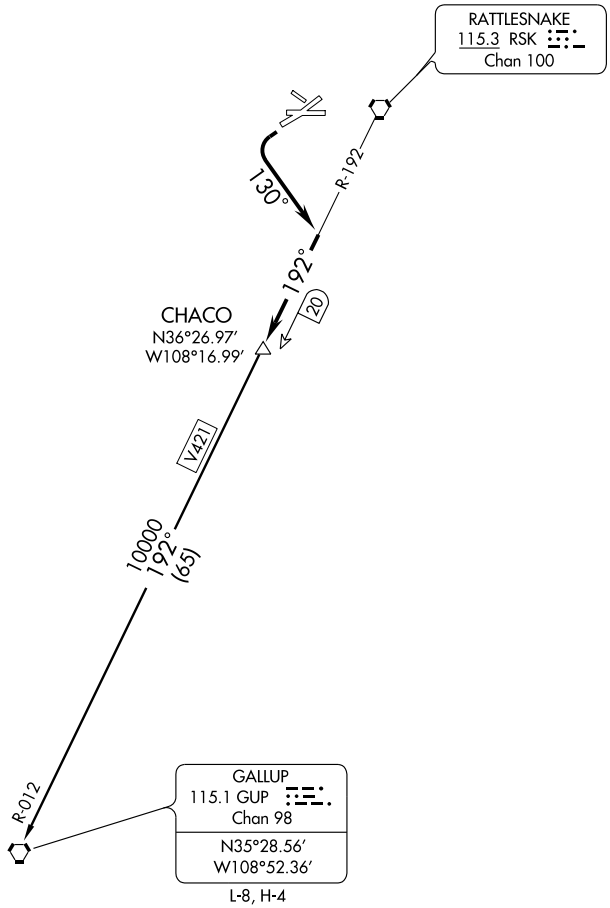
AIRPORT DIAGRAM

FARMINGTON, NEW MEXICO

FARMINGTON/ FOUR CORNERS RGNL (FMN)

10210

ATIS 127.15
GND CON
121.7
FARMINGTON TOWER
118.9 (CTAF) 257.8
DENVER CENTER
118.575 348.7
UNICOM 122.95



NOTE: Chart not to scale.

NOTE: DME required.

NOTE: This SID requires a minimum climb of 290′ per NM to 6500′ for Rwy 23 departure.

DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

GALLUP TRANSITION (CHACO1.GUP): From over CHACO via the RSK R-192 and GUP R-012 to GUP VORTAC.

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FMN	APP CRS	Rwy Idg	6277
111.9	256°	TDZE	5506
Chan 56		Apt Elev	5506

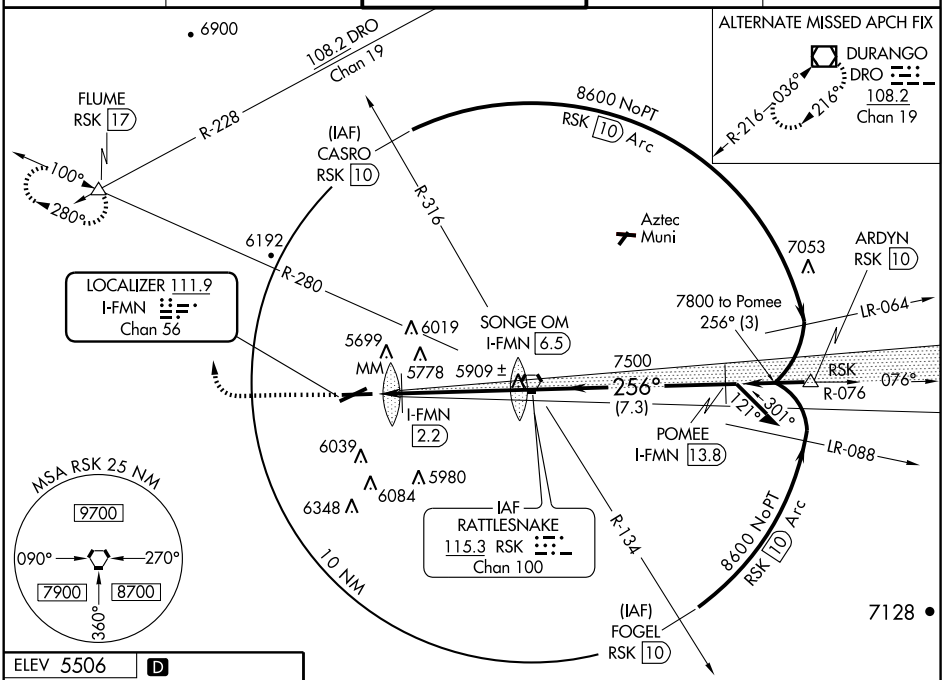
ILS or LOC RWY 25

FARMINGTON/ FOUR CORNERS RGNL (FMN)

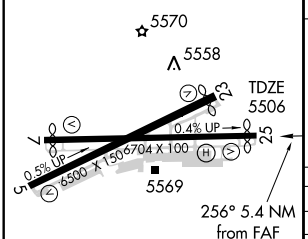
Cat D circling not authorized southeast of Rwy 5 and 25.

MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 via heading 321° and RSK R-280 to FLUME INT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95

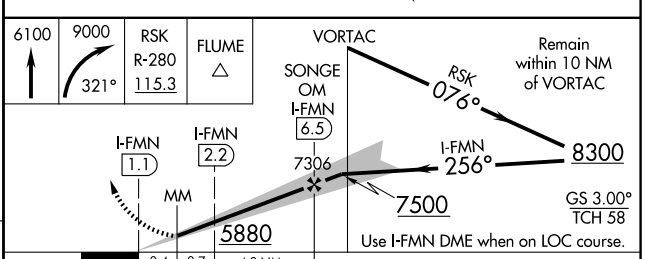


ELEV 5506 D



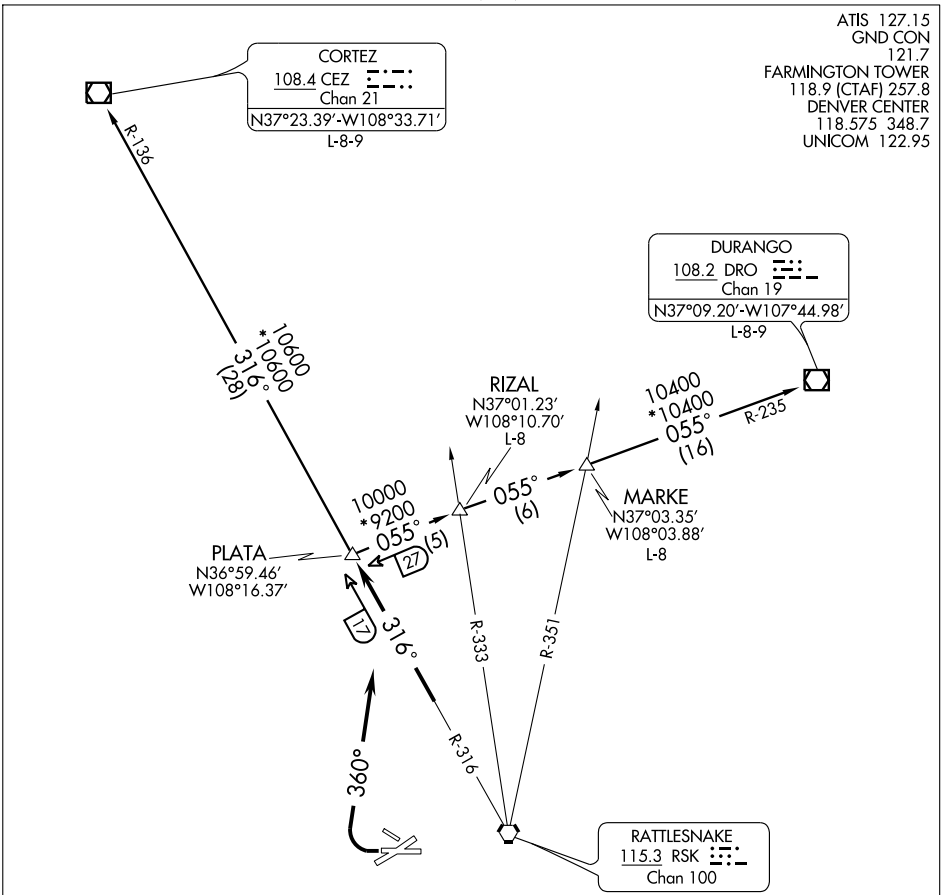
REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 25	5706-¾ 200 (200-¾)			
S-LOC 25	5880-1 374 (400-1)			5880-1¼ 374 (400-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
DME MINIMUMS				
S-LOC 25	5780-1 274 (300-1)			
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).

CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.

DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.

MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 86210 W05A	APP CRS 053°	Rwy Idg 6375 TDZE 5498 Apt Elev 5506

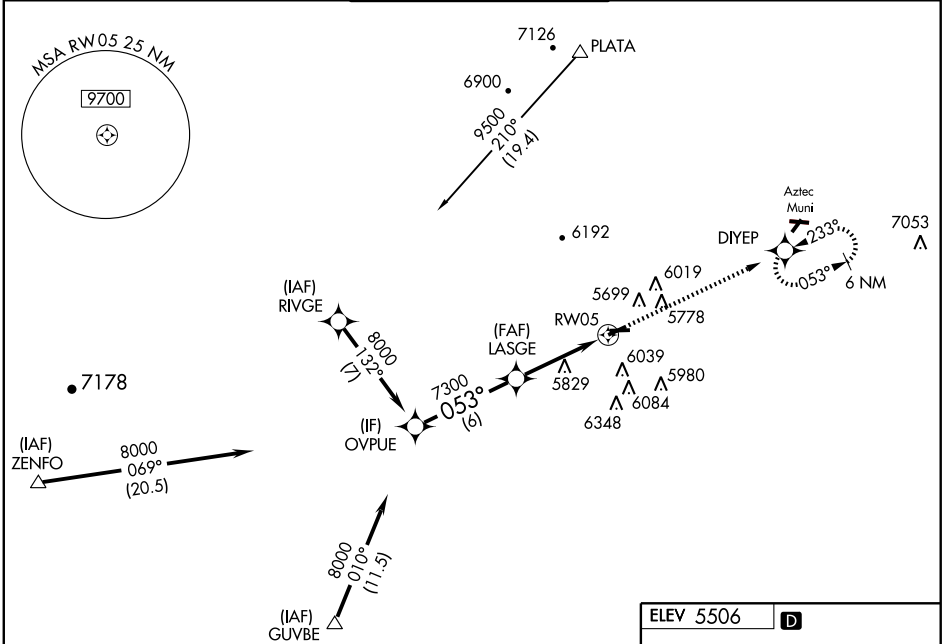
RNAV (GPS) RWY 5

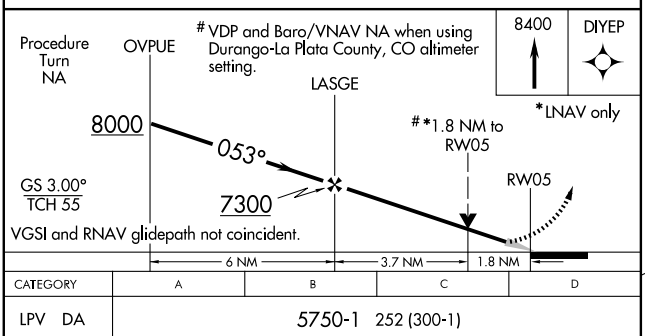
FARMINGTON/ FOUR CORNERS RGNL (FMN)

Cat D circling not authorized southeast of Rwys 5 and 25.
Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

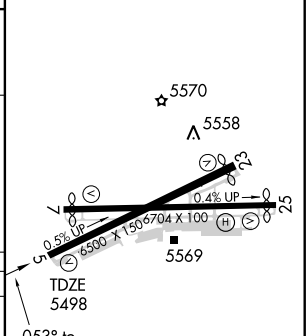
MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	5750-1 252 (300-1)			
LNAV/ VNAV DA	5920-1½ 422 (500-1½)			
LNAV MDA	6100-1 602 (600-1)		6100-1¾ 602 (600-1¾)	6100-2 602 (600-2)
CIRCLING	6100-1½ 594 (600-1½)	6120-1½ 614 (700-1½)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6277
CH 90110	076°	TDZE	5502
W07A		Apt Elev	5506

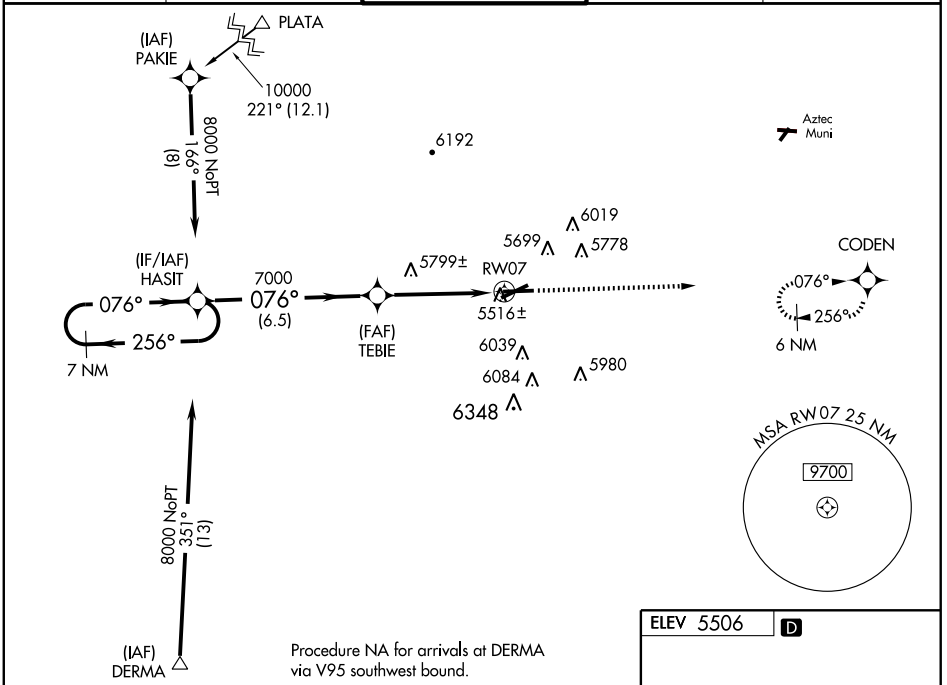
RNAV (GPS) RWY 7

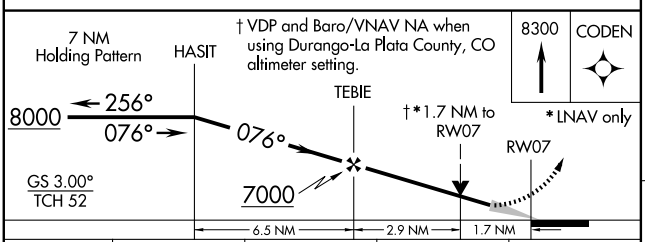
FARMINGTON/ FOUR CORNERS RGNL (FMN)

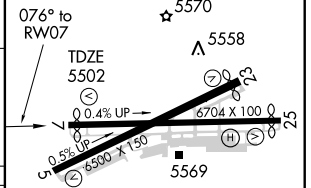
Cat D circling not authorized southeast of Rwys 5 and 25.
Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8300 direct CODEN and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	5760-1 258 (300-1)			
LNAV/ VNAV DA	5980-1¾ 478 (500-1¾)			
LNAV MDA	6060-1 558 (600-1)		6060-1½ 558 (600-1½)	6060-1¾ 558 (600-1¾)
CIRCLING	6060-1¾ 554 (600-1¾)	6120-1¾ 614 (700-1¾)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6375
CH 70714	233°	TDZE	5504
W23A		Apt Elev	5506

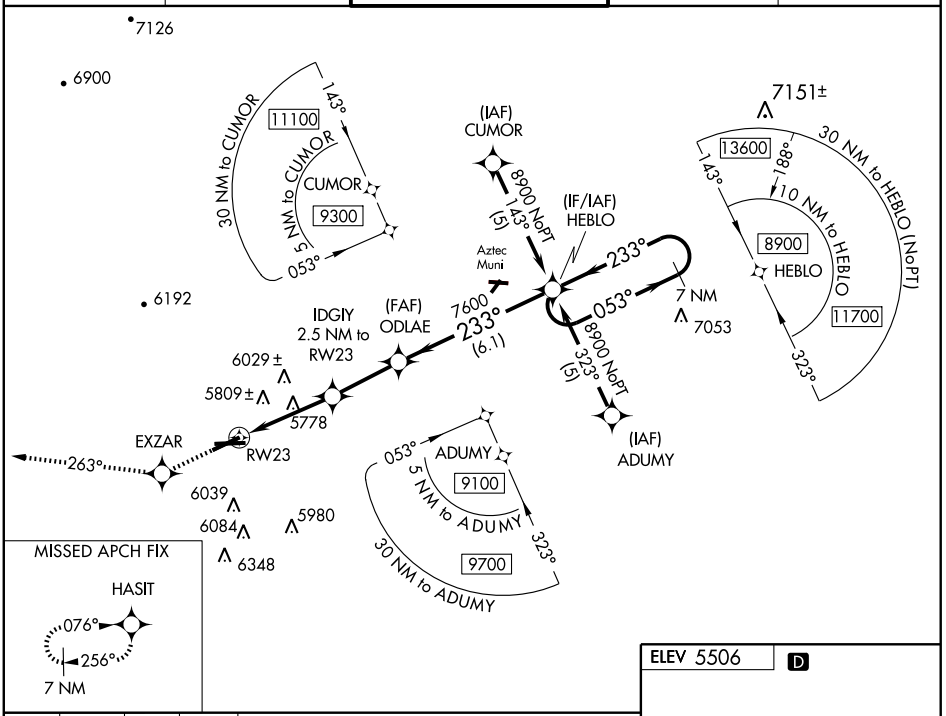
RNAV (GPS) RWY 23

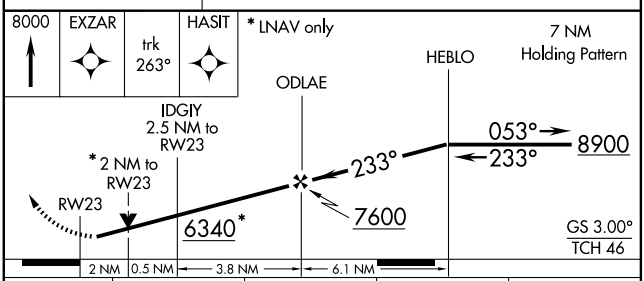
FARMINGTON/FOUR CORNERS RGNL (FMN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
Circling NA Cat D southeast of Rwys 5 and 25.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

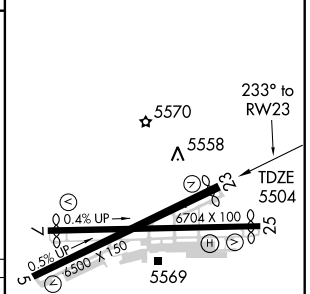
MISSED APPROACH: Climb to 8000 direct EXZAR and via track 263° to HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





CATEGORY	A	B	C	D
LPV DA		5798-1	294 (300-1)	
LNAV/VNAV DA		6138-2¼	634 (700-2¼)	
LNAV MDA	6180-1 676 (700-1)		6180-2 676 (700-2)	6180-2¼ 676 (700-2¼)
CIRCLING	6180-1 674 (700-1)		6180-2 674 (700-2)	6180-2¼ 674 (700-2¼)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6277
CH 97518	256°	TDZE	5506
W25A		Apt Elev	5506

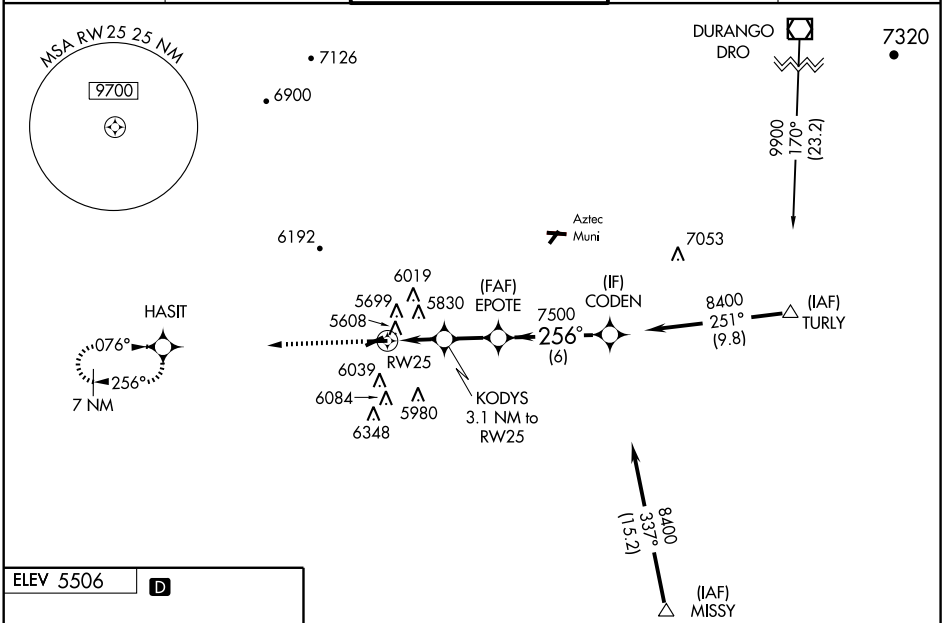
RNAV (GPS) RWY 25

FARMINGTON/ FOUR CORNERS RGNL (FMN)

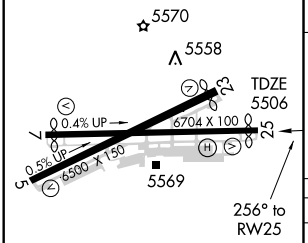
Baro-VNAV NA when using Durango-La Plata County, CO altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). DME/DME RNP 0.3 NA. Cat. D Circling NA SE of Rwys 5 and 25. When local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DA 243 feet and all MDA 260 feet. Increase LPV visibility ¾ mile all Cats., LNAV/VNAV visibility 1 mile all Cats., LNAV and Circling visibility Cats. A-B ¼ mile, Cats. C-D visibility 1 mile. VDP NA with Durango-La Plata County, CO altimeter setting.

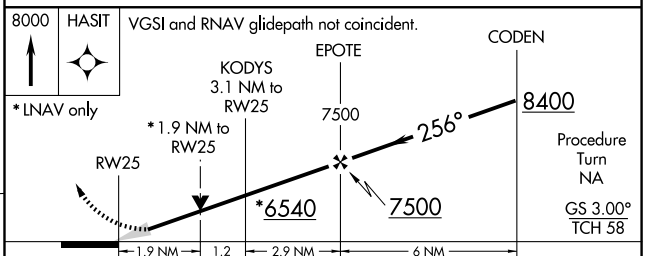
MISSED APPROACH: Climb to 8000 direct HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 D





CATEGORY	A	B	C	D
LPV DA	5706-¾	200 (200-¾)		
LNAV/VNAV DA	6068-2	562 (600-2)		
LNAV MDA	6160-1	654 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
CIRCLING	6160-1	654 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RSK 115.3 Chan 100	APP CRS 070°	Rwy Idg 6375 TDZE 5498 Apt Elev 5506

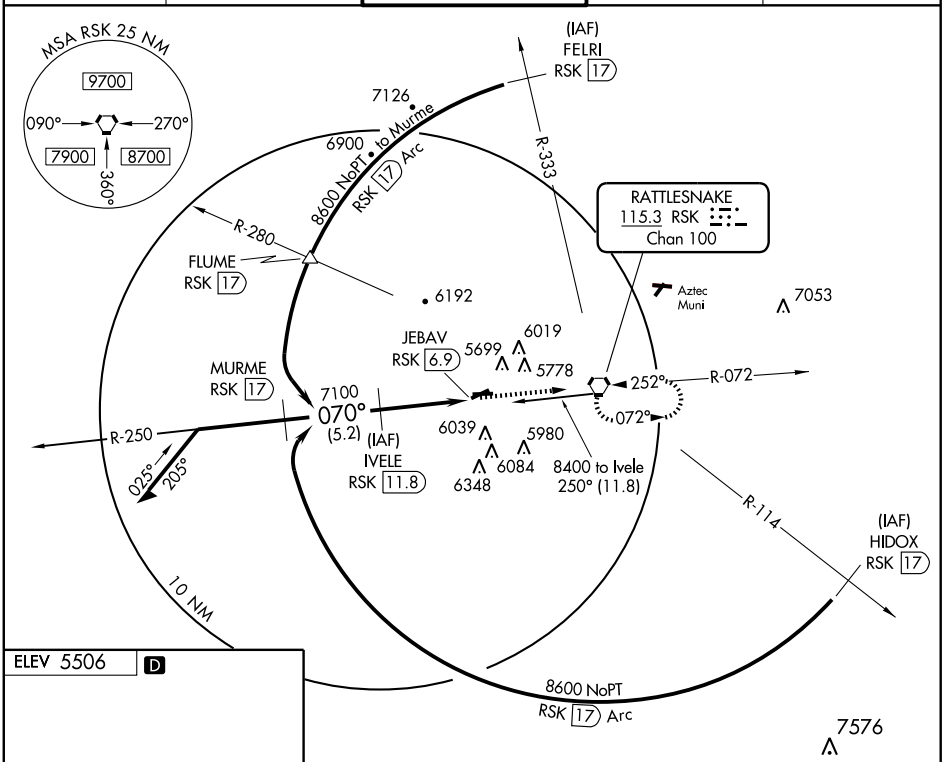
VOR/DME RWY 5

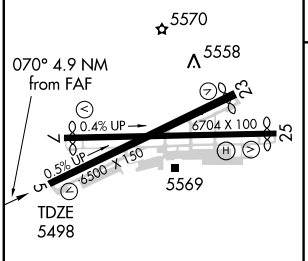
FARMINGTON/FOUR CORNERS RGNL (FMN)

T A NA — Cat D circling not authorized southeast of Rwys 5 and 25.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

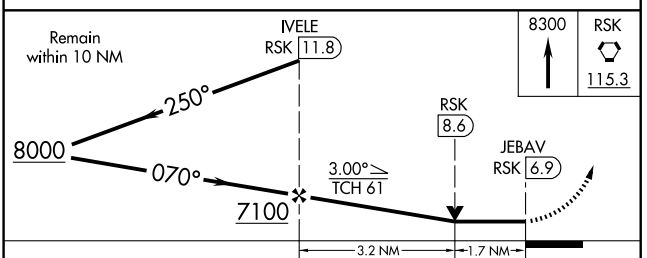
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-5	6060-1 562 (600-1)		6060-1½ 562 (600-1½)	6060-1¾ 562 (600-1¾)
CIRCLING	6060-1 554 (600-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RSK 115.3 Chan 100	APP CRS 072°	Rwy Idg 6277 TDZE 5502 Apt Elev 5506

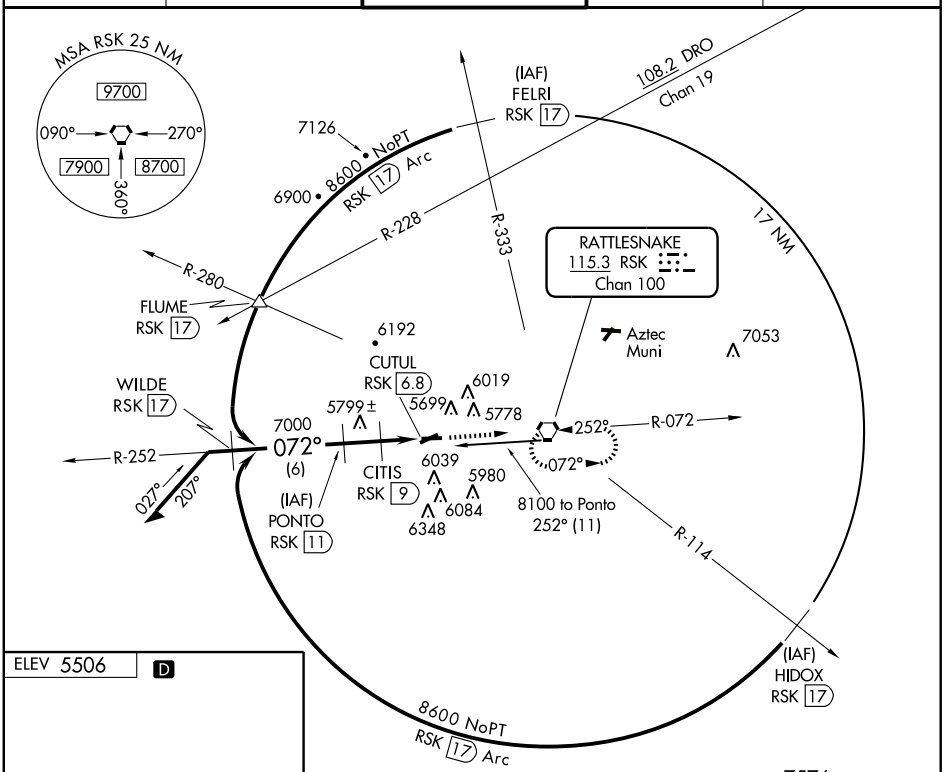
VOR/DME RWY 7

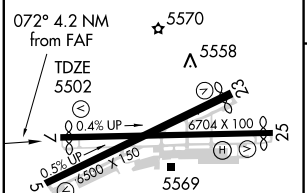
FARMINGTON/ FOUR CORNERS RGNL (FMN)

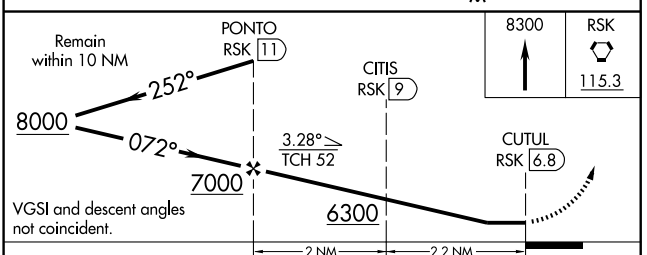
Cat D circling not authorized southeast of Rwys 5 and 25.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-7	5920-1 418 (500-1)		5920-1¼ 418 (500-1¼)	
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RSK 115.3 Chan 100	APP CRS 254°	Rwy Idg 6375 TDZE 5504 Apt Elev 5506

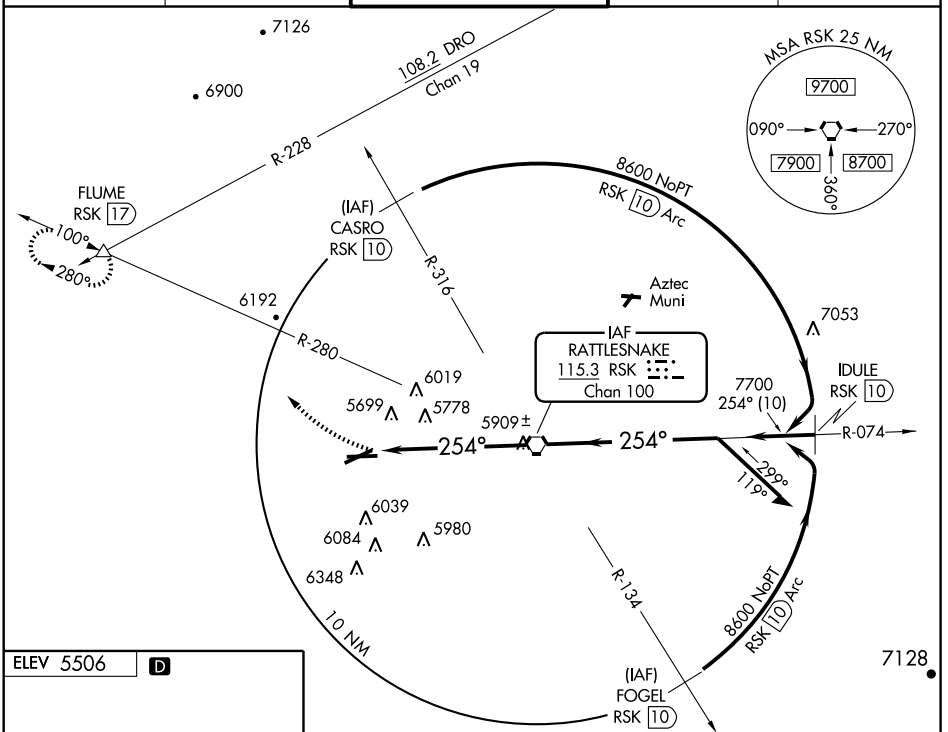
VOR RWY 23

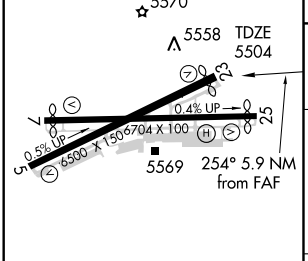
FARMINGTON/FOUR CORNERS RGNL (FMN)

Cat D circling not authorized southeast of Rwys 5 and 25.

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

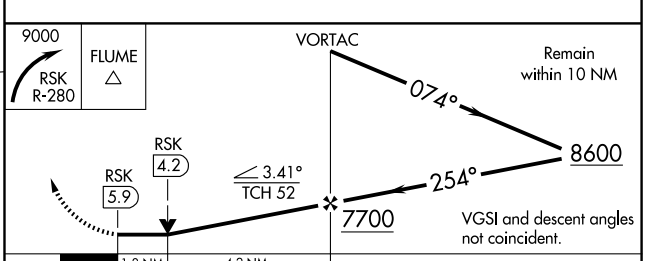
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-23	6120-1	616 (700-1)	6120-1¾ 616 (700-1¾)	6120-2 616 (700-1)
CIRCLING	6120-1	614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

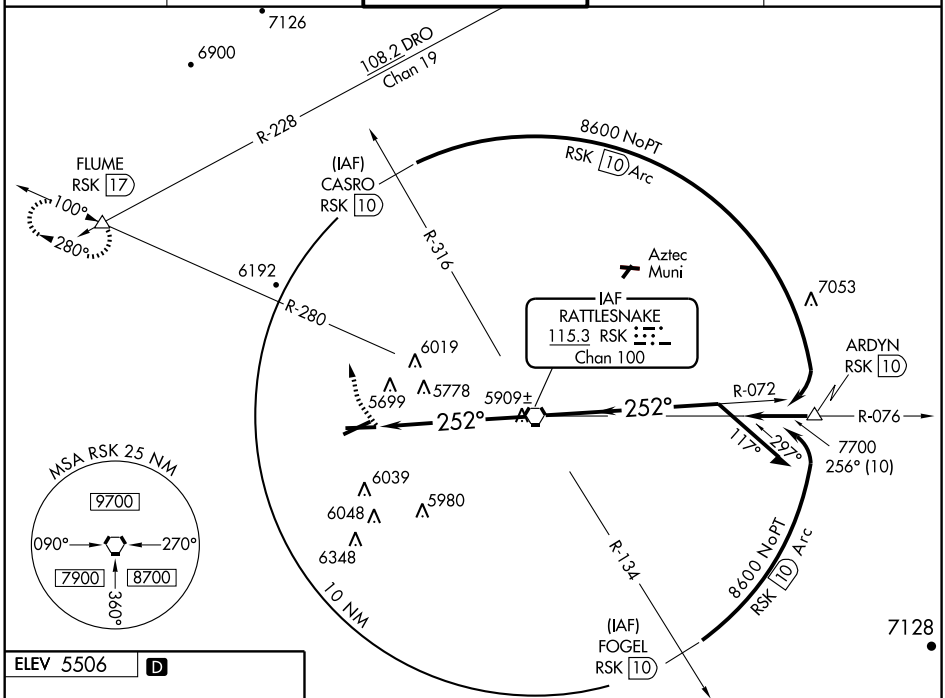
VORTAC RSK 115.3 Chan 100	APP CRS 252°	Rwy Idg 6277 TDZE 5506 Apt Elev 5506

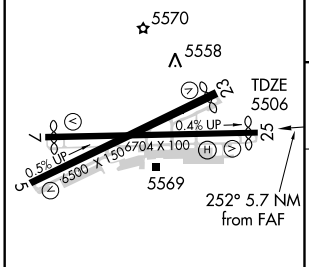
VOR RWY 25

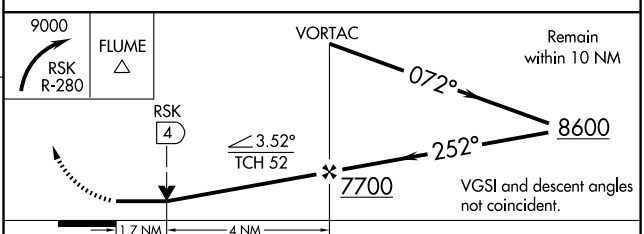
FARMINGTON/FOUR CORNERS RGNL (FMN)

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95







REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-25	6120-1	614 (700-1)	6120-1¾ 614 (700-1¾)	NA
CIRCLING	6120-1	614 (700-1)	6160-1¾ 654 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

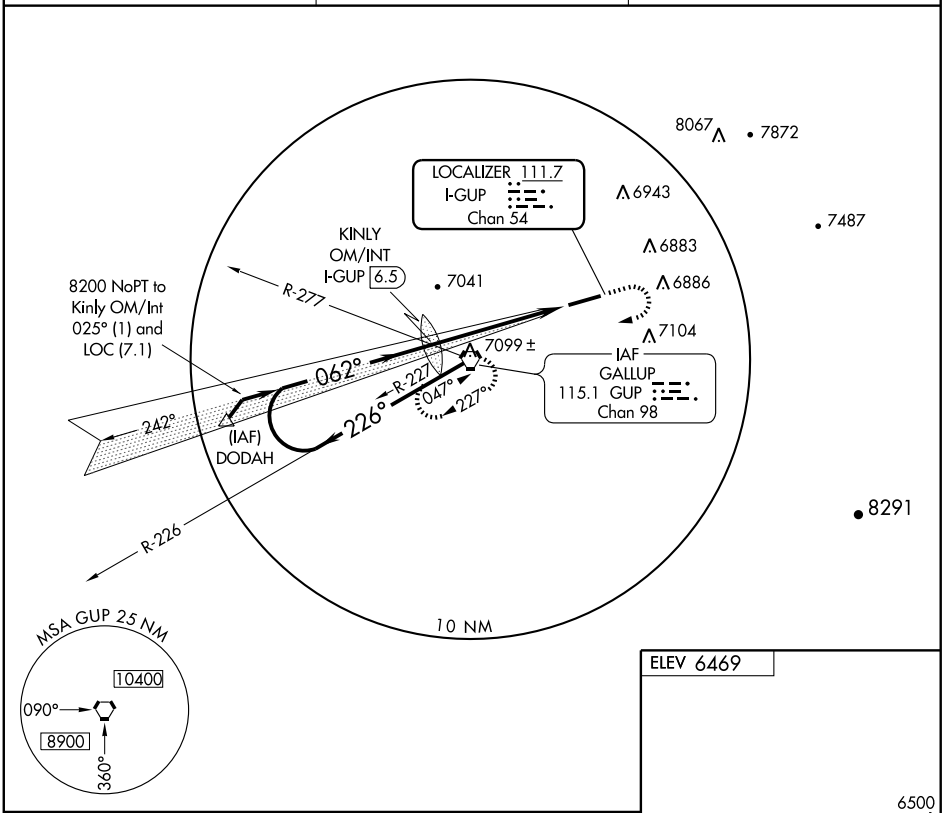
LOC/DME I-GUP	APP CRS	Rwy Idg	7316
111.7	062°	TDZE	6463
Chan 54		Apt Elev	6469

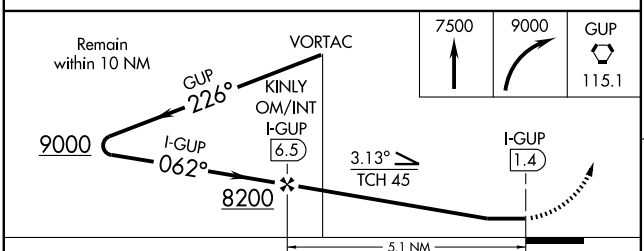
LOC RWY 6
GALLUP MUNI (GUP)

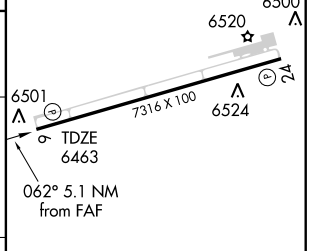
NA

MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE RADIO	UNICOM
118.375	122.1R	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-6	7280-1 817 (900-1)	7280-1¼ 817 (900-1¼)	7280-2½ 817 (900-2½)	7280-2¾ 817 (900-2¾)
CIRCLING	7280-1 811 (900-1)	7280-1¼ 811 (900-1¼)	7280-2½ 811 (900-2½)	7360-3 891 (900-3)

REIL Rwy 24 L
MIRL Rwy 6-24 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7316
062°	TDZE	6465
	Apt Elev	6472

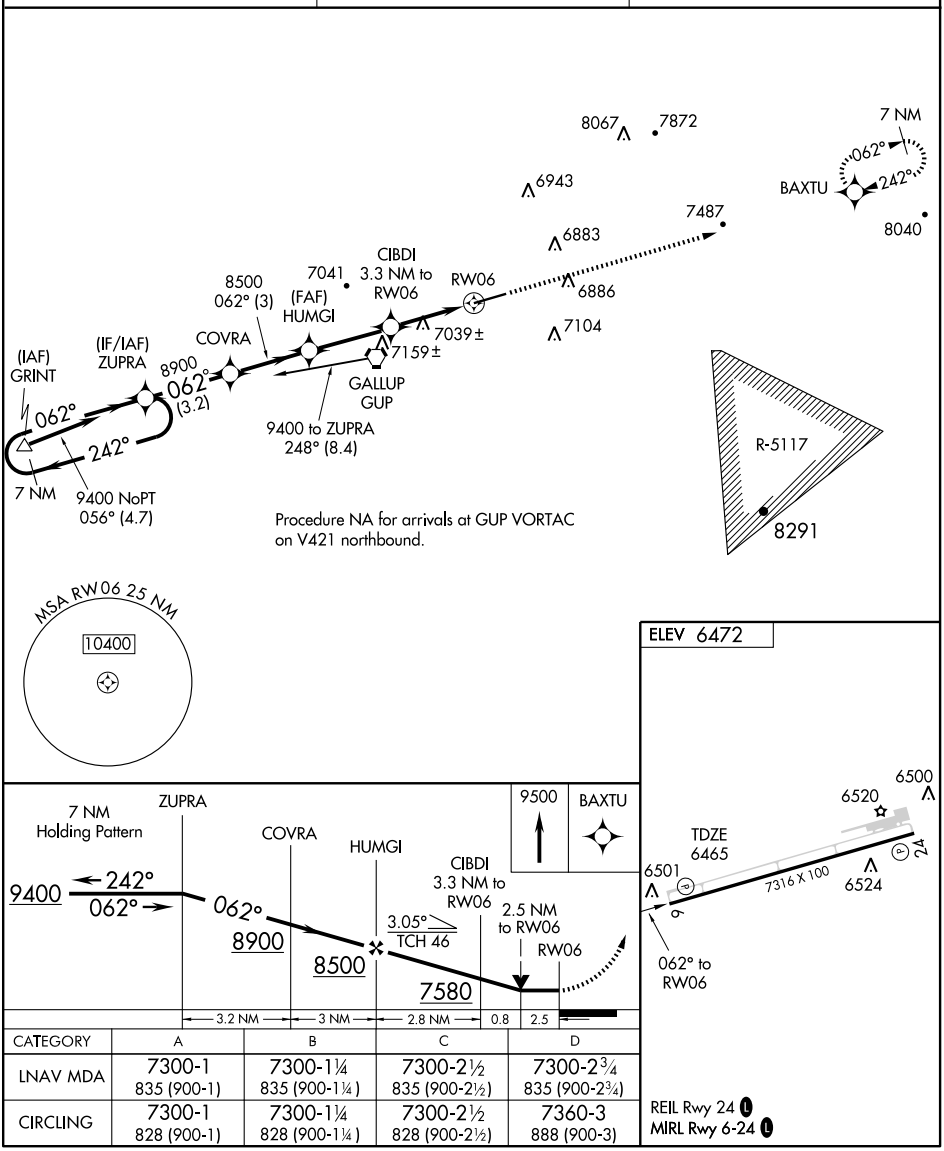
RNAV (GPS) RWY 6

GALLUP MUNI (GUP)

DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Window Rock altimeter setting and increase all MDAs 80 feet, increase LNAV Cats. A, C, D visibility and Circling Cats. A, C visibility ¼ mile. VDP NA with Window Rock altimeter setting.

MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

ASOS	ALBUQUERQUE RADIO	UNICOM
118.375	122.1R	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7300-1 835 (900-1)	7300-1¼ 835 (900-1¼)	7300-2½ 835 (900-2½)	7300-2¾ 835 (900-2¾)
CIRCLING	7300-1 828 (900-1)	7300-1¼ 828 (900-1¼)	7300-2½ 828 (900-2½)	7360-3 888 (900-3)

REIL Rwy 24 L
MIRL Rwy 6-24 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7316
242°	TDZE	6472
	Apt Elev	6472

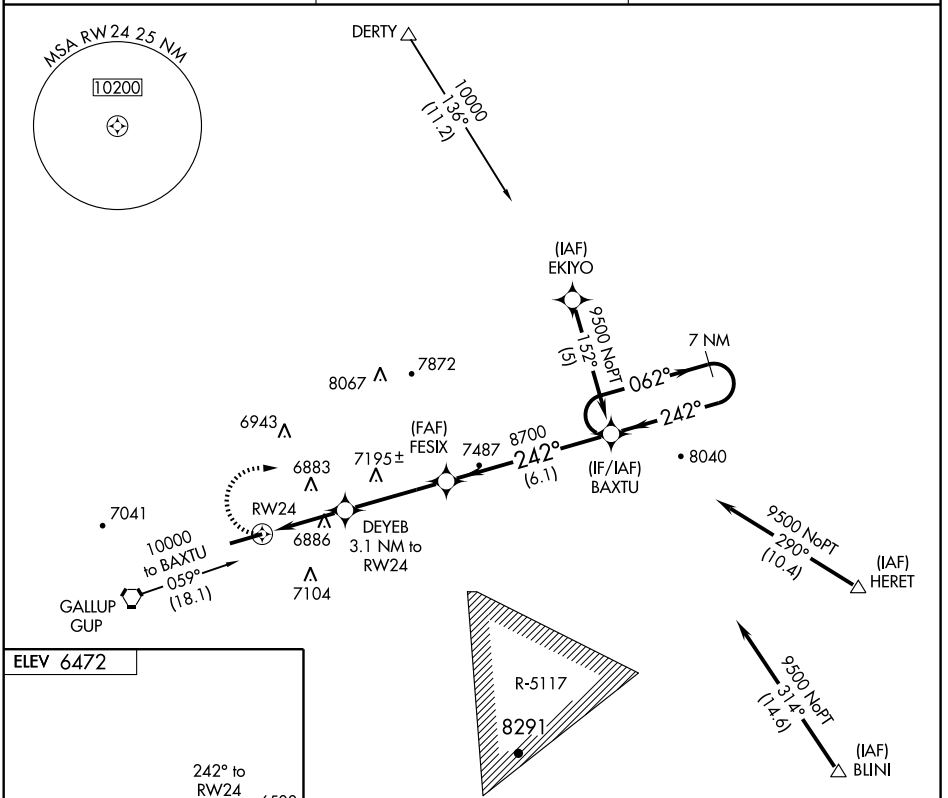
RNAV (GPS) RWY 24

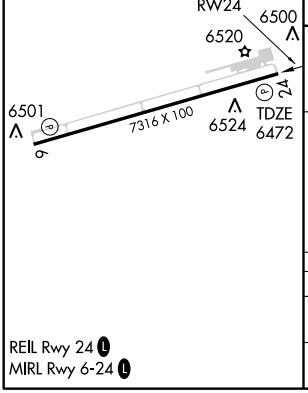
GALLUP MUNI (GUP)

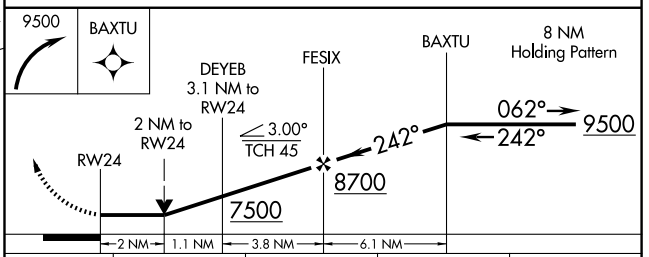
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

ASOS	ALBUQUERQUE RADIO	UNICOM
118.375	122.1R	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7140-1	668 (700-1)	7140-1¾ 668 (700-1¾)	7140-2 668 (700-2)
CIRCLING	7140-1	668 (700-1)	7140-1¾ 668 (700-1¾)	7360-3 888 (900-3)

REIL Rwy 24 L
MIRL Rwy 6-24 L

SW-1, 21 OCT 2010 to 18 NOV 2010

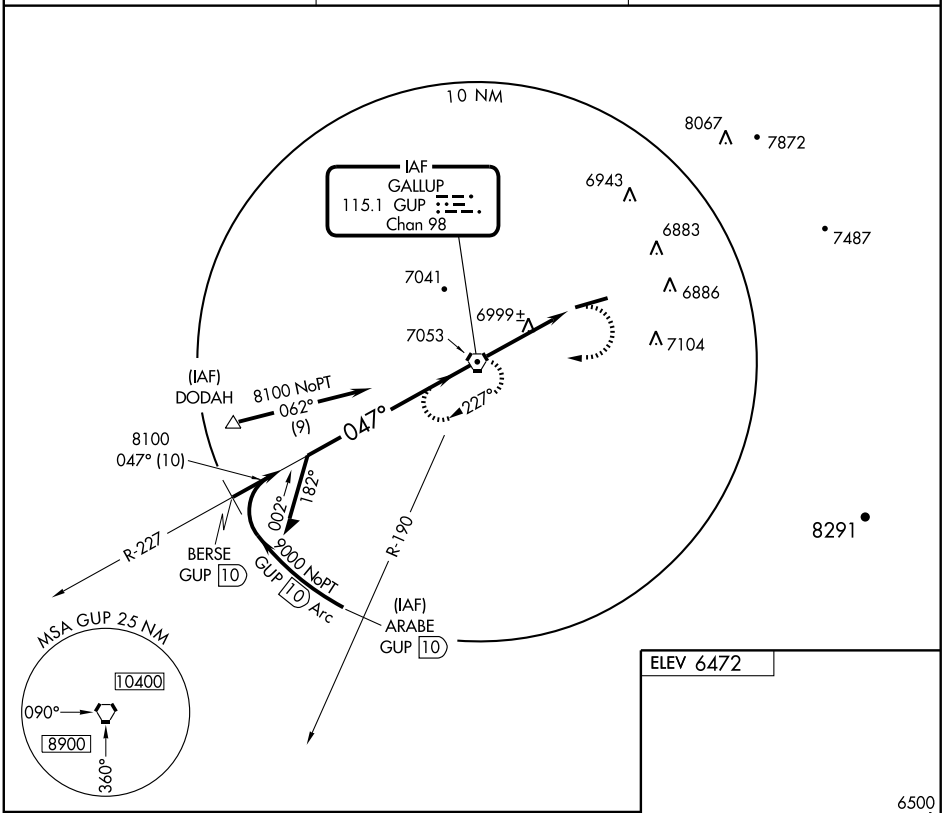
VORTAC GUP 115.1 Chan 98	APP CRS 047°	Rwy Idg 7316 TDZE 6465 Apt Elev 6472

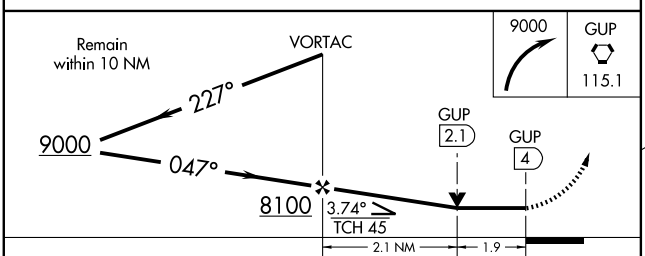
VOR RWY 6

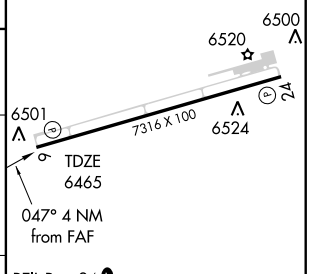
GALLUP MUNI (GUP)

MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE RADIO	UNICOM
118.375	122.1R	122.95 (CTAF) L







REIL Rwy 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	7260-1 795 (800-1)	7260-1¼ 795 (800-1¼)	7260-2¼ 795 (800-2¼)	7260-2½ 795 (800-2½)
CIRCLING	7260-1 788 (800-1)	7260-1¼ 788 (800-1¼)	7260-2¼ 788 (800-2¼)	7360-3 888 (900-3)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7172
137°	TDZE	6537
	Apt Elev	6537

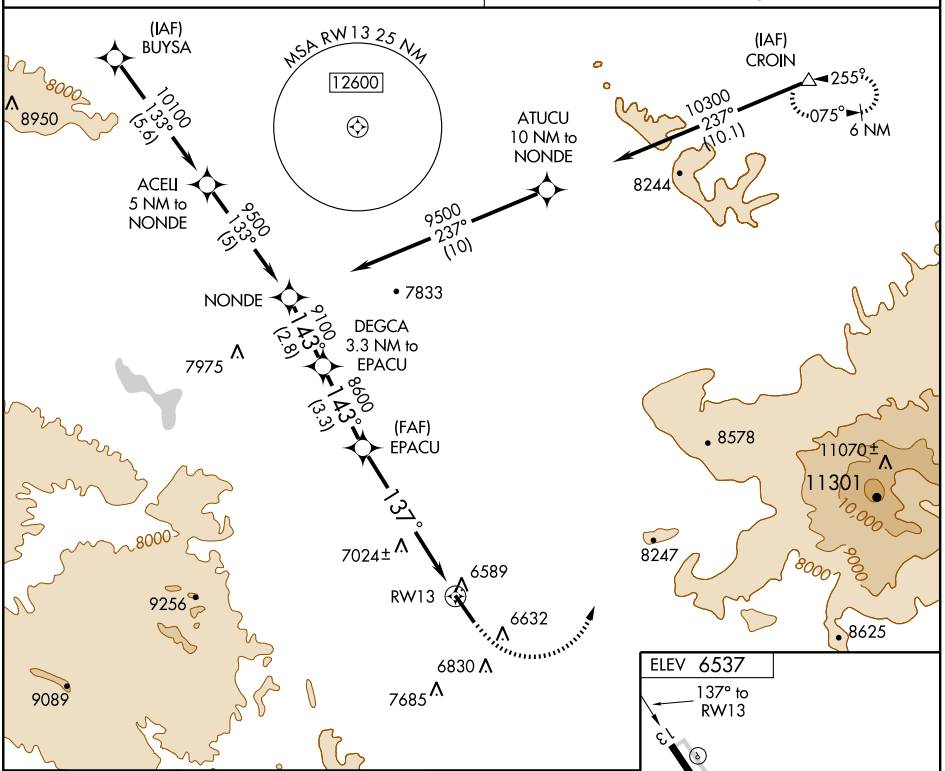
RNAV (GPS) RWY 13

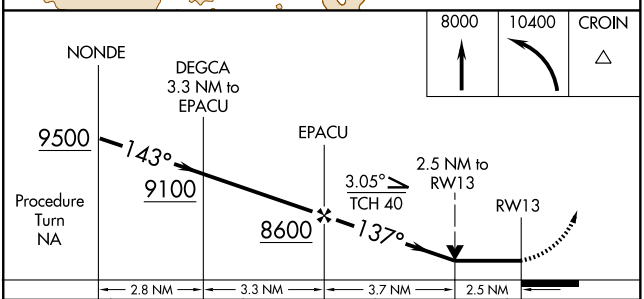
GRANTS-MILAN MUNI (GNT)

If local altimeter setting not received, procedure NA.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Circling NA east of Rwy 13-31.
Procedure NA at night.

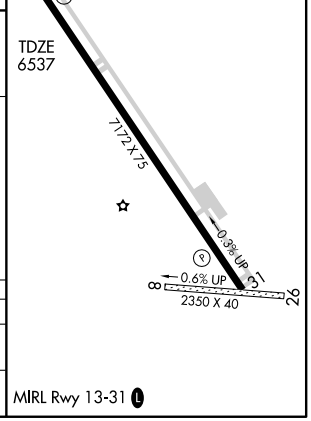
MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

ALBUQUERQUE CENTER	UNICOM
124.325 288.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	7380-1 843 (900-1)	7380-1¼ 843 (900-1¼)	7380-2½ 843 (900-2½)	NA
CIRCLING	7380-1 843 (900-1)	7420-1¼ 883 (900-1¼)	7480-2¾ 943 (1000-2¾)	NA



MIRL Rwy 13-31

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

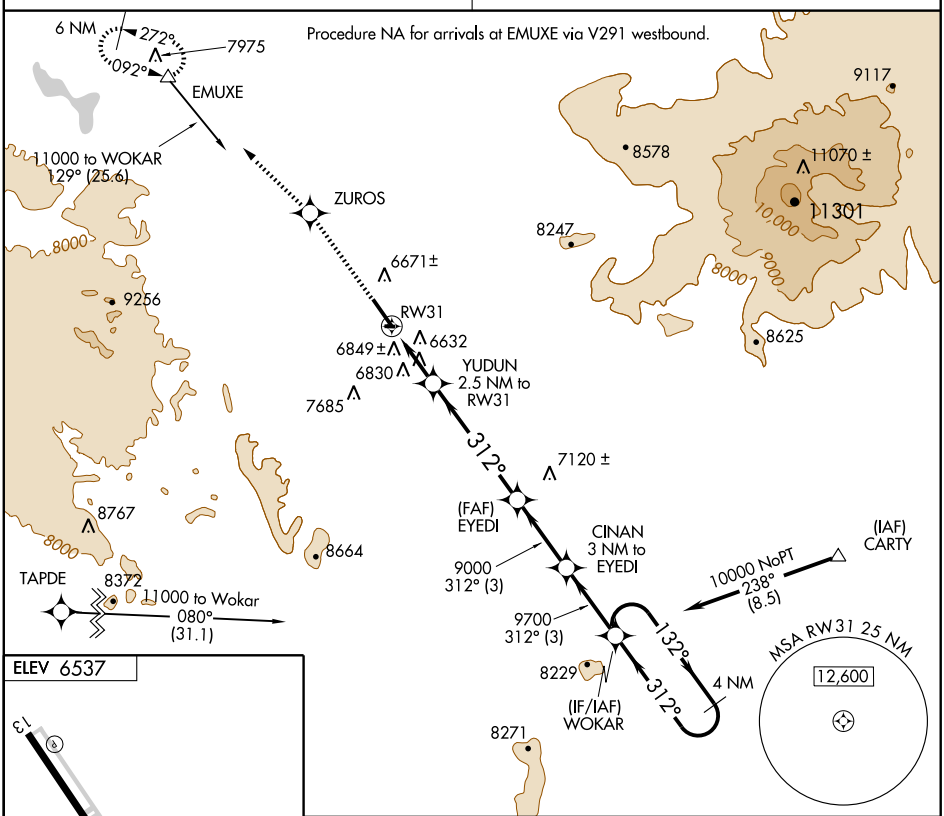
APP CRS	Rwy Idg	7172
312°	TDZE	6522
	Apt Elev	6537

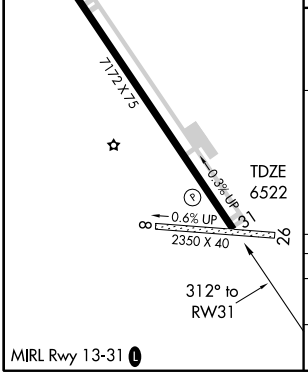
RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

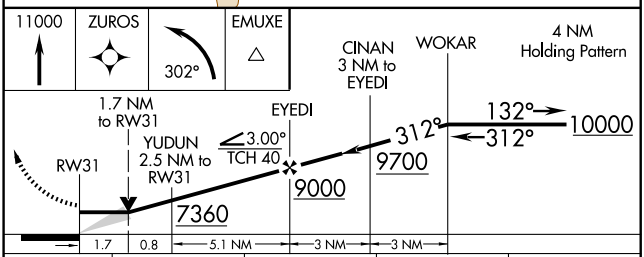
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA Circling not authorized east of Rwys 13-31.

MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302 ° track to EMUXE WP and hold.

ALBUQUERQUE CENTER	UNICOM
124.325 288.25	122.8 (CTAF) L







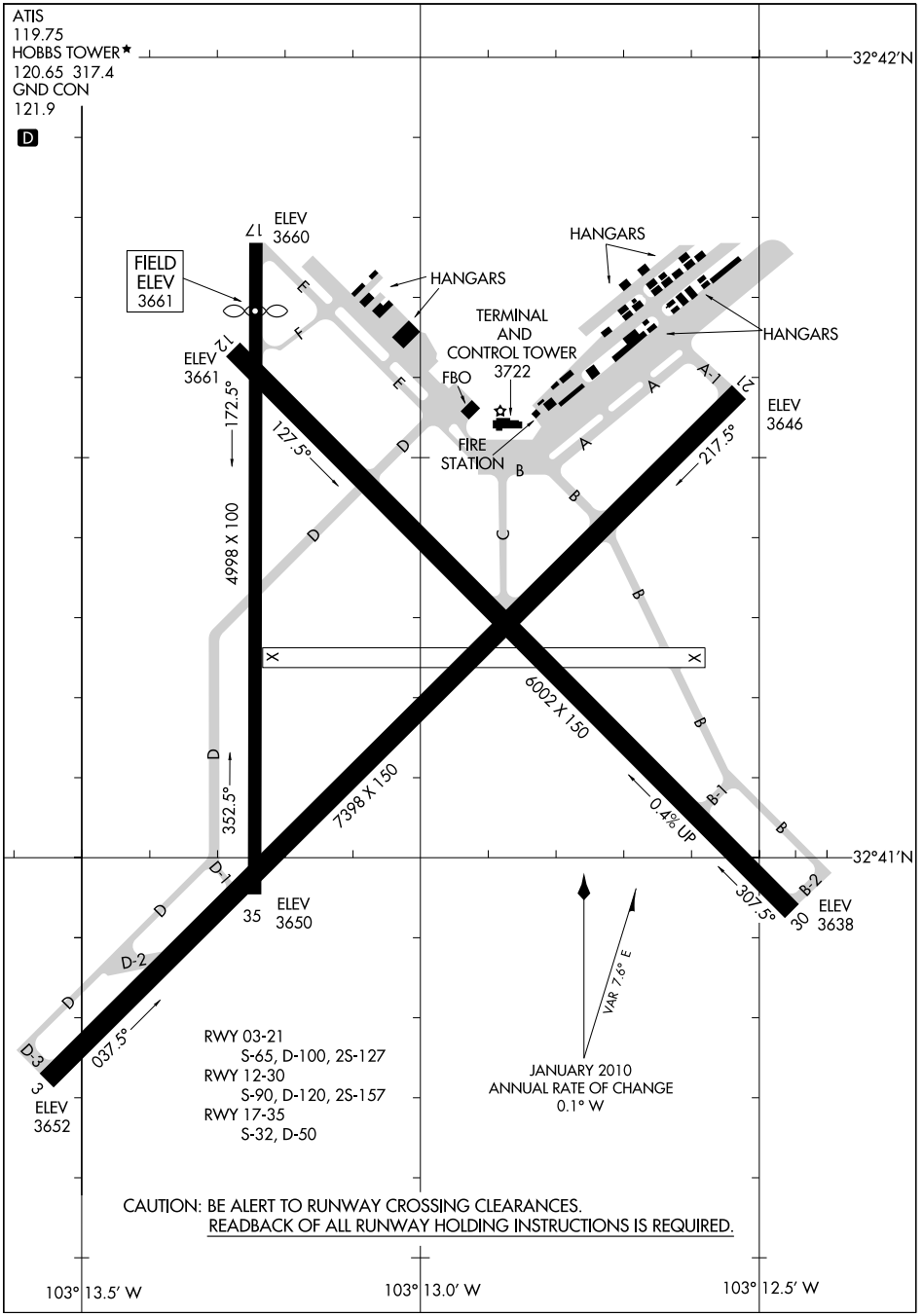
CATEGORY	A	B	C	D
LNAV MDA	7100-1	578 (600-1)	7100-1½ 578 (600-1½)	NA
CIRCLING	7160-1	623 (700-1)	7160-1¾ 623 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HOBBS/LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO

AL-851 (FAA)



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HOBBS, NEW MEXICO
HOBBS/LEA COUNTY RGNL (HOB)

10210

LOC/DME I-HOB	APP CRS	Rwy Idg	7398
108.5	035°	TDZE	3652
Chan 22		Apt Elev	3661

ILS or LOC RWY 3

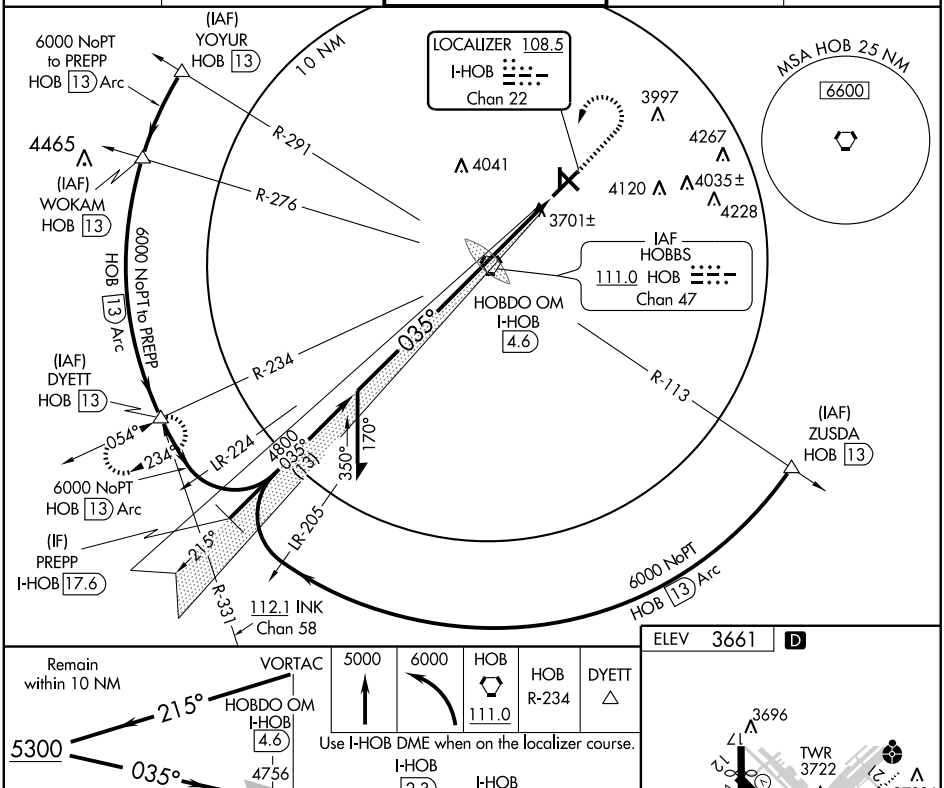
HOBBS/ LEA COUNTY RGNL (HOB)

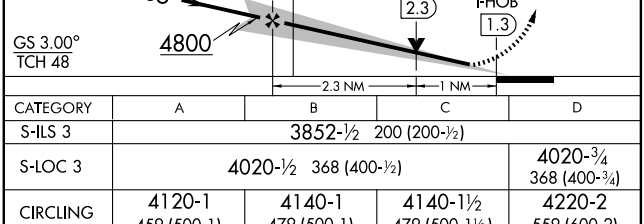
When control tower closed, except for operators with approved weather reporting service, use Carlsbad altimeter setting. VDP NA when using Carlsbad altimeter setting. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1¾ mile.

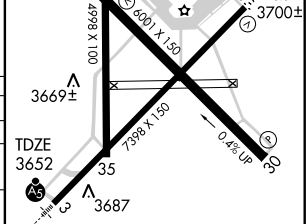
MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOBBS VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 3	3852-½ 200 (200-½)			
S-LOC 3	4020-½ 368 (400-½)			4020-¾ 368 (400-¾)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CARLSBAD ALTIMETER SETTING MINIMUMS				
S-ILS 3	4133-1¼ 481 (500-1¼)			
S-LOC 3	4300-½ 648 (700-½)		4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)
CIRCLING	4400-1¾ 739 (800-1¾)	4420-1¾ 759 (800-1¾)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

035° 3.3 NM from FAF

MIRL Rwy 12-30 L

HIRL Rwy 3-21 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HOB	APP CRS	Rwy Idg	7398
108.5	215°	TDZE	3649
Chan 22		Apt Elev	3661

LOC/DME BC RWY 21

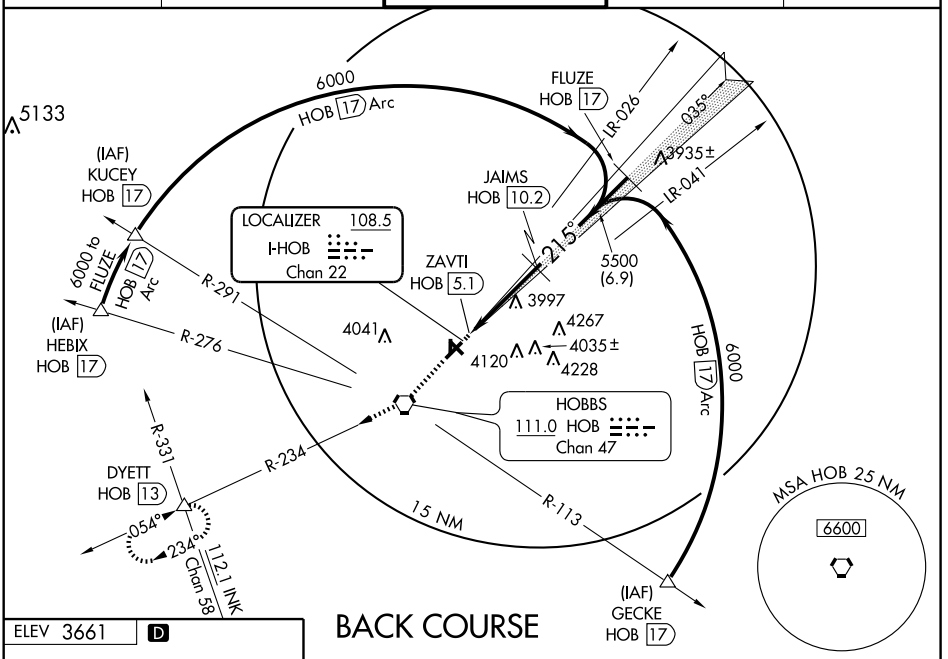
HOBBS/ LEA COUNTY RGNL (HOB)

When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting. Inoperative table does not apply.
DME from HOB VORTAC. Simultaneous reception of I-HOB and HOB DME required.

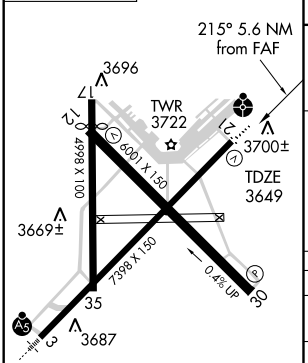
ODALS

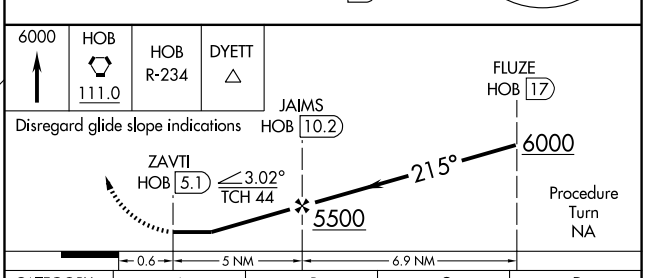
MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB R-234 to DYETT INT/13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



BACK COURSE





CATEGORY	A	B	C	D
S-21	4080-1 431 (500-1)		4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
S-21	4360-1 711 (700-1)		4360-2 711 (700-2)	4360-2¼ 711 (700-2¼)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

MIRL Rwy 12-30 L
HIRL Rwy 3-21 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7398
CH 90215	035°	TDZE	3652
W03A		Apt Elev	3661

RNAV (GPS) RWY 3

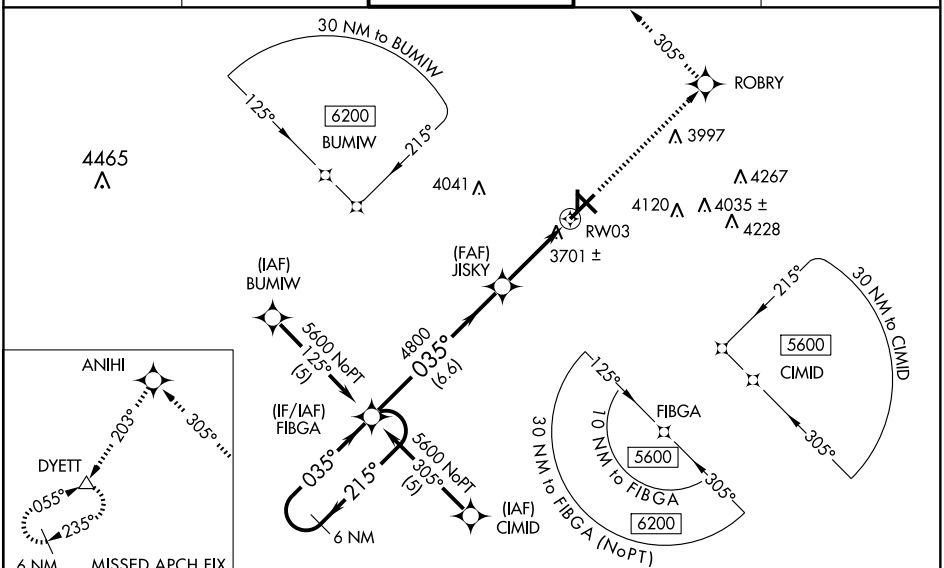
HOBBS/LEA COUNTY RGNL (HOB)

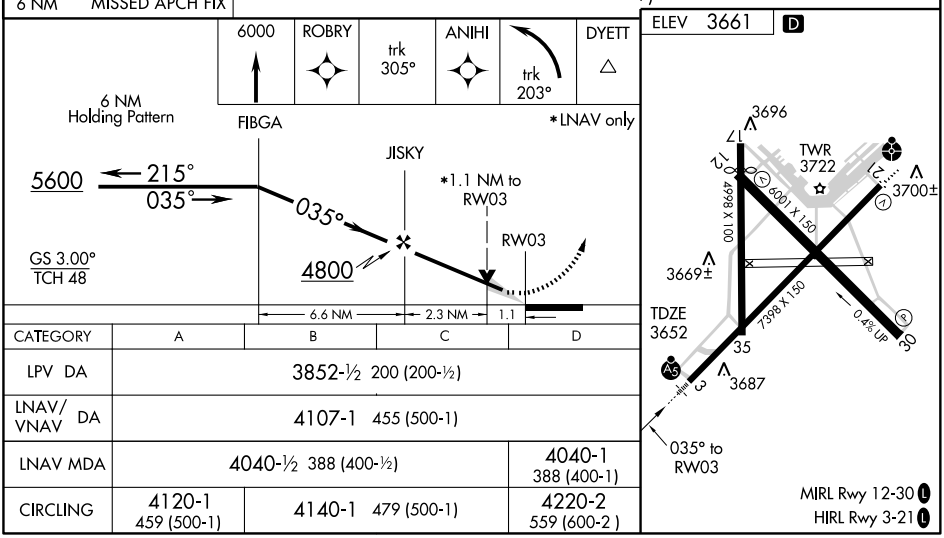
For uncompenstaed Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 183 feet and all MDA 200 feet, increase LPV all Cats ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C and Circling Cats C/D visibility ½ mile and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Carlsbad altimeter setting. For inoperative MALSR, when using Carlsbad altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR increase LNAV Cat D visibility to 1¼ .

MALSR

MISSED APPROACH: Climb to 6000 direct ROBRY and via track 305° to ANIHI and left turn via track 203° to DYETT and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER *	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	3852-½ 200 (200-½)			
LNAV/ VNAV DA	4107-1 455 (500-1)			
LNAV MDA	4040-½ 388 (400-½)			4040-1 388 (400-1)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)		4220-2 559 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7398
215°	TDZE	3649
	Apt Elev	3661

RNAV (GPS) RWY 21

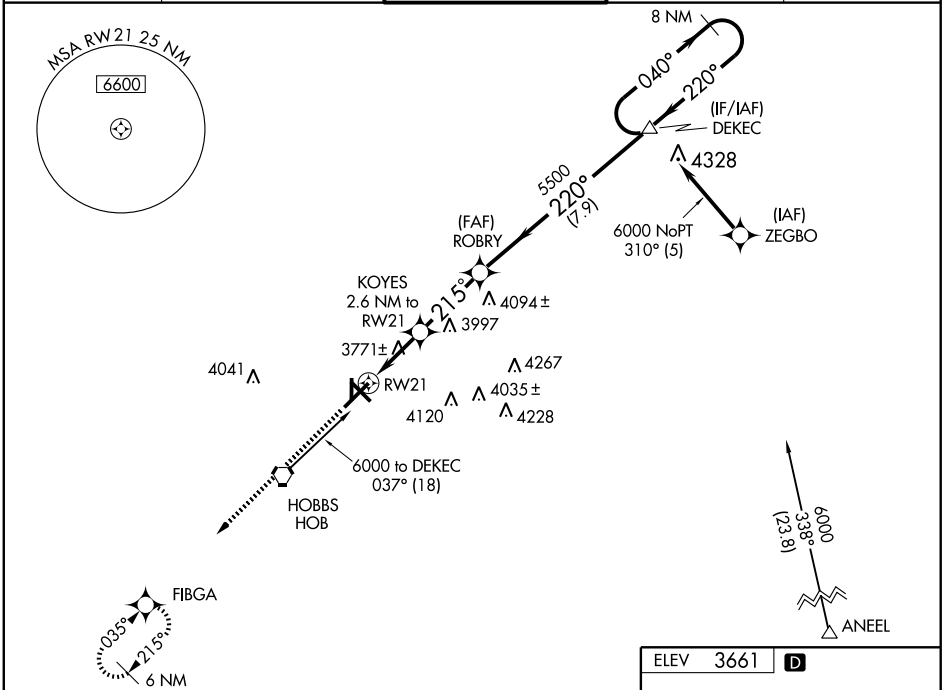
HOBBS/ LEA COUNTY RGNL (HOB)

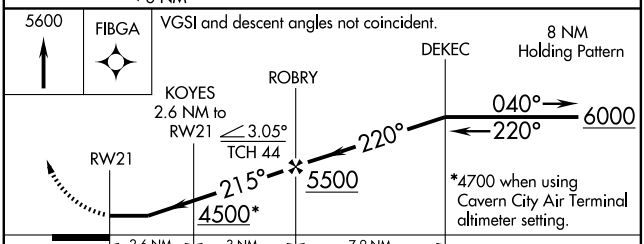
DME/DME RNP-0.3 NA.
Inoperative table does not apply to ODALS Rwy 21.
When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.

ODALS

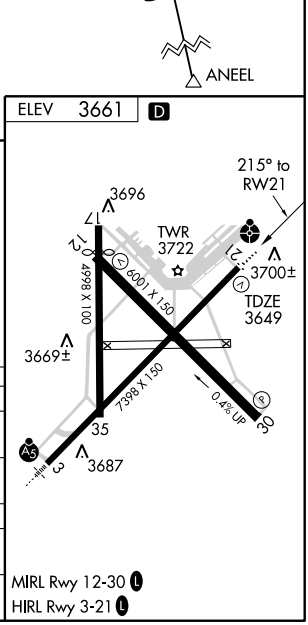
MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	4080-1 431 (500-1)		4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4360-1 711 (700-1)		4360-2 711 (700-2)	4360-2¼ 711 (700-2¼)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6001
305°	TDZE	3649
	Apt Elev	3661

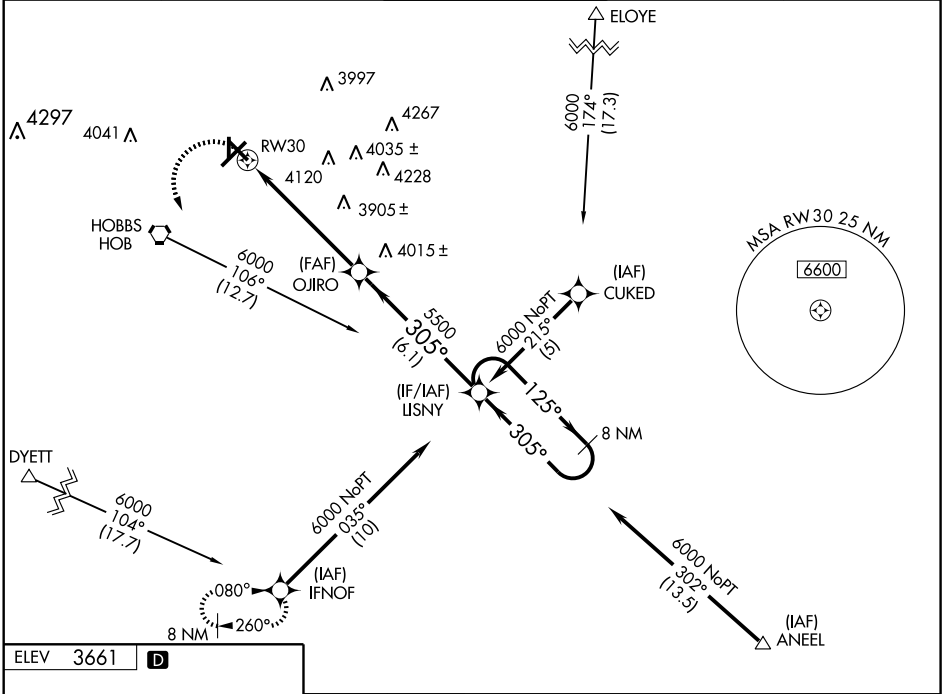
RNAV (GPS) RWY 30

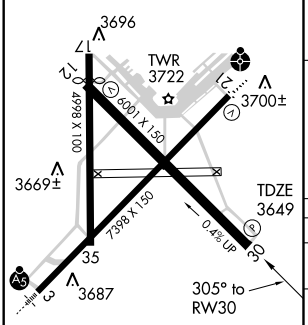
HOBBS/ LEA COUNTY RGNL (HOB)

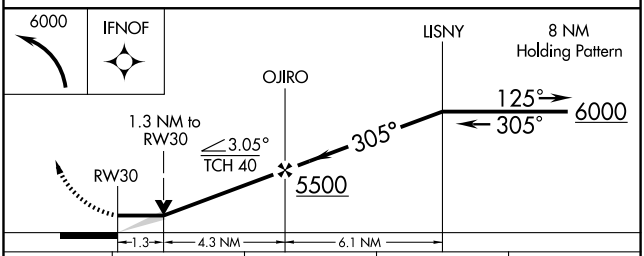
DME/DME RNP-0.3 NA.
When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
VDP NA with Cavern City Air Terminal altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct IFNOF and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	4100-1	451 (500-1)	4100-1¼ 451 (500-1¼)	4100-1½ 451 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4380-1	731 (800-1)	4380-2 731 (800-2)	4380-2¼ 731 (800-2¼)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HOB 111.0 Chan 47	APP CRS 031°	Rwy Idg 7398 TDZE 3652 Apt Elev 3661

VOR or TACAN RWY 3

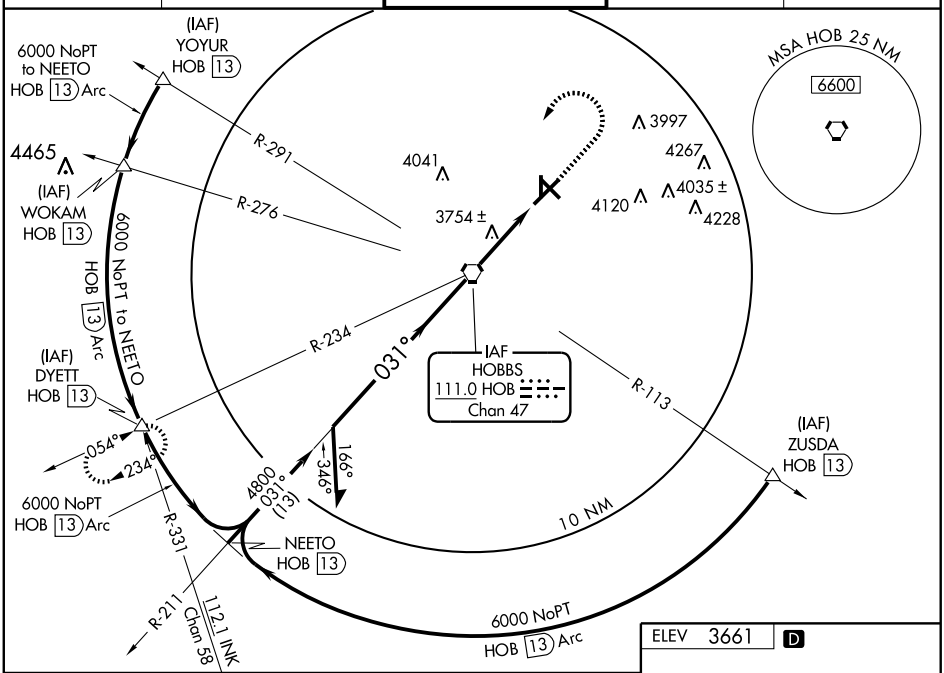
HOBBS/ LEA COUNTY RGNL (HOB)

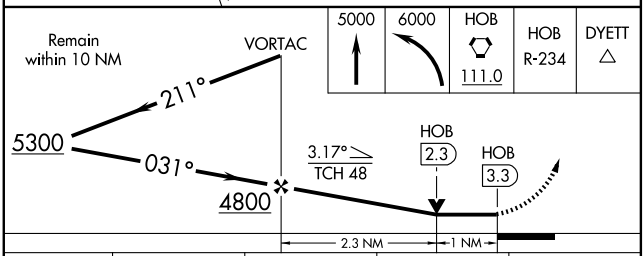
When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
For inoperative MALSR increase Cat D S-3 visibility to 1¼ miles. VDP NA when using Cavern City Air Terminal altimeter setting.

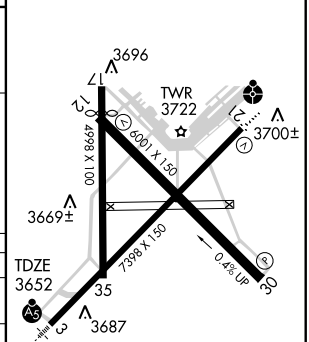
MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC, then via HOB R-234 to DYETT INT/13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







CATEGORY	A	B	C	D
S-3	4020-½ 368 (400-½)			4020-1 368 (400-1)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
S-3	4300-½ 648 (700-½)		4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

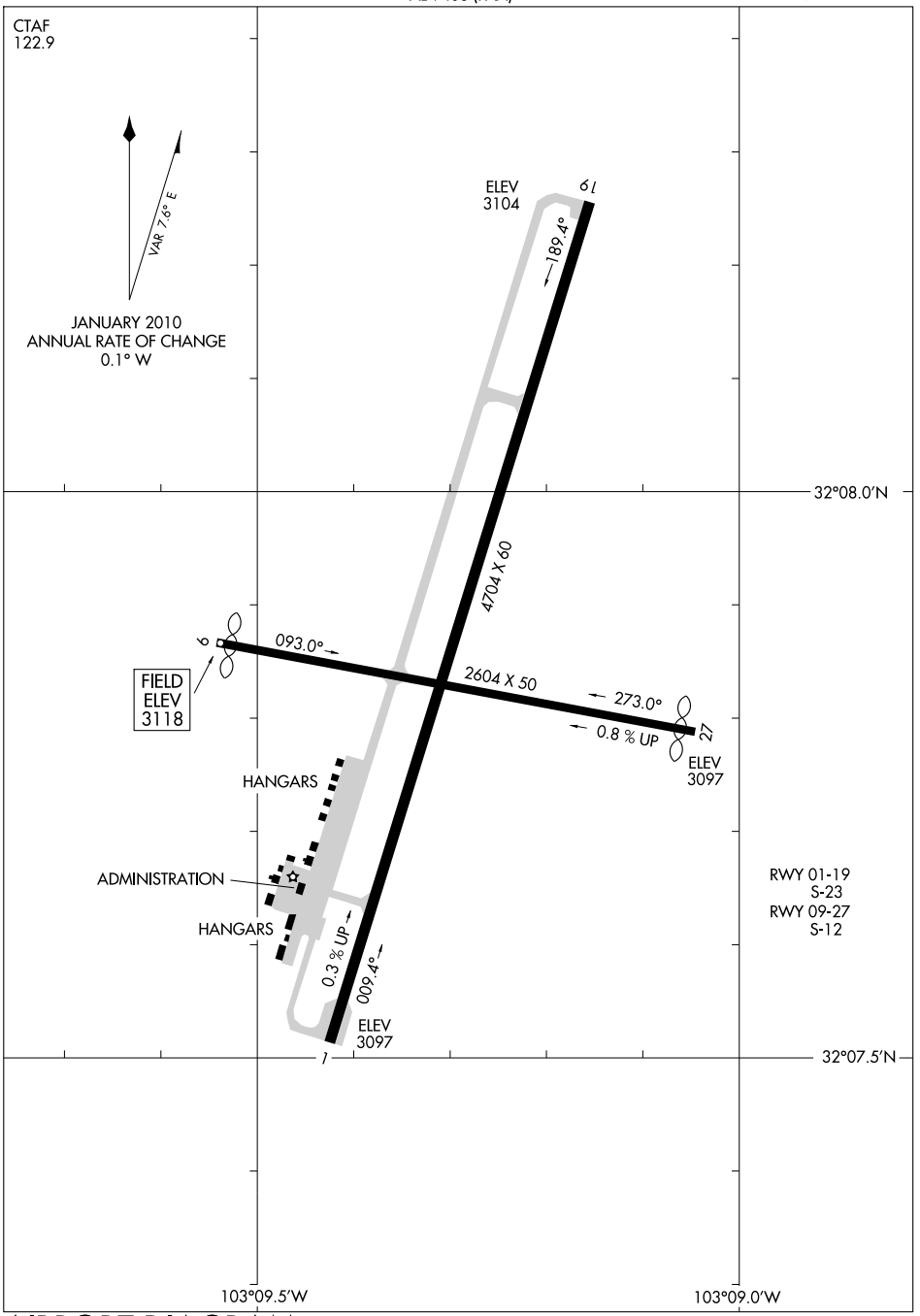
FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-9408 (FAA)

JAL/LEA COUNTY (E26)
JAL, NEW MEXICO



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LRU	APP CRS	Rwy Idg	7499
109.3	304°	TDZE	4443
Chan 30		Apt Elev	4456

ILS or LOC RWY 30

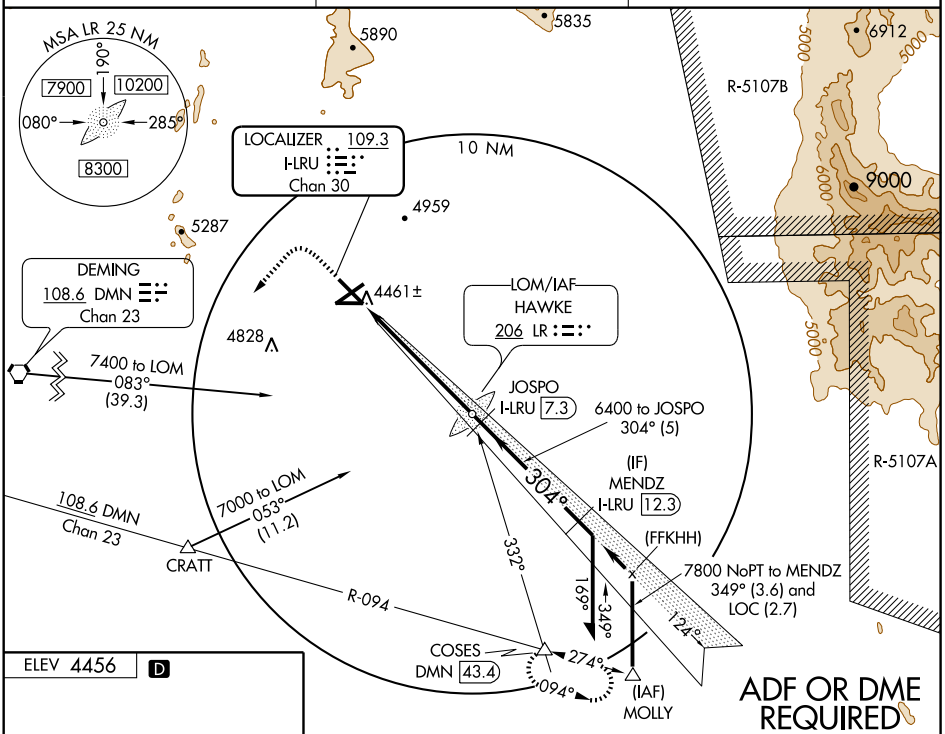
LAS CRUCES INTL (LRU)

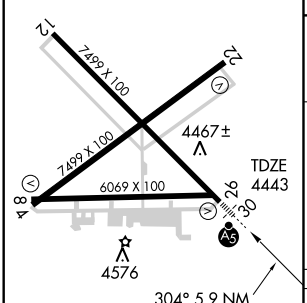
S-LOC: DME required.
If local altimeter setting not received, procedure NA.
For inoperative MALSR, increase S-LOC Cat. D visibility to 1.

MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 via 210° heading and DMN VORTAC R-094 to COSES INT and hold.

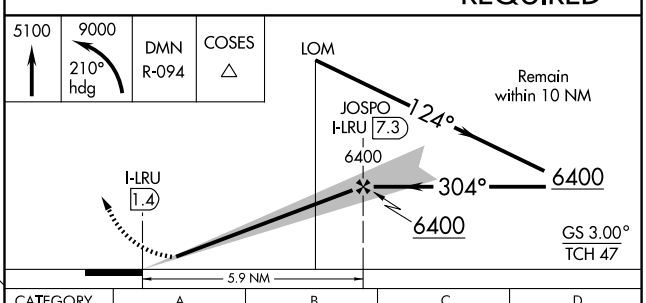
AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 30	4643-½ 200 (200-½)			
S-LOC 30	4720-½ 277 (300-½)			4720-¾ 277 (300-¾)
CIRCLING	4940-1 484 (500-1)		4940-1½ 484 (500-1½)	5020-2 564 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7499
124°	TDZE	4456
	Apt Elev	4456

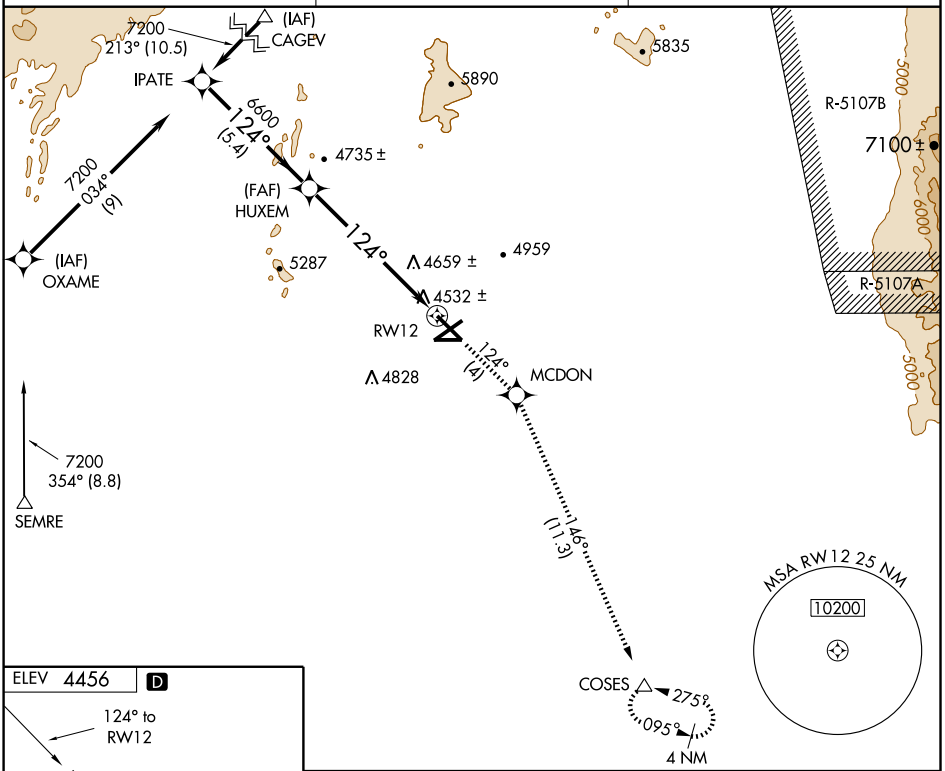
RNAV (GPS) RWY 12

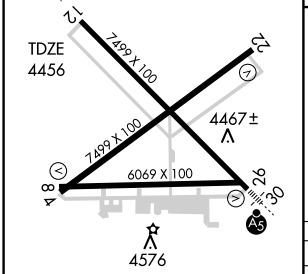
LAS CRUCES INTL (LRU)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

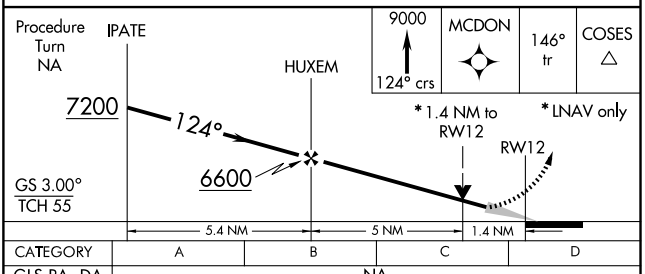
MISSED APPROACH: Climb to 9000 via 124° course to MCDON WP, and 146° track to COSES WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4800-1¼ 344 (400-1¼)			
LNAV MDA	4940-1 484 (500-1)		4940-1¼ 484 (500-1¼)	4940-1½ 484 (500-1½)
CIRCLING	4940-1¼ 484 (500-1¼)		4940-1½ 484 (500-1½)	5020-2 564 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7499
304°	TDZE	4443
	Apt Elev	4456

RNAV (GPS) RWY 30

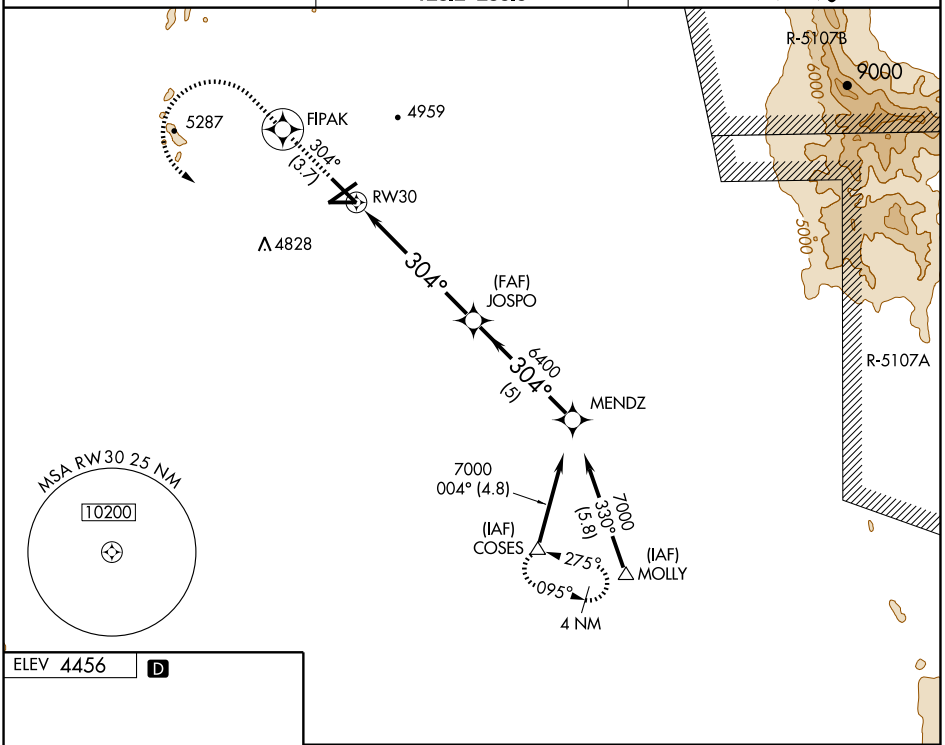
LAS CRUCES INTL (LRU)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
For inoperative MALSR increase LNAV Cat D visibility to 1¼.
If local altimeter setting not received, procedure NA.

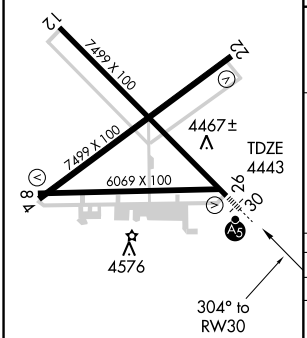
MALSR

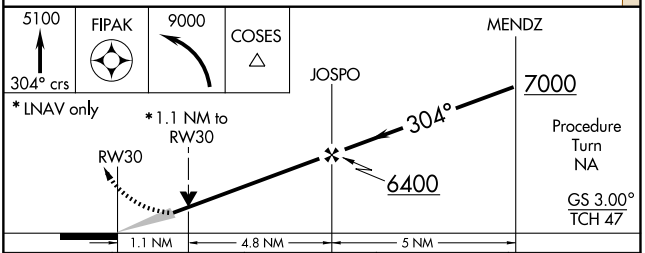
MISSED APPROACH: Climb to 5100 via 304° course to FIPAK WP then climbing left turn to 9000 direct COSES WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L



ELEV 4456 D





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4780-¾ 337 (400-¾)			
LNAV MDA	4840-½ 397 (400-½)			4840-1 397 (400-1)
CIRCLING	4940-1¼ 484 (500-1¼)		4940-1½ 484 (500-1½)	5020-2 564 (600-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
022°	TDZE	6870
	Apt Elev	6877

RNAV (GPS) RWY 2

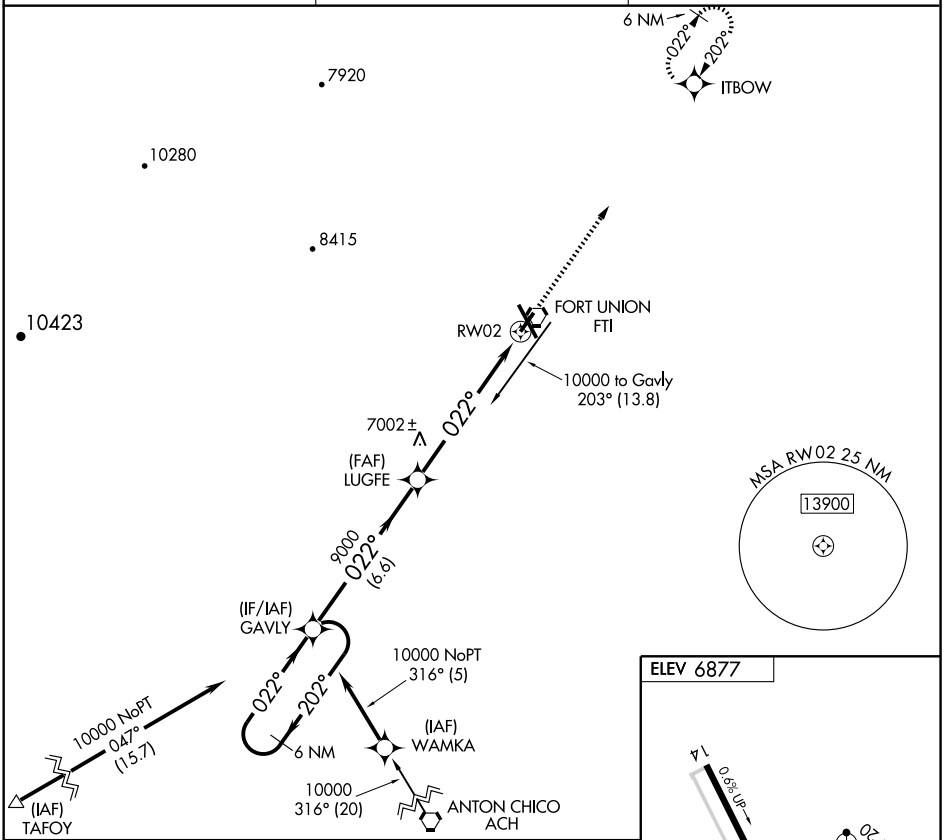
LAS VEGAS MUNI (LVS)

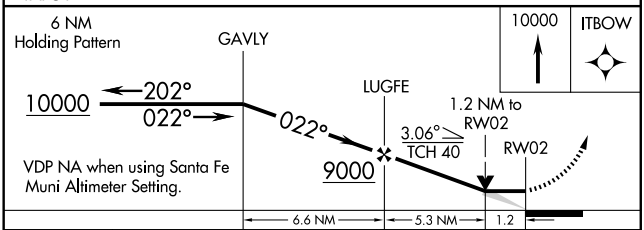
▼ DME/DME RNP-0.3 NA.
▲ Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

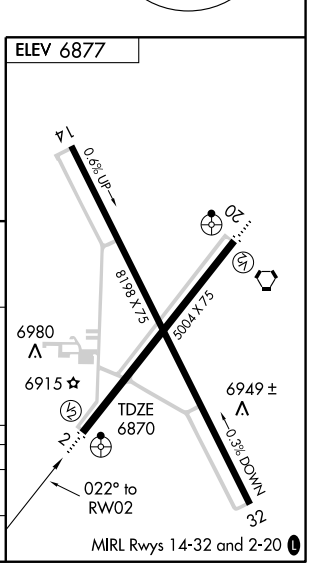
MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7280-¾ 410 (500-¾)		7280-1¼ 410 (500-1¼)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
202°	TDZE	6867
	Apt Elev	6877

RNAV (GPS) RWY 20

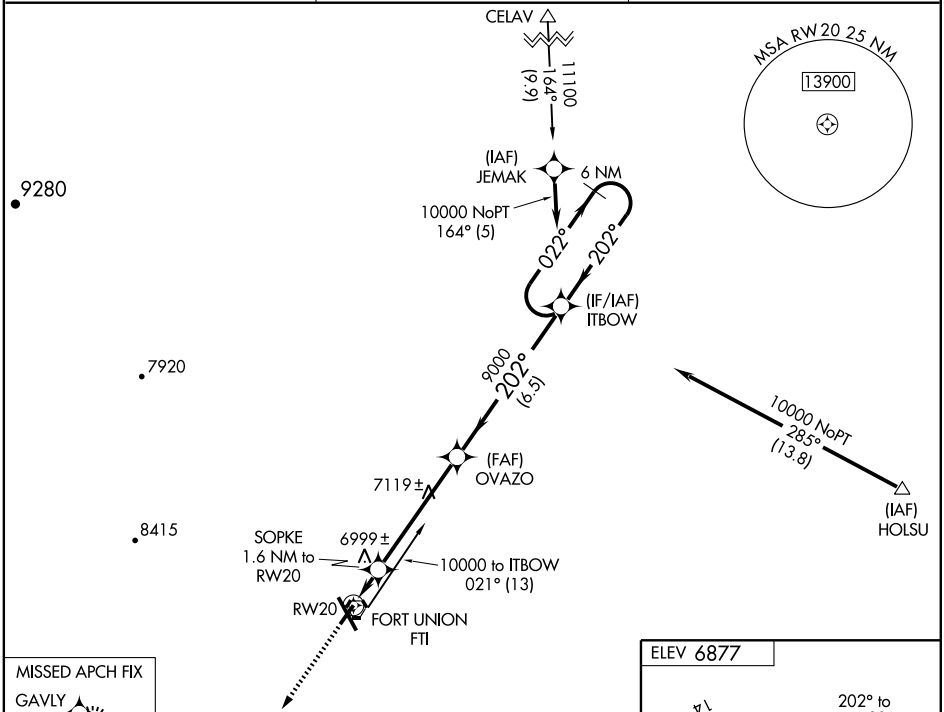
LAS VEGAS MUNI (LVS)

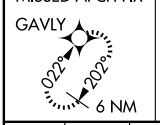
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.
Straight-in minimums NA when using Santa Fe Muni altimeter setting.

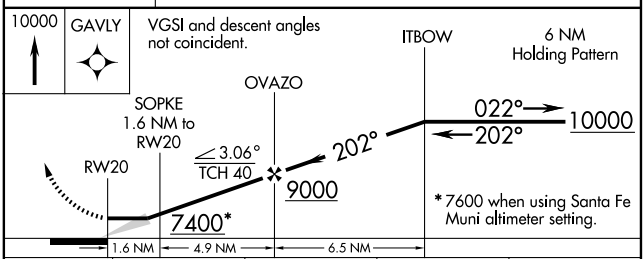
ODALS

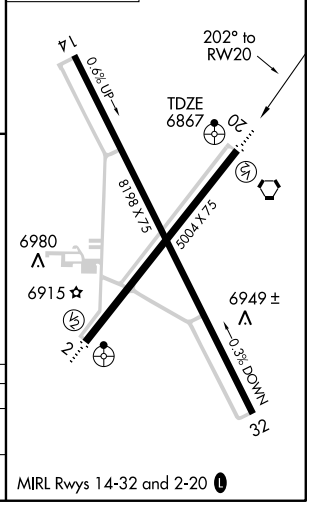
MISSED APPROACH: Climb to 10000 direct GAVLY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	7260-¾ 393 (400-¾)			NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8198
319°	TDZE	6877
	Apt Elev	6877

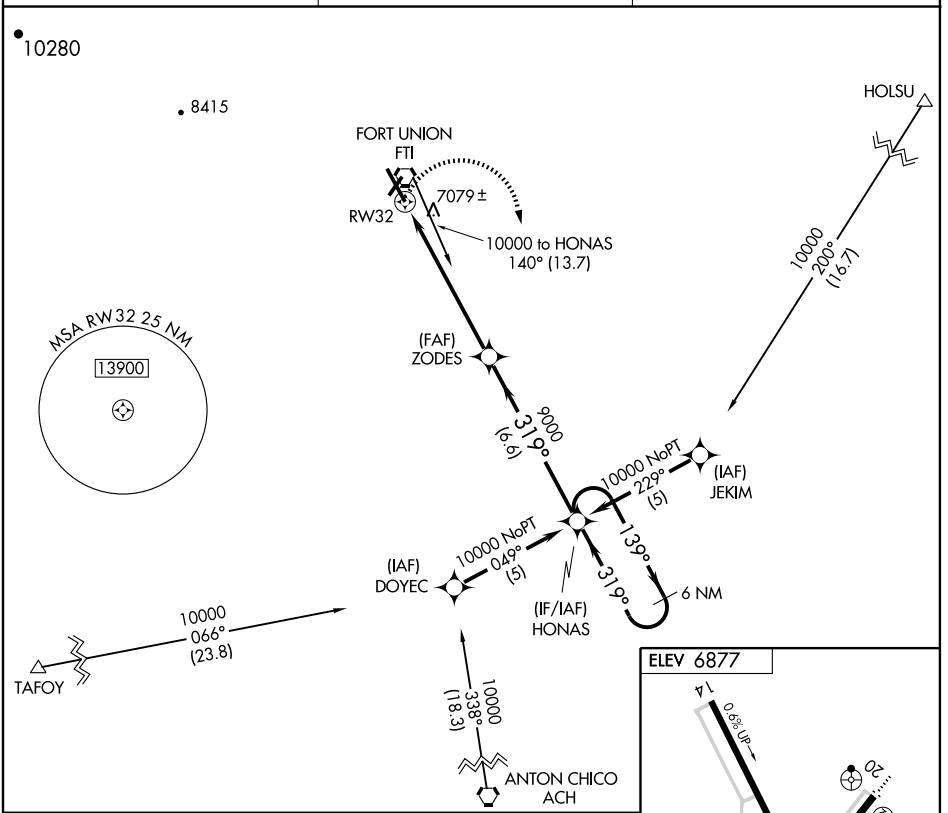
RNAV (GPS) RWY 32

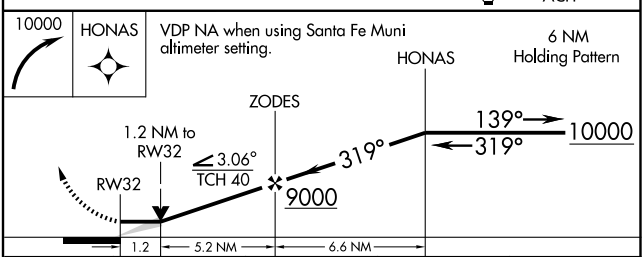
LAS VEGAS MUNI (LVS)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

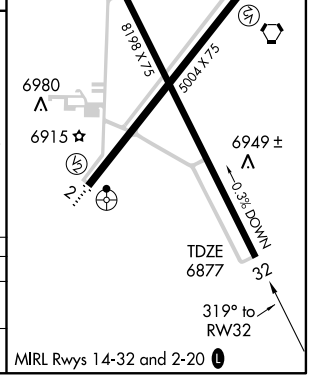
MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7320-1 443 (500-1)		7320-1¼ 443 (500-1¼)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FTI 117.3 Chan 120	APP CRS 027°	Rwy Idg 5004 TDZE 6870 Apt Elev 6877

VOR RWY 2

LAS VEGAS MUNI (LVS)

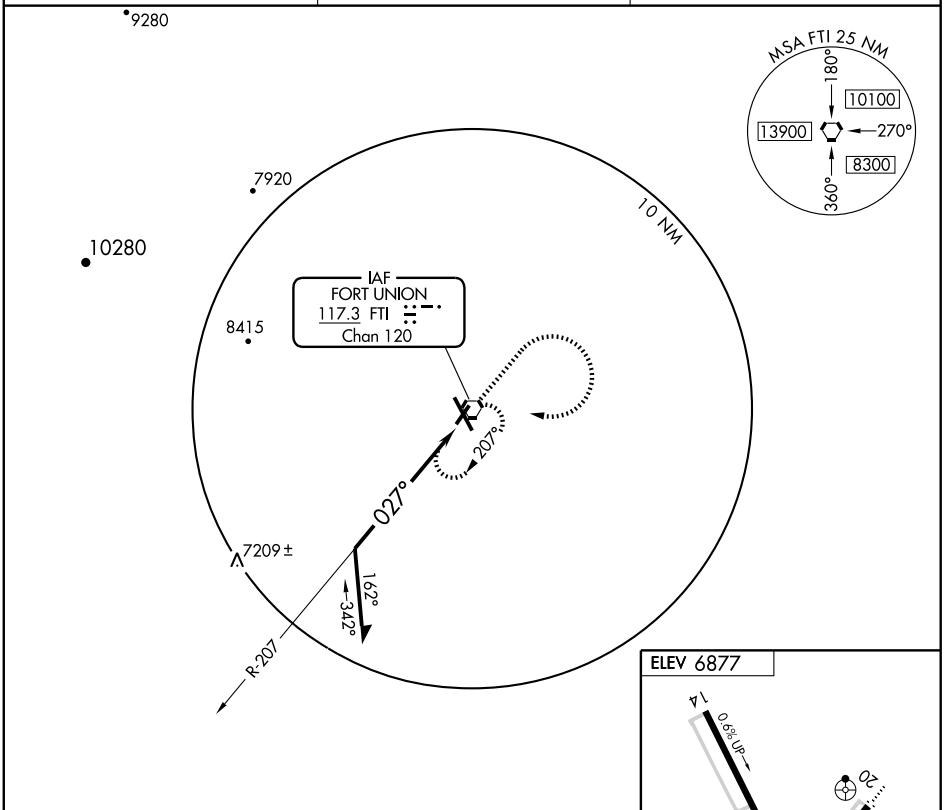
Inoperative table does not apply.

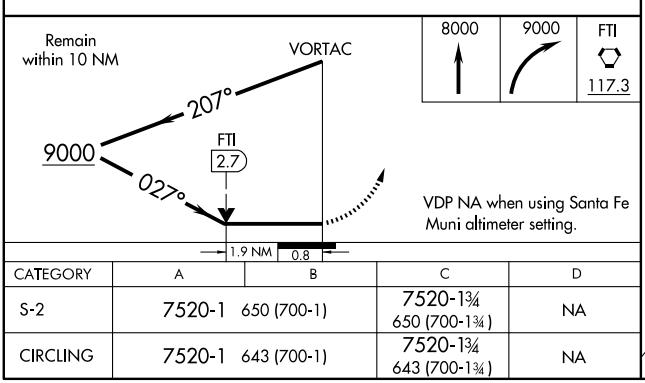
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

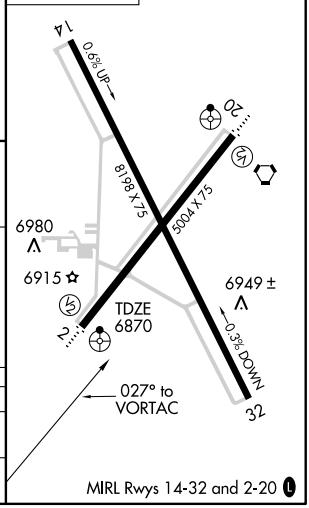
MISSED APPROACH: Climb to 8000 then climbing right turn to 9000 direct FTI VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	7520-1	650 (700-1)	7520-1¾ 650 (700-1¾)	NA
CIRCLING	7520-1	643 (700-1)	7520-1¾ 643 (700-1¾)	NA



SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FTI	APP CRS	Rwy Idg	5004
117.3	192°	TDZE	6867
Chan 120		Apt Elev	6877

VOR RWY 20

LAS VEGAS MUNI (LVS)

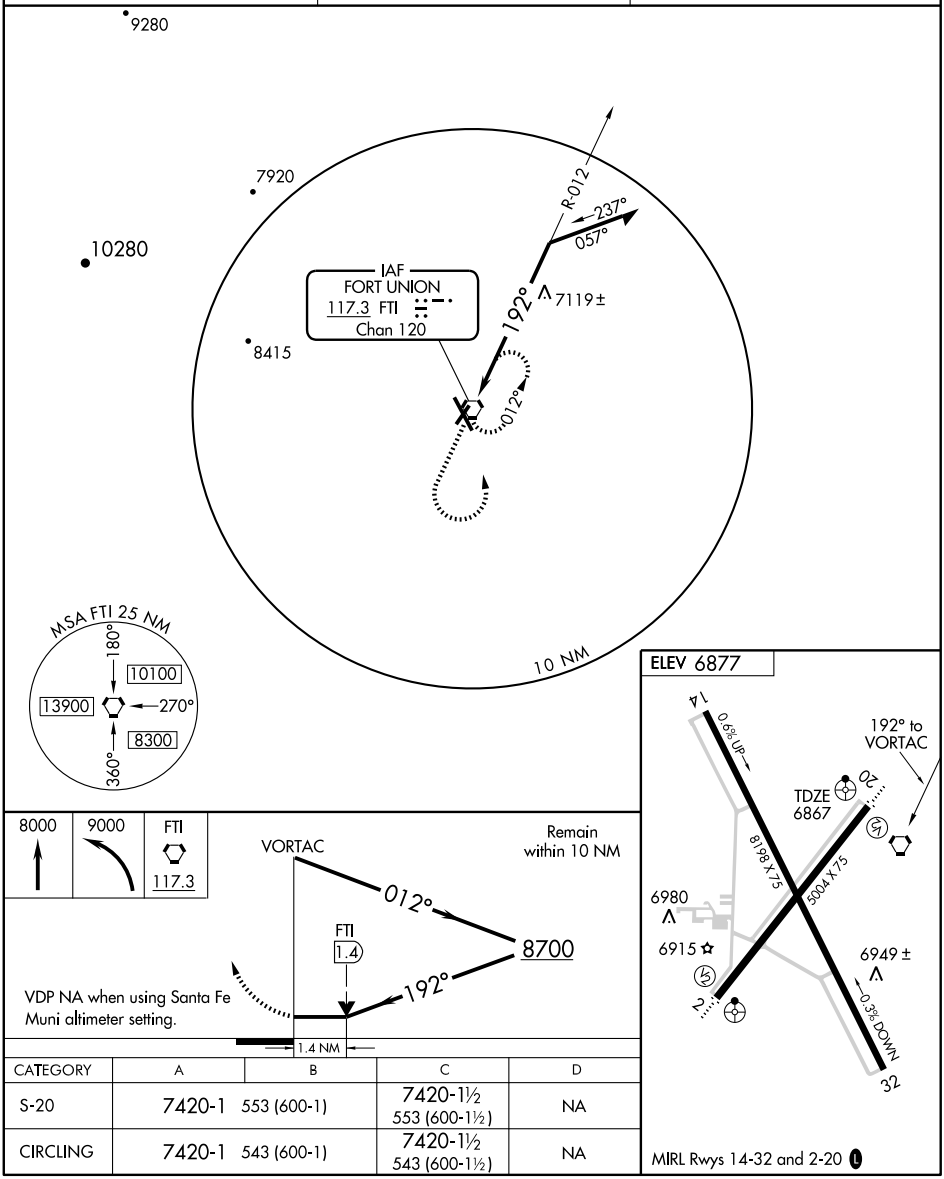
▼ Inoperative table does not apply.

▲ If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5550
272°	TDZE	7132
	Apt Elev	7171

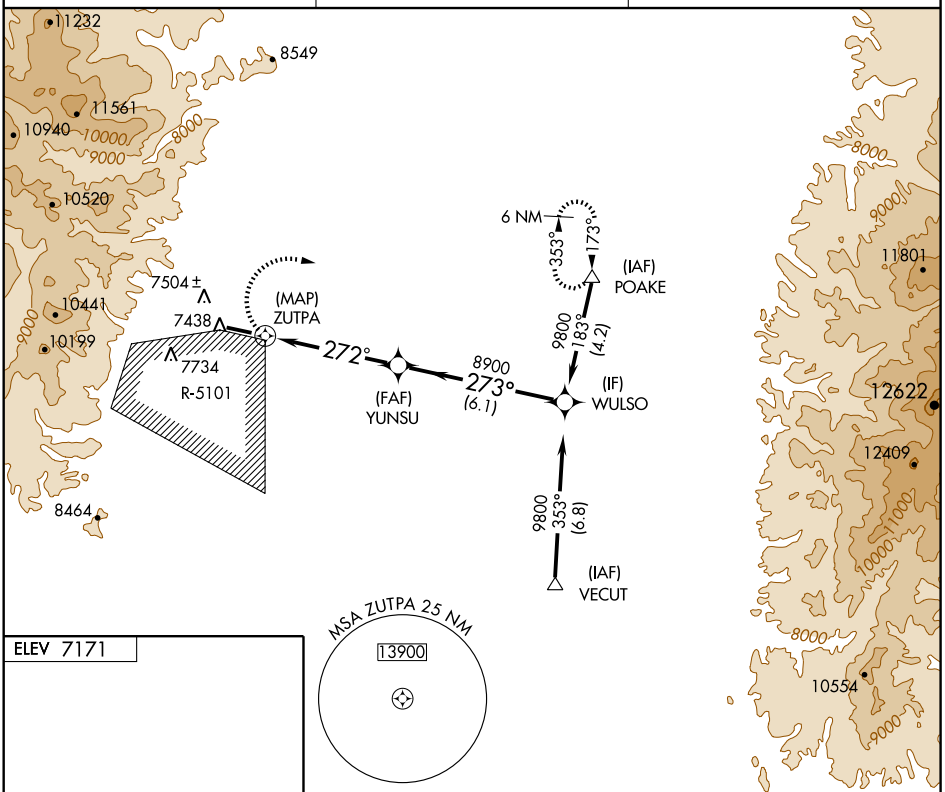
RNAV (GPS) RWY 27
LOS ALAMOS (LAM)

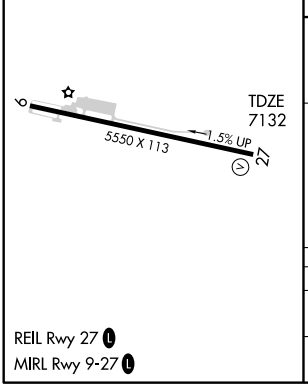
NA

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

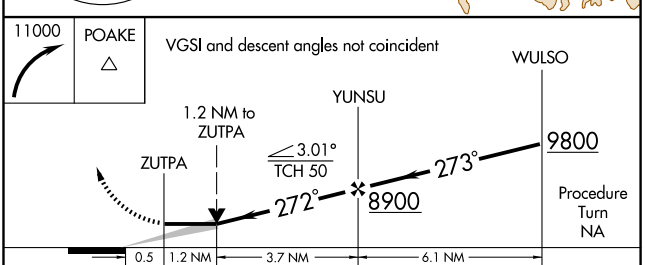
MISSED APPROACH: Climbing right turn to 11000 direct POAKE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
124.175	132.8 346.35	123.0 (CTAF) L





REIL Rwy 27 L
MIRL Rwy 9-27 L

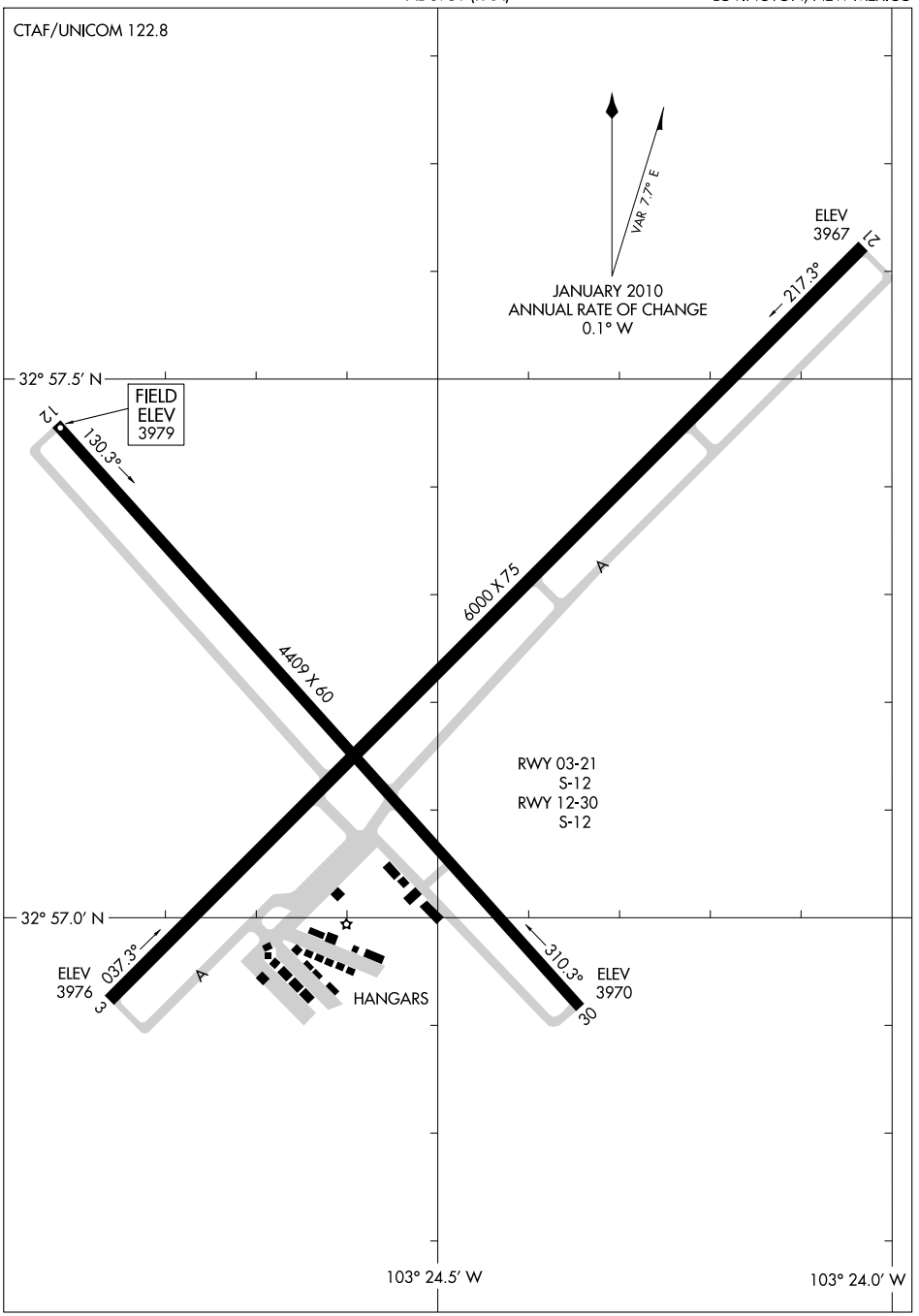


CATEGORY	A	B	C	D
LNAV MDA	7680-1 548 (600-1)		7680-1½ 548 (600-1½)	NA
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
AL-6951 (FAA)
LOVINGTON, NEW MEXICO



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOVINGTON, NEW MEXICO
LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

10210

APP CRS	Rwy Idg	6000
035°	TDZE	3976
	Apt Elev	3979

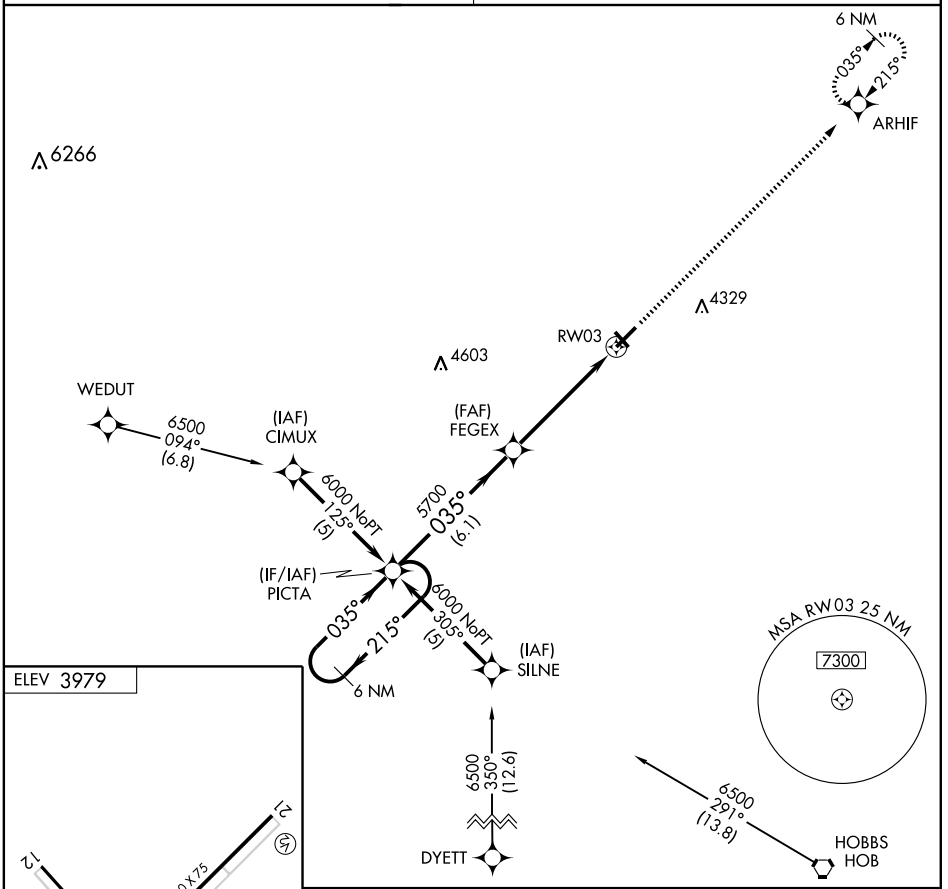
RNAV (GPS) RWY 3

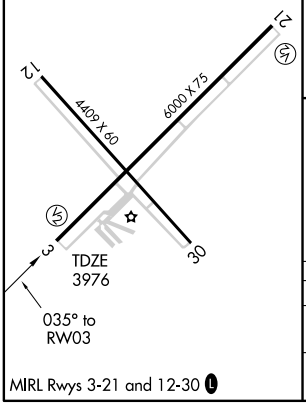
LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (EØ6)

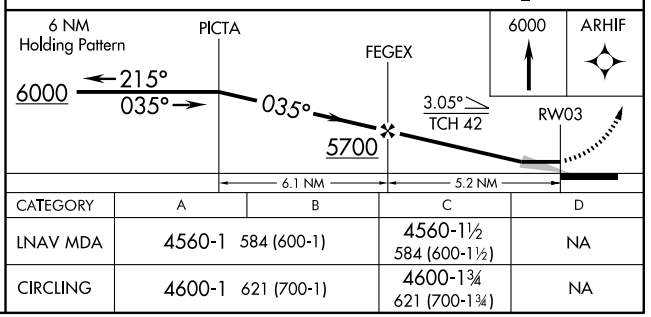
DME/DME RNP- 0.3 NA.
NA Use Hobbs altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4560-1	584 (600-1)	4560-1½ 584 (600-1½)	NA
CIRCLING	4600-1	621 (700-1)	4600-1¾ 621 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
215°	TDZE	3972
	Apt Elev	3979

RNAV (GPS) RWY 21

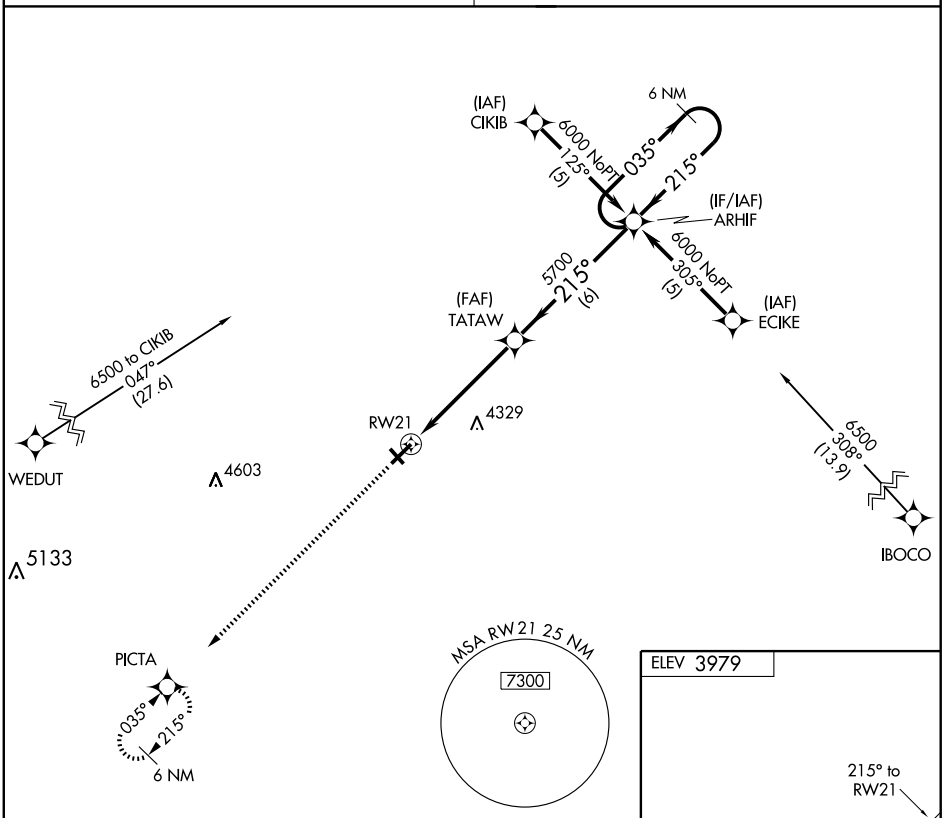
LOVINGTON/ LEA COUNTY- ZIP FRANKLIN MEMORIAL (E06)

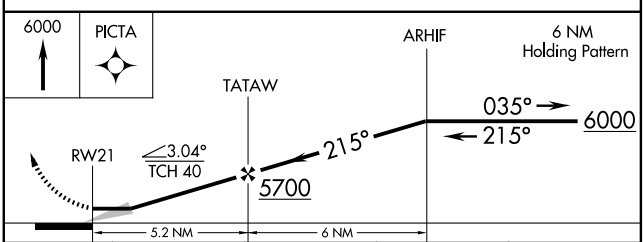
DME/DME RNP- 0.3 NA.
Use Hobbs altimeter setting, when not received, procedure NA.

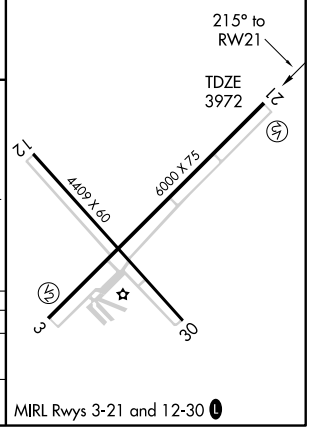
MISSED APPROACH: Climb to 6000 direct PICTA and hold.

FORT WORTH CENTER
133.1 298.95

UNICOM
122.8 (CTAF) L







MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
LNAV MDA	4540-1	568 (600-1)	4540-1½ 568 (600-1½)	NA
CIRCLING	4600-1	621 (700-1)	4600-1¾ 621 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

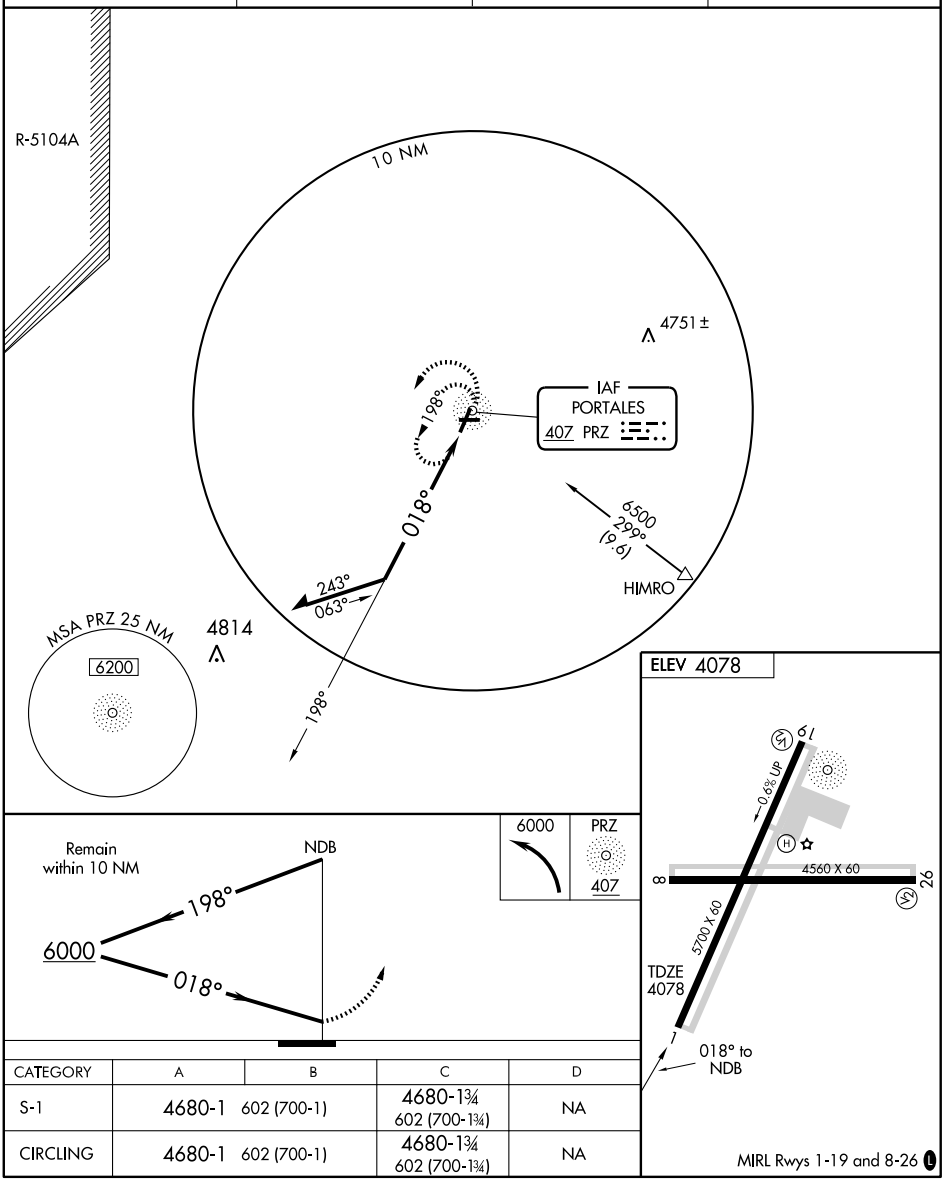
NDB PRZ	APP CRS		
407	018°	Rwy Idg	5700
		TDZE	4078
		Apt Elev	4078

NDB RWY 1
PORTALES MUNI (PRZ)

NA When local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 6000 in PRZ NDB holding pattern.

AWOS-3	CANNON APP CON	CANNON CLNC DEL	UNICOM
118.175	121.05 352.1	119.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-1	4680-1	602 (700-1)	4680-1¾ 602 (700-1¾)	NA
CIRCLING	4680-1	602 (700-1)	4680-1¾ 602 (700-1¾)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
014°	Rwy Idg	5700
	TDZE	4078
	Apt Elev	4078

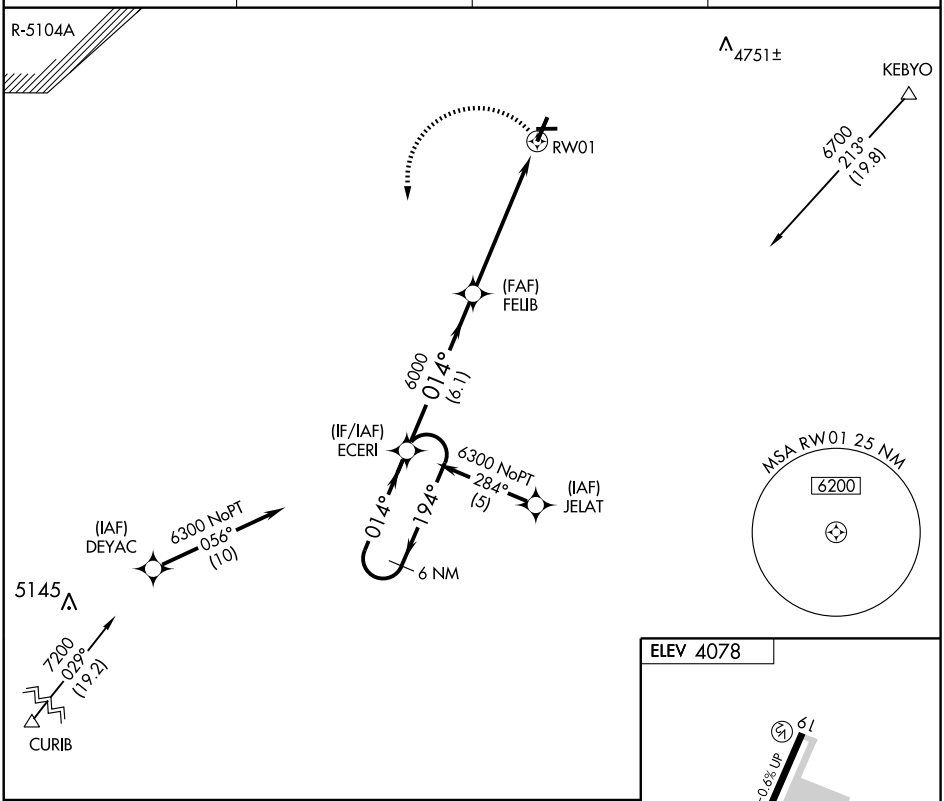
RNAV (GPS) RWY 1

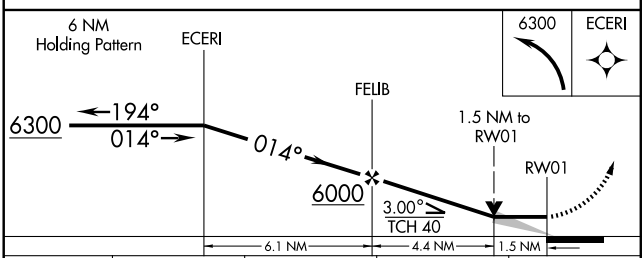
PORTALES MUNI (PRZ)

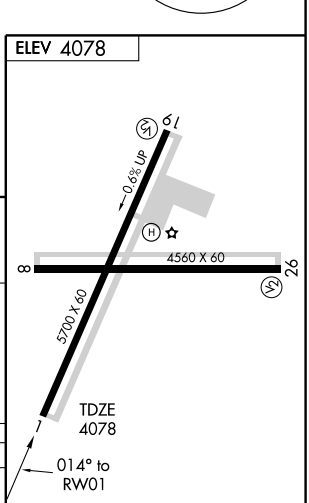
⚠ DME/DME RNP- 0.3 NA.
VDP NA when using Clovis Muni altimeter setting.
If local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

AWOS-3	CANNON APP CON	CANNON CLNC DEL	UNICOM
118.175	121.05 352.1	119.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA

MIRL Rwys 1-19 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6328
024°	TDZE	6346
	Apt Elev	6352

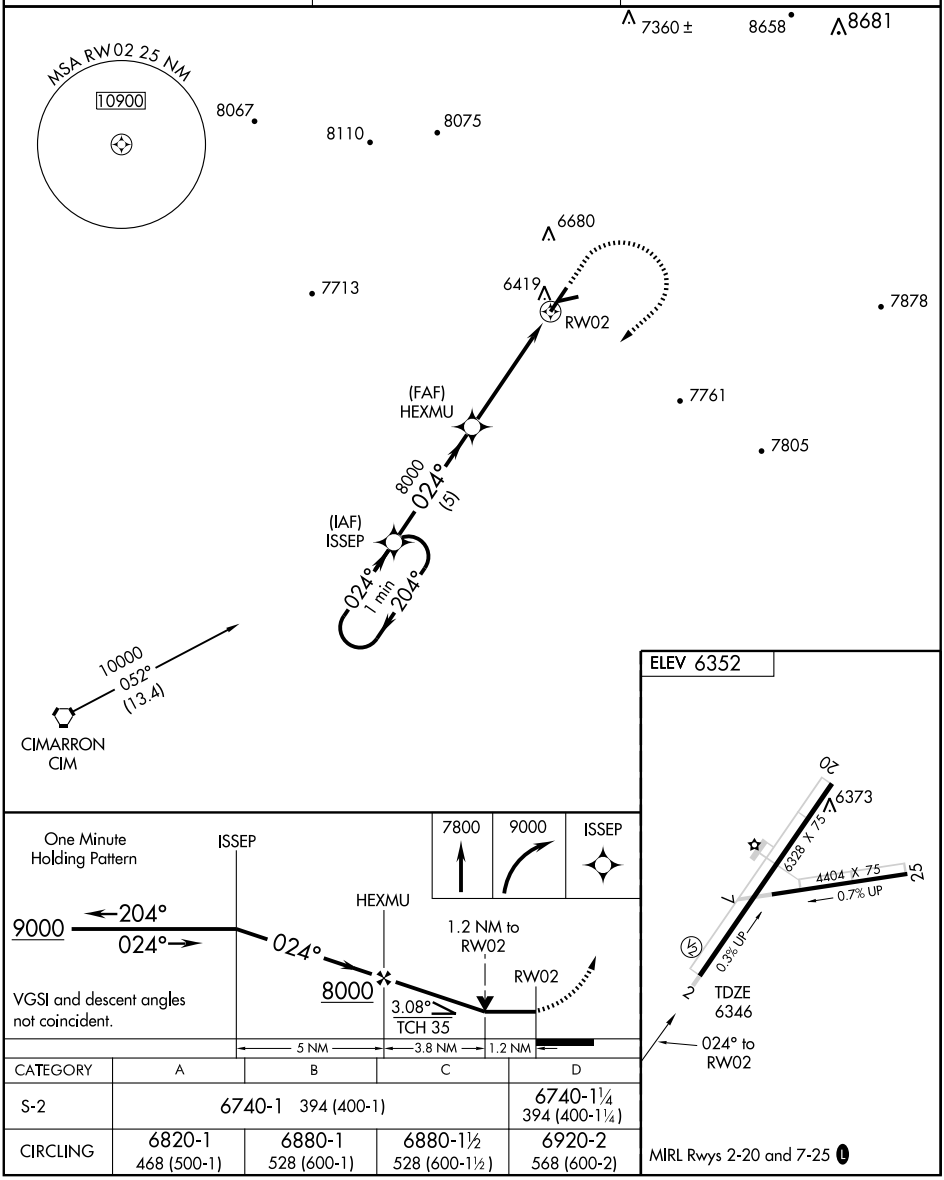
GPS RWY 2

RATON MUNI/CREWS FIELD (RTN)

NA — Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7800 then climbing right turn to 9000 direct ISSEP WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L ★



CATEGORY	A	B	C	D
S-2	6740-1 394 (400-1)			6740-1¼ 394 (400-1¼)
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4404
248°	TDZE	6338
	Apt Elev	6352

GPS RWY 25

RATON MUNI/CREWS FIELD (RTN)

NA Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 10600 direct ADOZO WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L★

8025 8639 ECDOL 7360± 8658 8681 10600 197° (14.7) 8075 8110 (IAF) DELEO 9400 248° (8.3) KEFPO 6680 (FAF) GIBSO 8200 248° (5) RW25 7878 9400 337° (6) 7761 7805 (IAF) HORGO 10300 067° (21.3) SAYKA 8818 8150 8363

MSA RW25 25 NM 10900

MISSED APCH FIX

ADOZO 214° 034°

ELEV 6352

6373± TDZE 6338 6328 X 75 4404 X 75 0.7% UP 0.3% UP 25 7 25 248° to RW25

10600 ADOZO KEFPO GIBSO 9400 248° RW25 8200 3.71° TCH 40 Procedure Turn NA 4.7 NM 5 NM

CATEGORY	A	B	C	D
S-25	6640-1 302 (300-1)			
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)

MIRL Rwys 2-20 and 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

NDB MXR 284	APP CRS 024°	Rwy Idg 6328 TDZE 6346 Apt Elev 6352

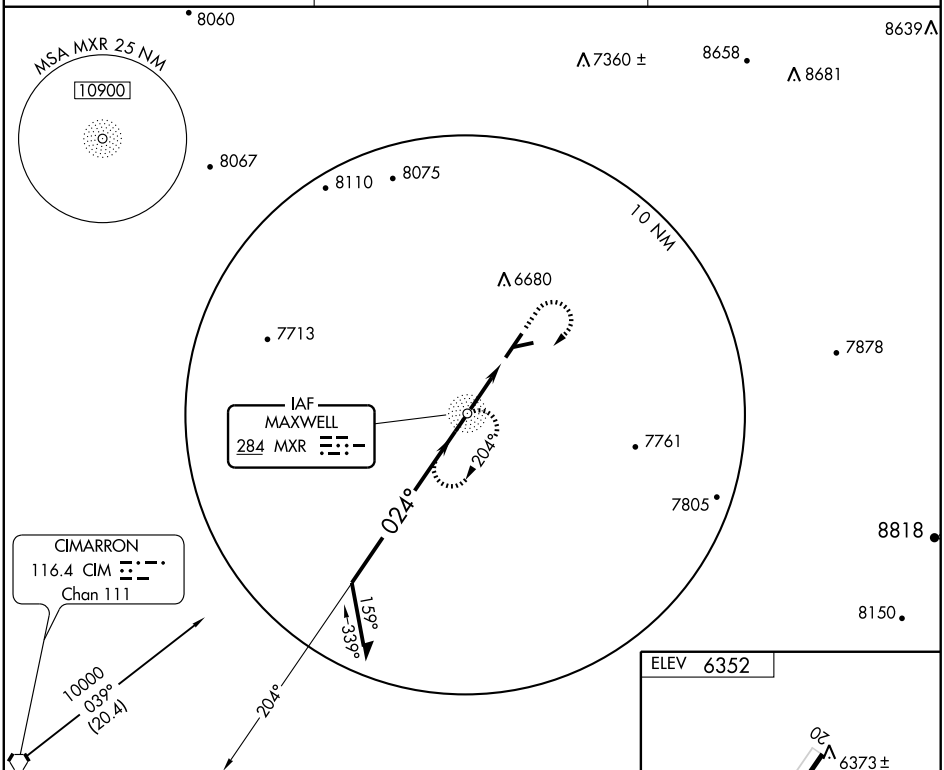
NDB RWY 2

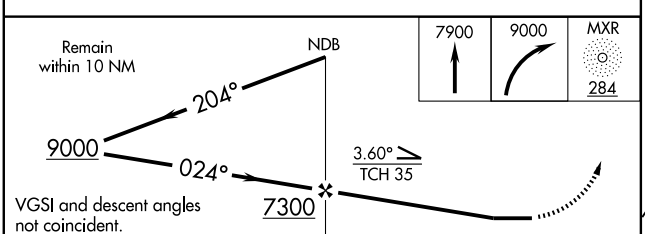
RATON MUNI/CREWS FIELD (RTN)

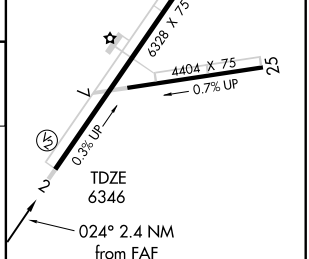
T
A NA — Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9000 direct MXR NDB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L★







CATEGORY	A	B	C	D
S-2	6720-1 374 (400-1)			6720-1¼ 374 (400-1¼)
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)

MIRL Rwys 2-20 and 7-25 L

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CIM 116.4 Chan 111	APP CRS 037°	Rwy Idg 6328 TDZE 6346 Apt Elev 6352

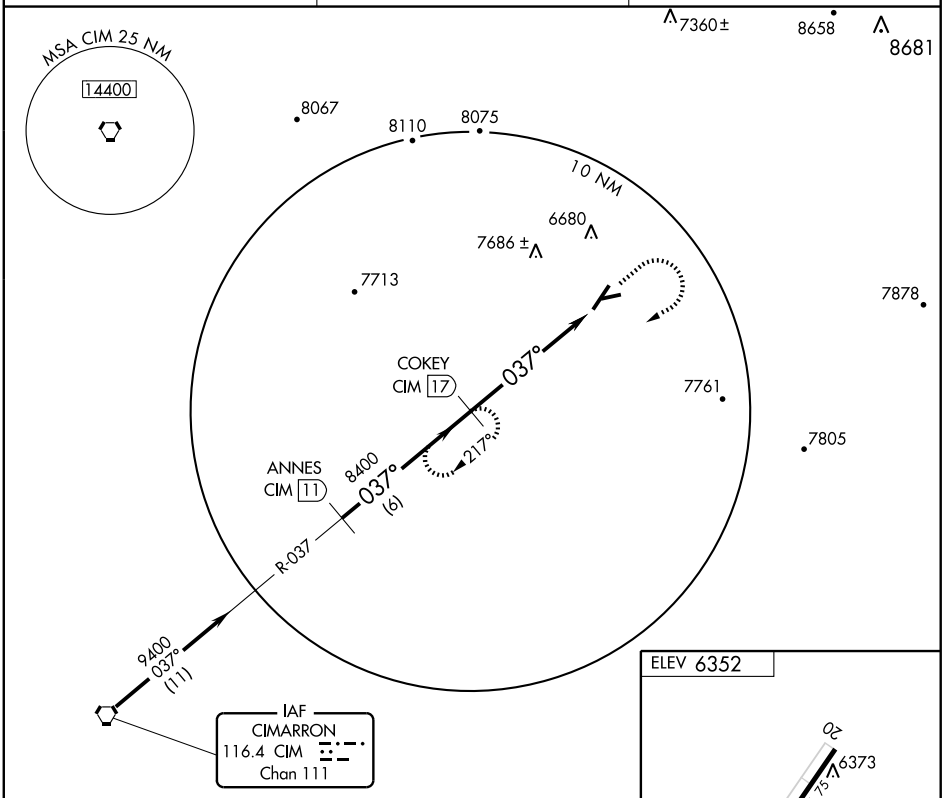
VOR/DME RWY 2

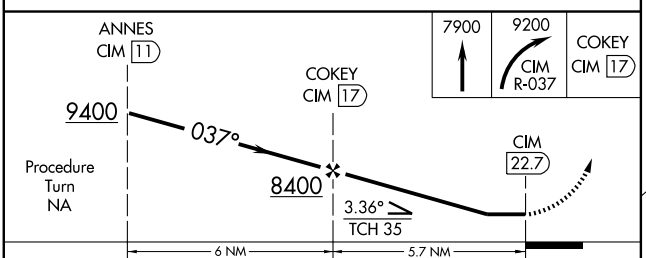
RATON MUNI/CREWS FIELD (RTN)

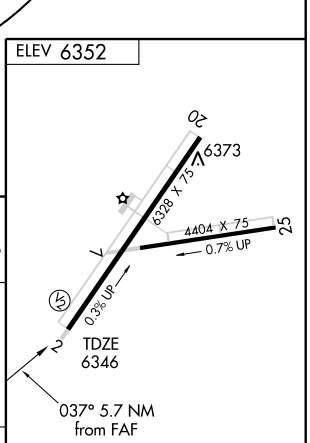
Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9200 via CIM R-037 to COKEY 17 DME and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) L★







CATEGORY	A	B	C	D
S-2	7720-1¼ 1374 (1400-1¼)	7720-1½ 1374 (1400-1½)	7720-3 1374 (1400-3)	
CIRCLING	7720-1¼ 1368 (1400-1¼)	7720-1½ 1368 (1400-1½)	7720-3 1368 (1400-3)	

MIRL Rwys 2-20 and 7-25 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-354 (FAA)

ROSWELL INTL AIR CENTER (ROW)
ROSWELL, NEW MEXICO

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-ROW 109.9 Chan 36	APCH CRS 215°	Rwy ldg 13,001 TDZE 3632 Arpt Elev 3669

JAL-354 [USAF]

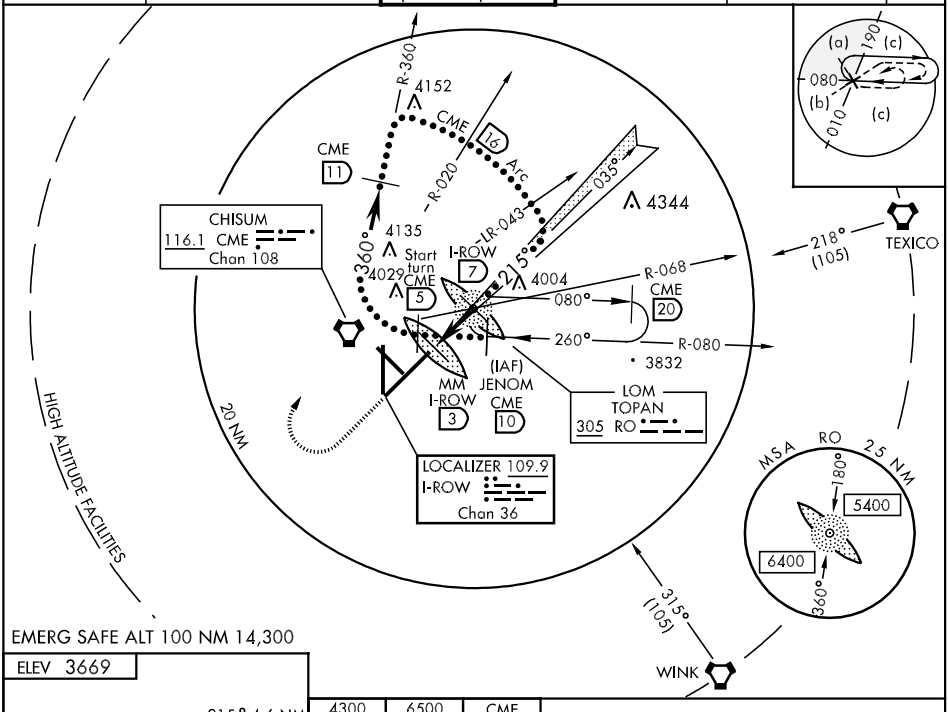
ROSWELL INTL AIR CENTER (KROW)

*When ALS inop, increase CAT D vis to 1¼ miles and CAT E vis to 1½ miles.
USE I-ROW DME WHEN ON LOCALIZER COURSE.

MALSR

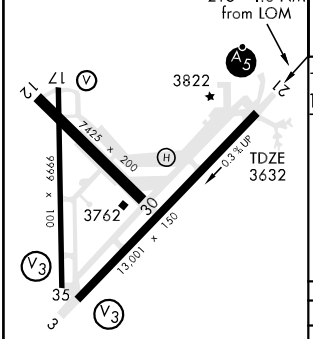
MISSED APPROACH: Climb to 4300 then climbing right turn to 6500 direct CME VORTAC.

ATIS	ROSWELL APP CON	ROSWELL TOWER★	CLNC DEL	GND CON	ASR
128.45 306.2	119.6 L★ (RWY 17-35) 239.0	118.5 (CTAF) L★ (RWY 3-21) 233.7	132.875 282.25	121.9 348.6	

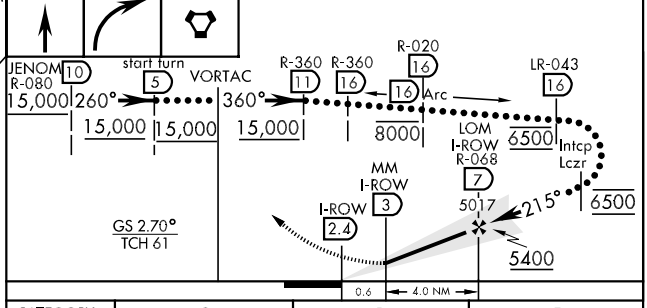


EMERG SAFE ALT 100 NM 14,300

ELEV 3669



MIRL Rwy 3-21 and 17-35 L



FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

CATEGORY	C	D	E
S-ILS 21	3837-½	205	(200-½)
S-LOC 21	4000-½ 368 (400-½)	4000-¾	368 (400-¾)
CIRCLING	4140-1½ 471 (500-1½)	4220-2 551 (600-2)	4380-2½ 711 (800-2½)
S-ASR 21*	4040-¾ 408 (400-¾)	4040-1	408 (400-1)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

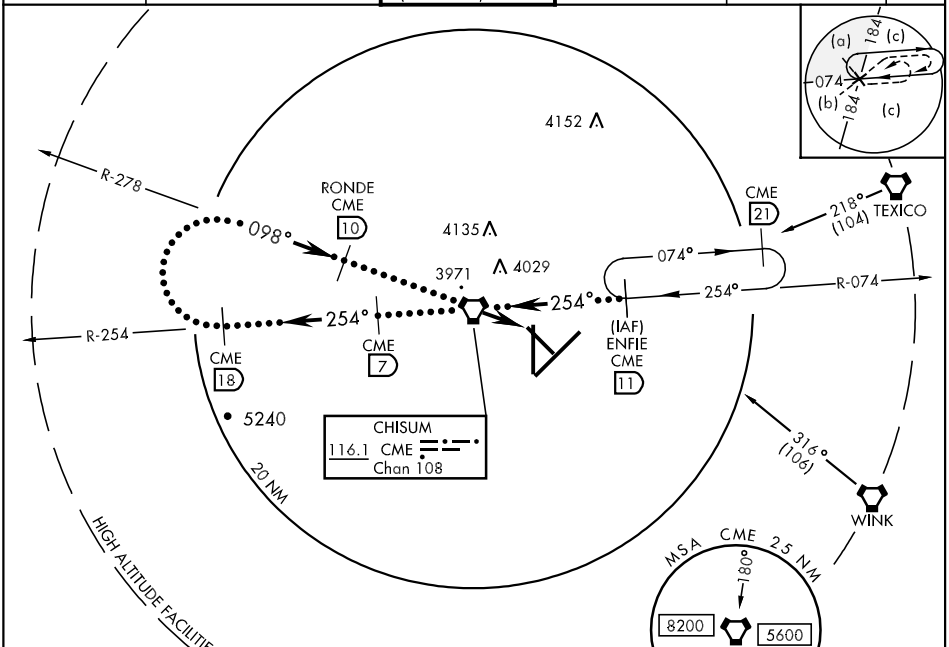
HI-VOR/DME A or TACAN-A

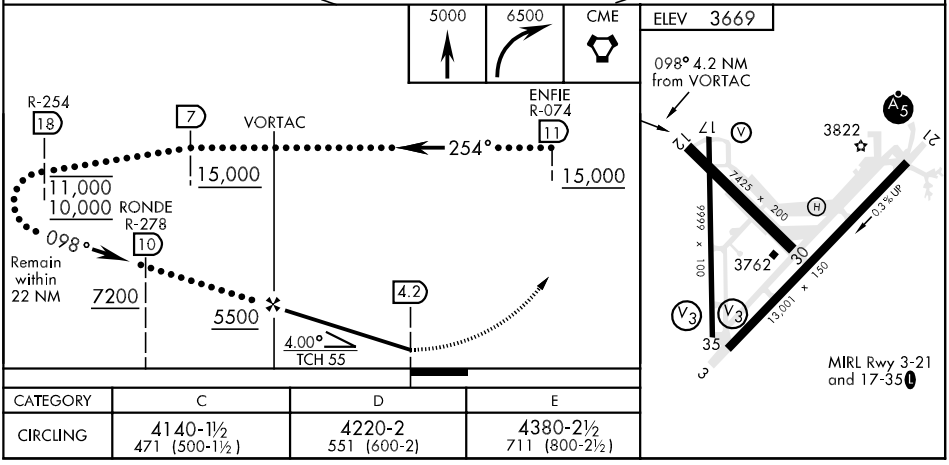
VORTAC CME 116.1 Chan 108	APCH CRS 098°	Rwy ldg N/A TDZE N/A Arpt Elev 3669

JAL-354 [USAF] ROSWELL INTL AIR CENTER (KROW)

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct CME VORTAC

ATIS	ROSWELL APP CON	ROSWELL TOWER ★	CLNC DEL	GND CON	ASR
128.45 306.2	119.6 L ★ (RWY 17-35) 239.0	118.5 (CTAF) L ★ (RWY 3-21) 233.7	132.875 282.25	121.9 348.6	





CATEGORY	C	D	E
CIRCLING	4140-1½ 471 (500-1½)	4220-2 551 (600-2)	4380-2½ 711 (800-2½)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ROW	APP CRS	Rwy Idg	13001
109.9	215°	TDZE	3632
Chan 36		Apt Elev	3669

ILS RWY 21

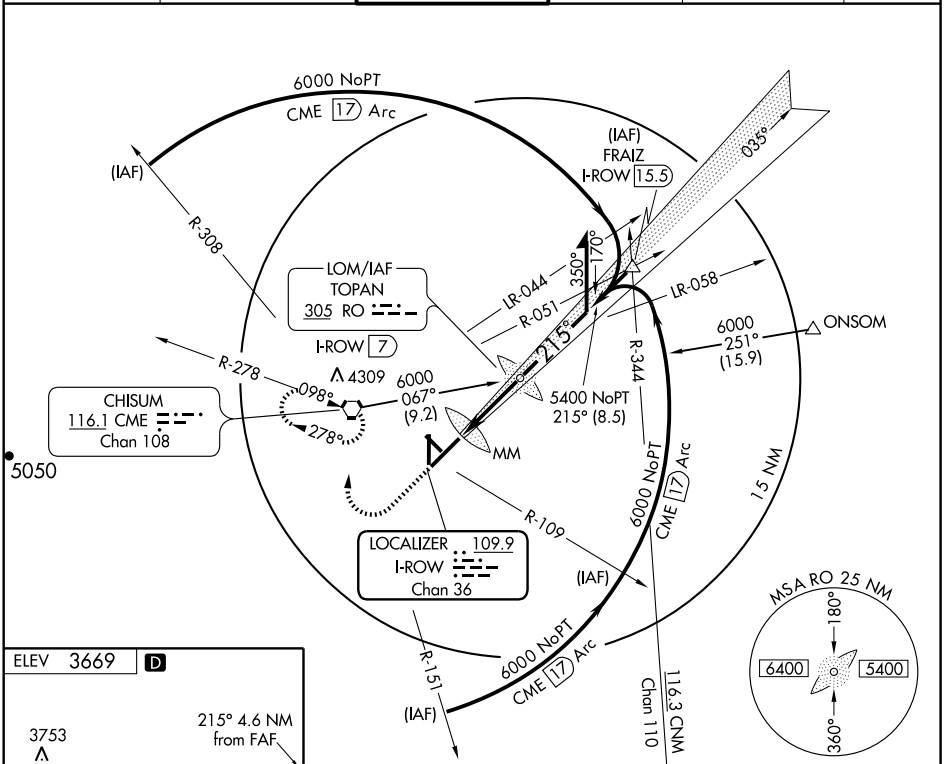
ROSWELL INTL AIR CENTER (ROW)

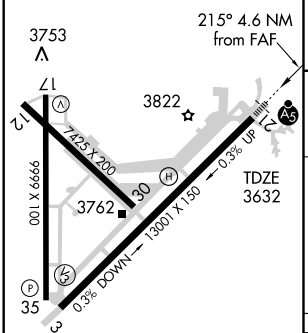
ASR

MALSR

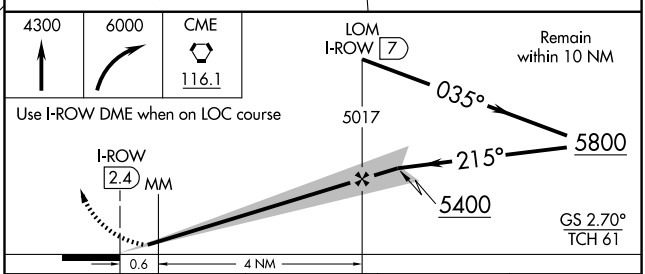
MISSED APPROACH: Climb to 4300 then climbing right turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 21	3837-½ 205 (200-½)			
S-LOC 21	4000-½ 368 (400-½)			4000-¾ 368 (400-¾)
CIRCLING	4140-1 471 (500-1)		4140-1½ 471 (500-1½)	4220-2 551 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ROW	APP CRS	Rwy Idg 13001
109.9	035°	TDZE 3665
Chan 36		Apt Elev 3669

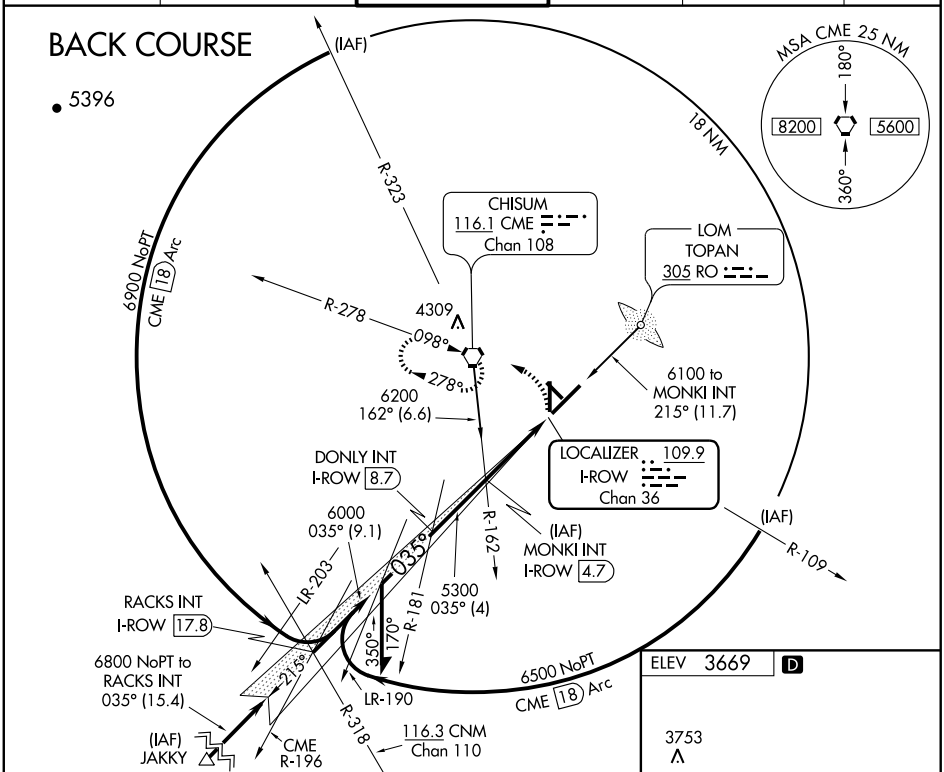
LOC BC RWY 3

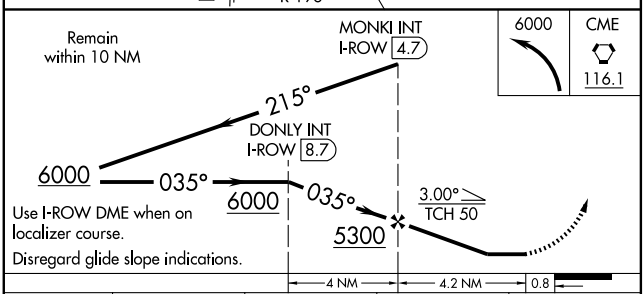
ROSWELL INTL AIR CENTER (ROW)

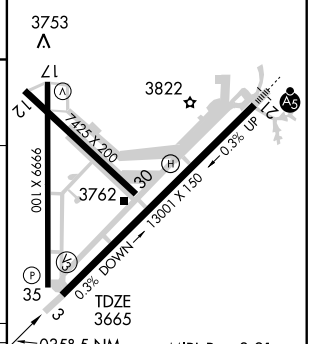
ASR

MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
S-3	4100-1 435 (500-1)		4100-1¼ 435 (500-1¼)	4100-1½ 435 (500-1½)
CIRCLING	4140-1 471 (500-1)		4140-1½ 471 (500-1½)	4220-2 551 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	13001
CH 50202	035°	TDZE	3667
W03A		Apt Elev	3671

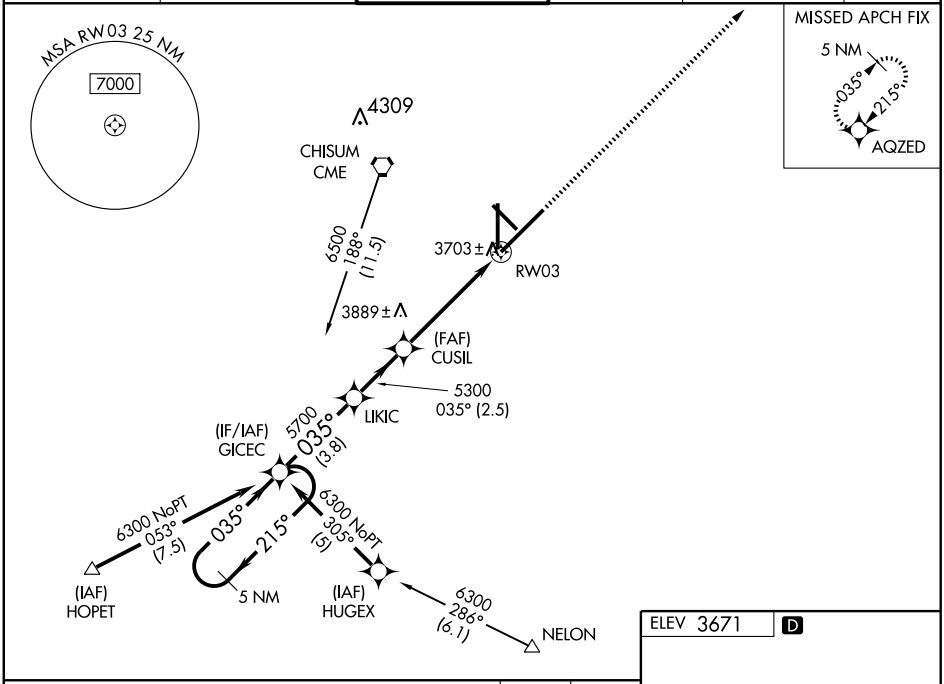
RNAV (GPS) RWY 3

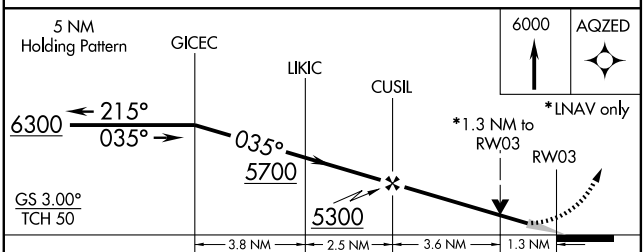
ROSWELL INTL AIR CENTER (ROW)

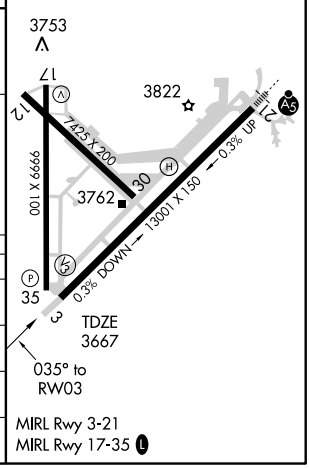
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.
ASR

MISSED APPROACH: Climb to 6000 direct AQZED and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3917-¾ 250 (300-¾)			
LNAV/VNAV DA	3987-1 320 (400-1)			
LNAV MDA	4140-1 473 (500-1)		4140-1¼ 473 (500-1¼)	4140-1½ 473 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9999
CH 65702	170°	TDZE	3666
W17A		Apt Elev	3671

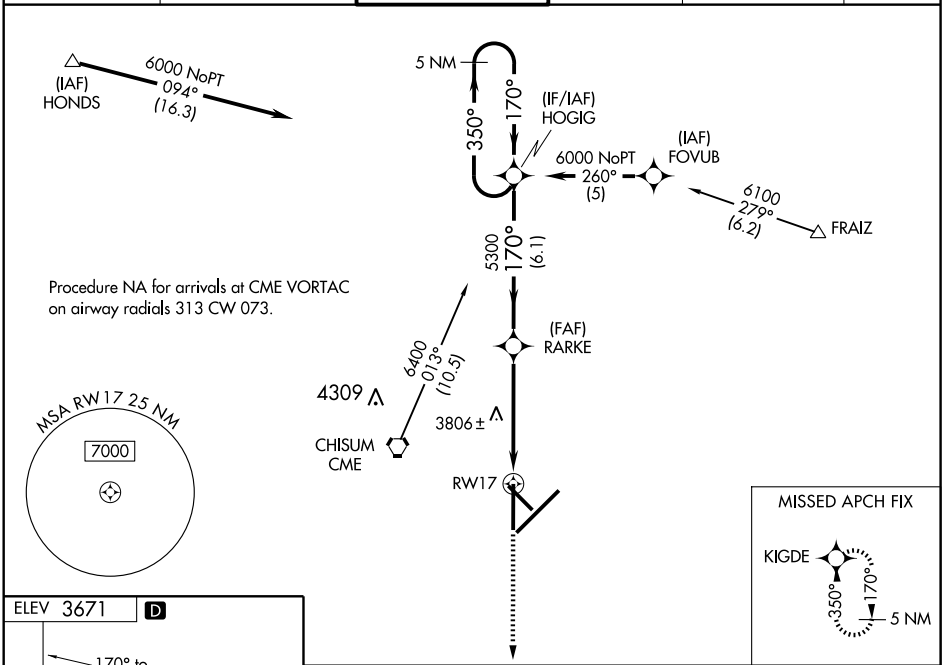
RNAV (GPS) RWY 17

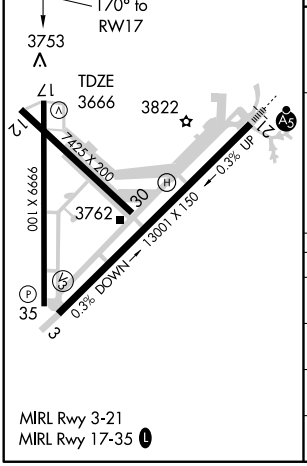
ROSWELL INTL AIR CENTER (ROW)

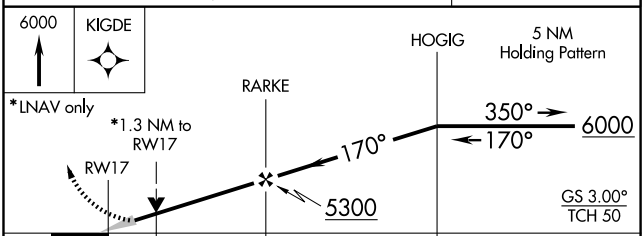
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.
ASR

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3916-¾ 250 (300-¾)			
LNAV/VNAV DA	4003-1¼ 337 (400-1¼)			
LNAV MDA	4120-1 454 (500-1)		4120-1¼ 454 (500-1¼)	4120-1½ 454 (500-1½)
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	13001
CH 69302	215°	TDZE	3633
W21A		Apt Elev	3671

RNAV (GPS) RWY 21

ROSWELL INTL AIR CENTER (ROW)

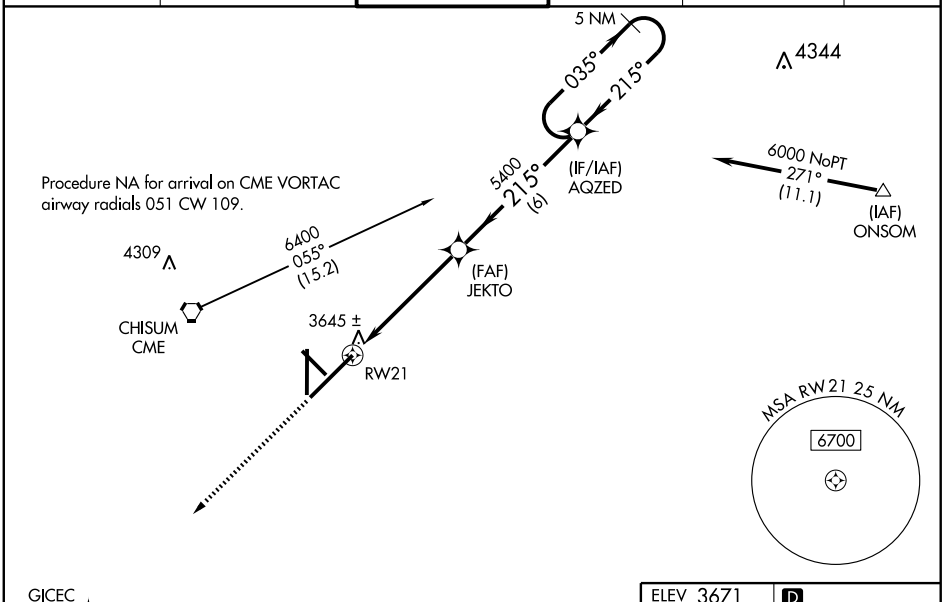
T ASR

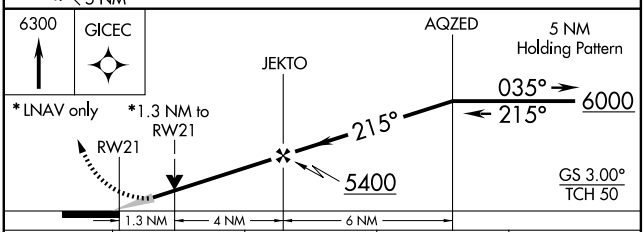
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to 1.

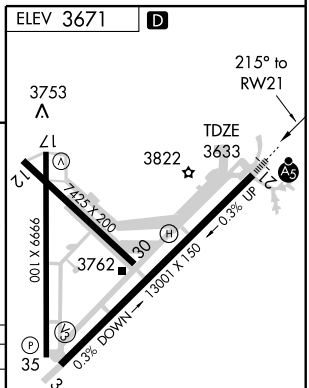
MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3899-½ 266 (300-½)			
LNAV/VNAV DA	3981-¾ 348 (400-¾)			
LNAV MDA	4080-½ 447 (500-½)		4080-¾ 447 (500-¾)	4080-1 447 (500-1)
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9999
CH 70402	350°	TDZE	3671
W35A		Apt Elev	3671

RNAV (GPS) RWY 35

ROSWELL INTL AIR CENTER (ROW)

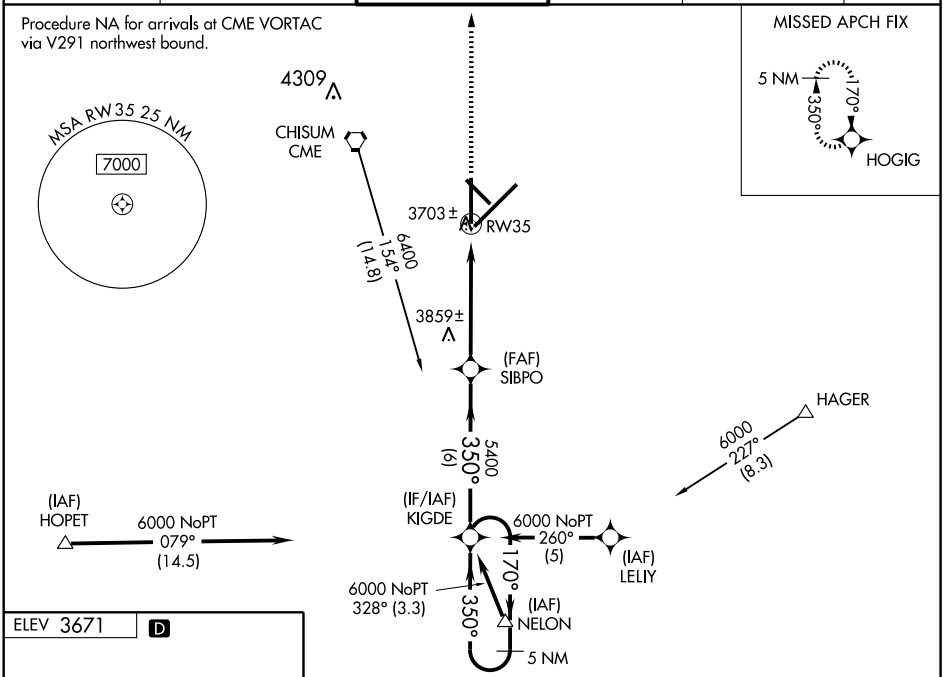
T A ASR

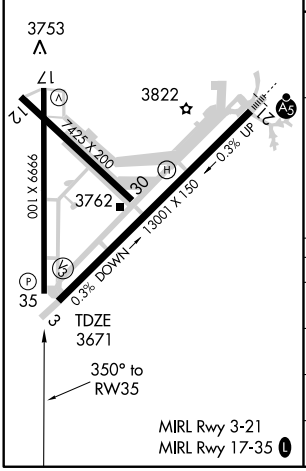
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

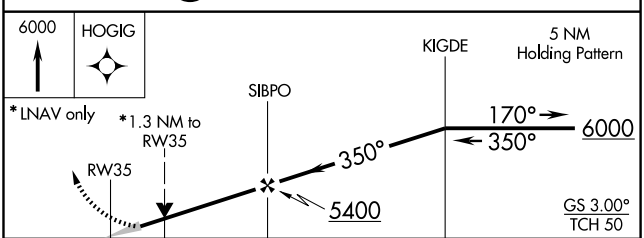
MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95

Procedure NA for arrivals at CME VORTAC via V291 northwest bound.







CATEGORY	A	B	C	D
LPV DA	3921-¾ 250 (300-¾)			
LNAV/VNAV DA	3953-1 282 (300-1)			
LNAV MDA	4120-1 449 (500-1)		4120-1¼ 449 (500-1¼)	4120-1½ 449 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CME 116.1 Chan 108	APP CRS 098°	Rwy Idg N/A TDZE N/A Apt Elev 3671

VOR-B

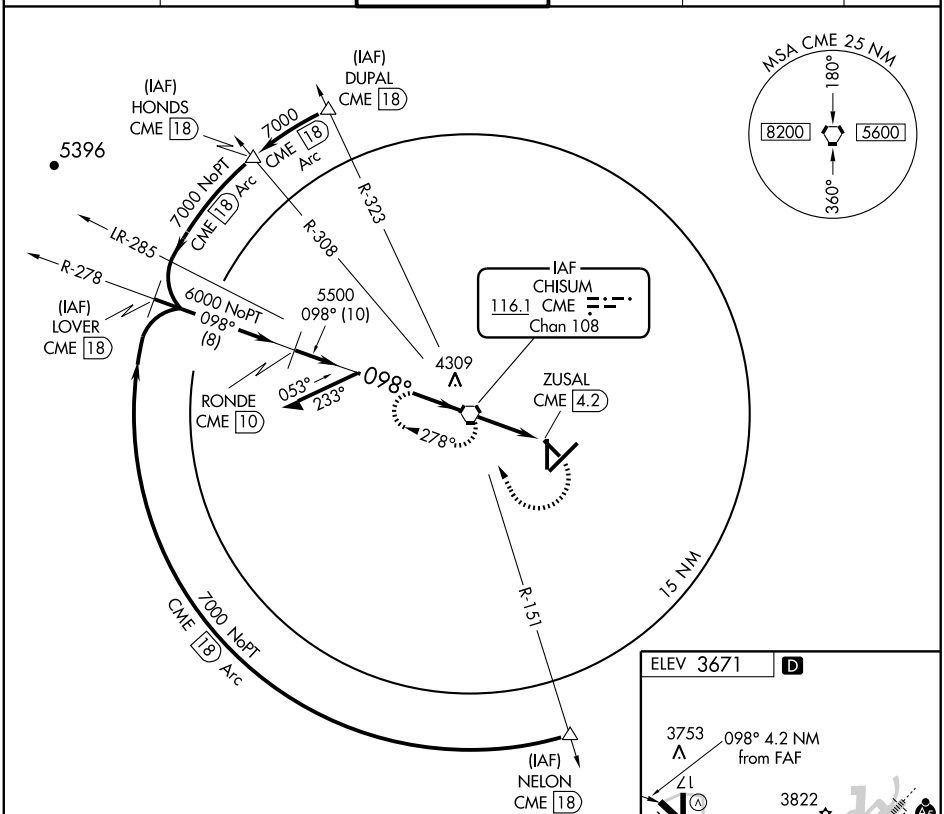
ROSWELL INTL AIR CENTER (ROW)

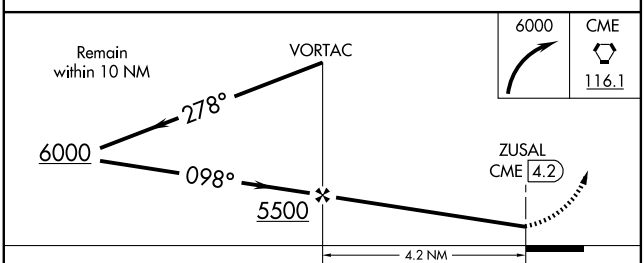
ASR

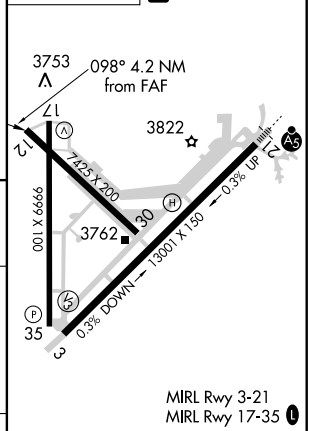
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
CIRCLING	4140-1	469 (500-1)	4140-1½ 469 (500-1½)	4240-2 569 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8099
241°	TDZE	6768
	Apt Elev	6811

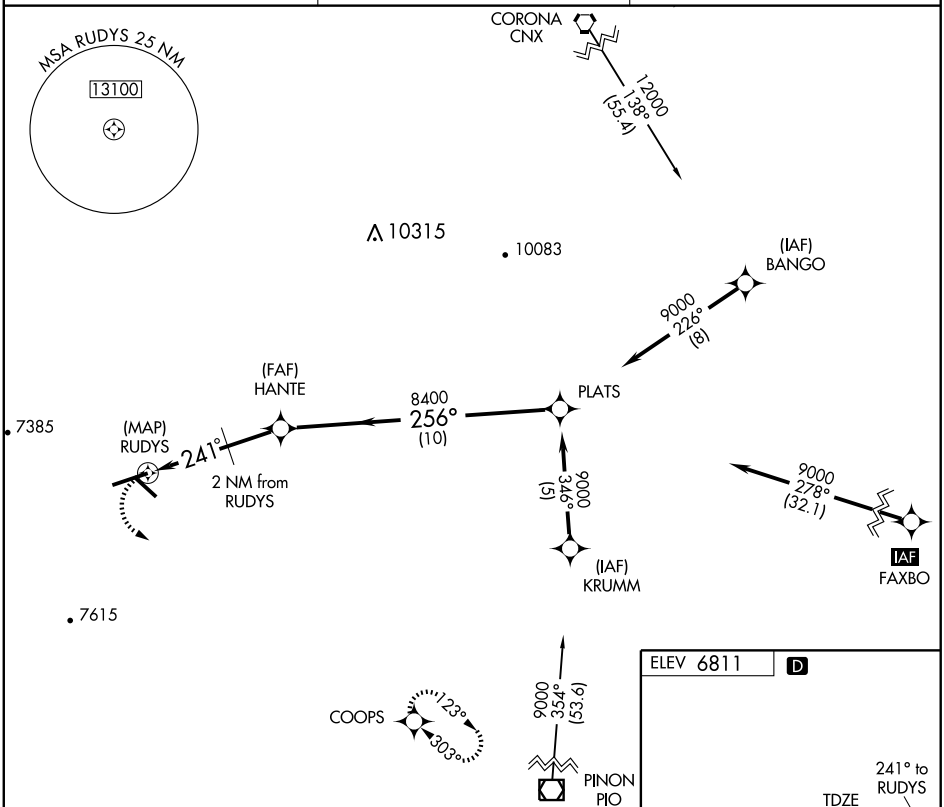
GPS RWY 24

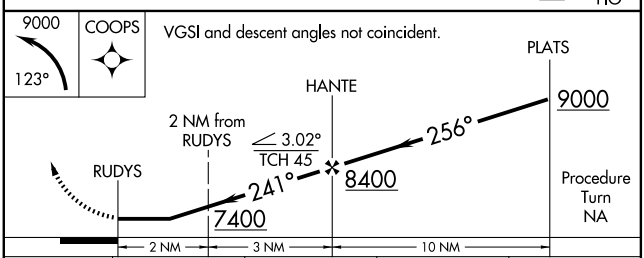
RUIDOSO/ SIERRA BLANCA RGNL (SRR)

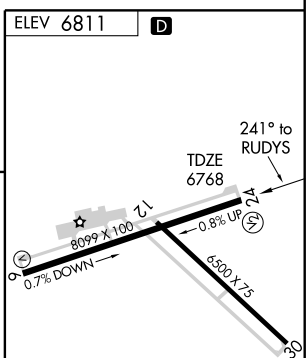
If local altimeter setting not received, procedure not authorized.
NA
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 9000 via 123° course to COOPS WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	7200-1 432 (500-1)		7200-1¼ 432 (500-1¼)	7200-1½ 432 (500-1½)
CIRCLING	7240-1 429 (500-1)	7300-1 489 (500-1)	7320-1½ 509 (600-1½)	7440-2 629 (700-2)

MIRL Rwys 6-24 and 12-30 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SRR	APP CRS	Rwy Idg	8099
110.7	241°	TDZE	6771
Chan 44		Apt Elev	6814

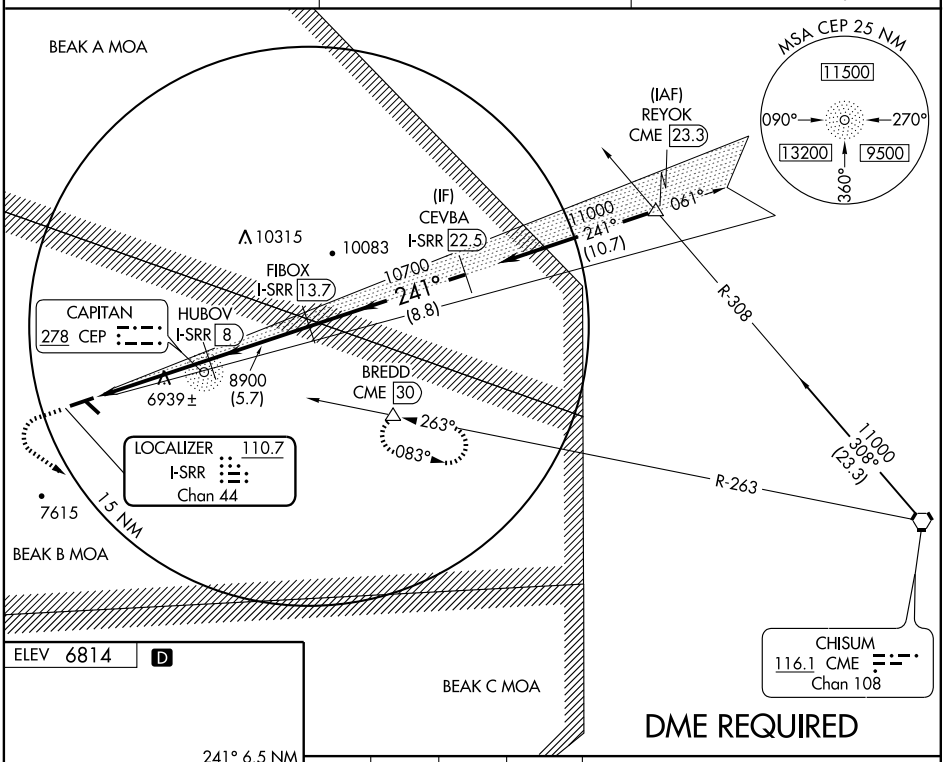
ILS or LOC/DME RWY 24

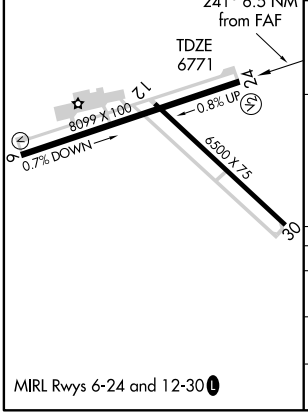
RUIDOSO/ SIERRA BLANCA RGNL (SRR)

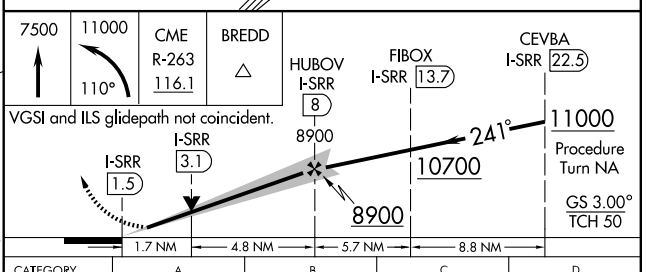
T NA — If local altimeter setting not received procedure not authorized. Use I-SRR DME when on localizer course. Circling not authorized to Rwy 12/30.

MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 via heading 110° and CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L







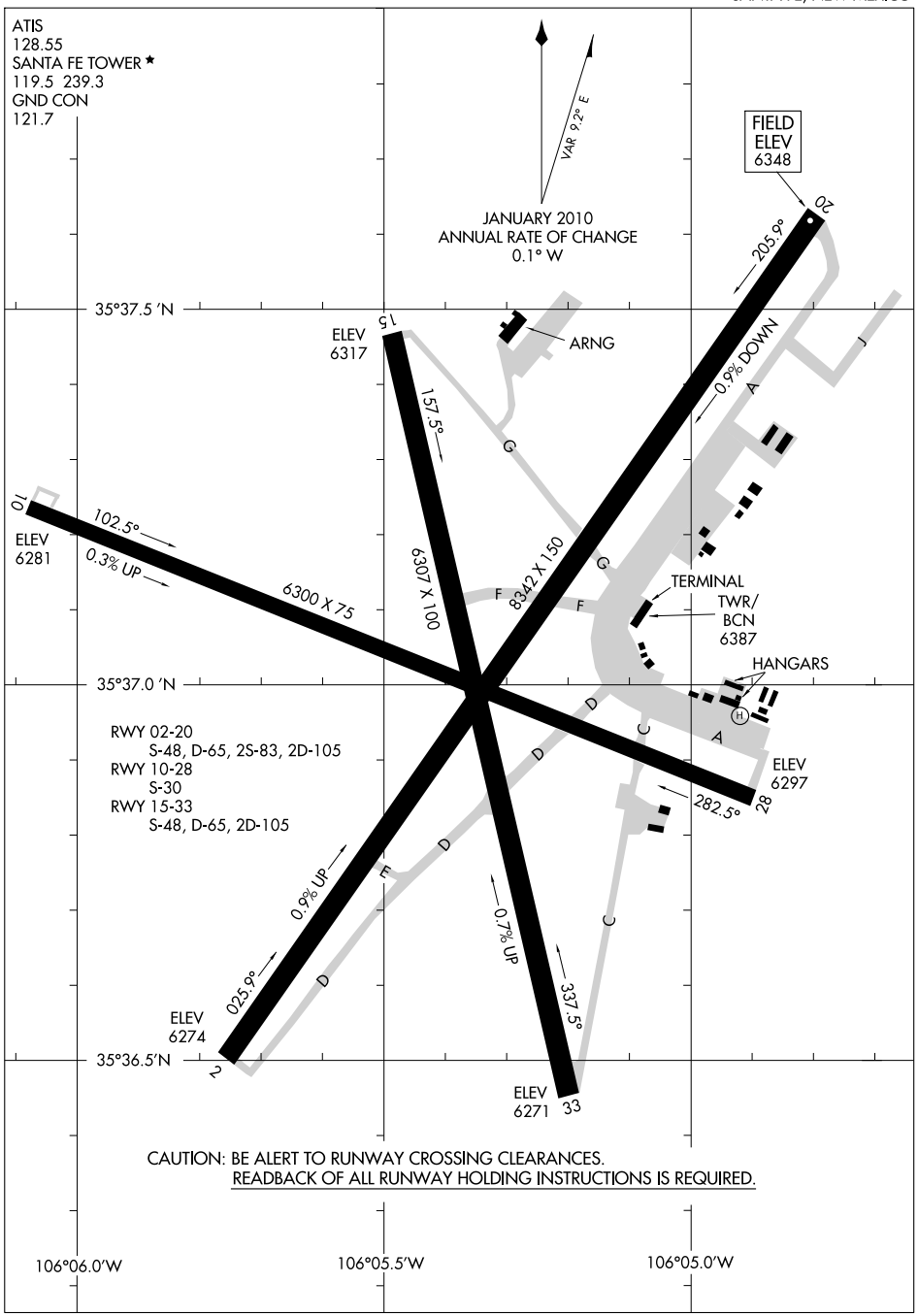
CATEGORY	A	B	C	D
S-ILS 24	6971-¾ 200 (200-¾)			
S-LOC 24	7220-1 449 (500-1)		7220-1¼ 449 (500-1¼)	7220-1½ 449 (500-1½)
CIRCLING	7320-1 506 (600-1)	7360-1 546 (600-1)	7360-1½ 546 (600-1½)	7500-2¼ 686 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO



SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

10210

LOC/DME I-SGB	APP CRS	Rwy Idg	8342
111.7	023°	TDZE	6303
Chan 54		Apt Elev	6348

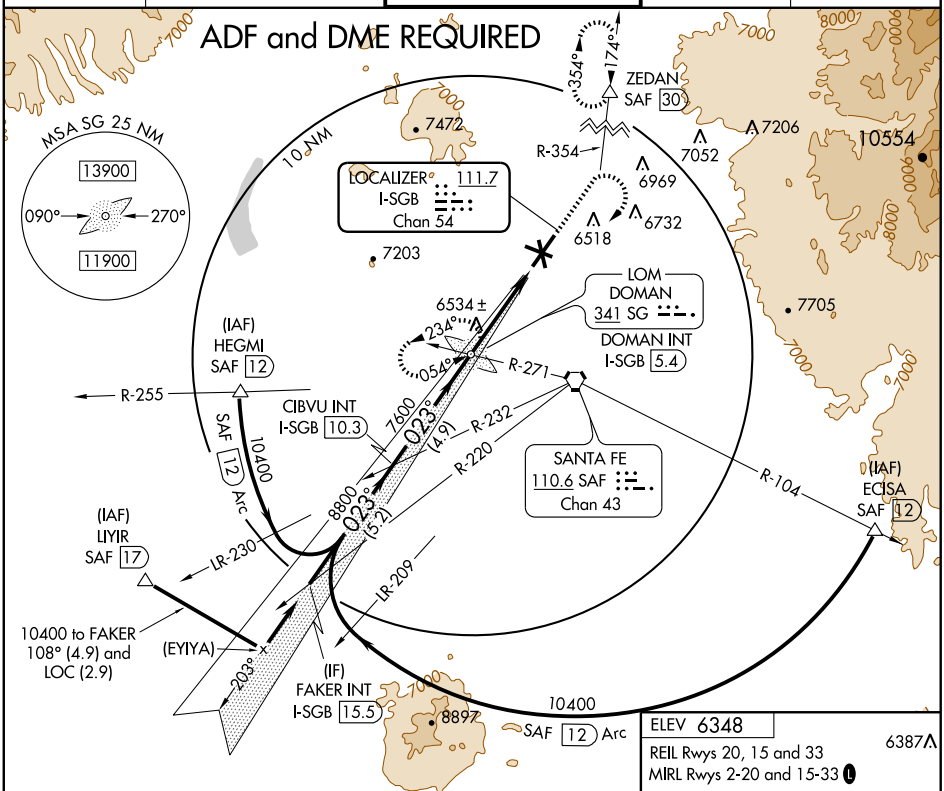
ILS or LOC RWY 2

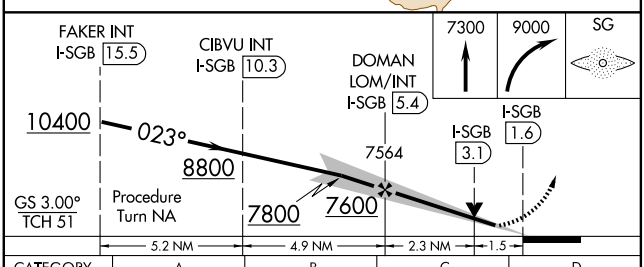
SANTA FE MUNI (SAF)

MISSED APPROACH: Climb to 7300, then climbing right turn to 9000 direct DOMAN LOM and hold, continue climb-in-hold to 9000.

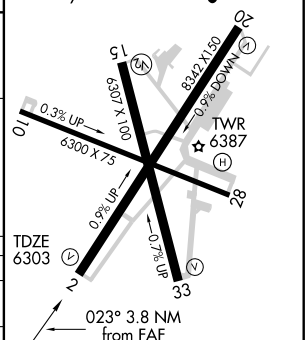
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95

ADF and DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 2	6503-¾ 200 (200-¾)			
S-LOC 2	6800-1 497 (500-1)		6800-1¼ 497 (500-1¼)	6800-1½ 497 (500-1½)
CIRCLING	6840-1 492 (500-1)		6920-1½ 572 (600-1½)	7020-2¼ 672 (700-2¼)



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

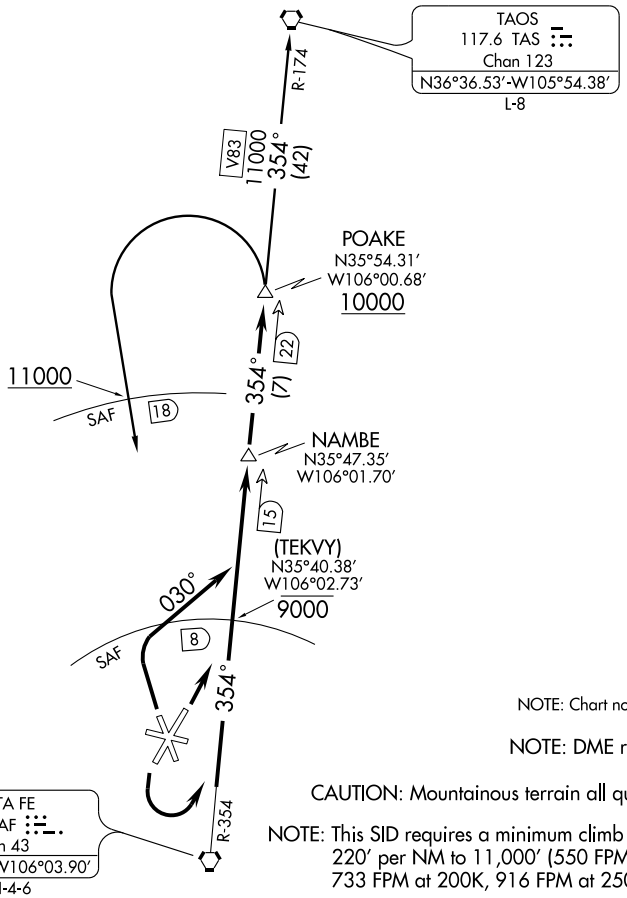
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

POAKE ONE DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



NOTE: Chart not to scale.

NOTE: DME required.

CAUTION: Mountainous terrain all quadrants.

NOTE: This SID requires a minimum climb of 220′ per NM to 11,000′ (550 FPM at 150K, 733 FPM at 200K, 916 FPM at 250K).

DEPARTURE ROUTE DESCRPTION

TAKE-OFF RUNWAY 2: Climb on runway heading to....

TAKE-OFF RUNWAY 20: Climbing left turn to....

TAKE-OFF RUNWAY 33: Climbing right turn to heading 030° to....

....Intercept and proceed via SAF R-354 to POAKE DME fix. Cross 8 DME north of SAF VORTAC at or below 9000′. Cross POAKE DME fix at or above 10000′. Thence via assigned (transition) or (route).

SANTA FE TRANSITION (POAKE1.SAF): From POAKE DME fix left turn direct SAF VORTAC. Thence via (assigned route). Cross 18 DME north of SAF VORTAC at or above 11000′.

TAOS TRANSITION (POAKE1.TAS): From POAKE DME fix via SAF R-354 and V83 (TAS R-174) to TAS VORTAC. Thence via (assigned route).

APP CRS	Rwy Idg	8342
023°	TDZE	6303
	Apt Elev	6348

RNAV (GPS) RWY 2

SANTA FE MUNI (SAF)

T
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

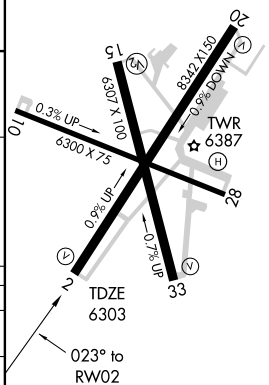
MISSED APPROACH: Climb to 9000 direct YICUV WP and hold.

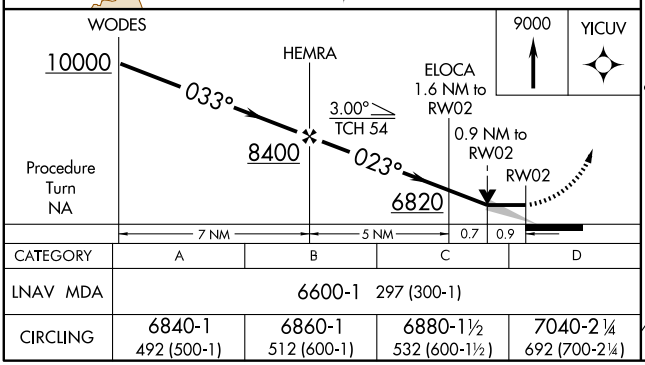
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95

Procedure NA for arrivals at DULKE via V190 southwestbound.
Procedure NA for arrivals at NELGE via V611 southwestbound.
Procedure NA for arrivals at ZIASE via V62-263 westbound.

6 NM 175° 355°
7472 7052 7206 6969 YICUV 6732 6518
7203 RW02
ELOCA 1.6 NM to RW02
6534 ± 023°
(FAF) HEMRA
7251 ± 7705
8400 033° (7)
WODES
(IAF) ZIASE 10000 095° (17.5)
(IAF) NELGE 10000 058° (13.7)
(IAF) DULKE 10000 349° (11.6)
8897
MSA RW02 25 NM 13900

ELEV 6348
REIL Rwys 20, 15 and 33
MIRL Rwys 2-20 and 15-33 L
6387





CATEGORY	A	B	C	D
LNAV MDA	6600-1 297 (300-1)			
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

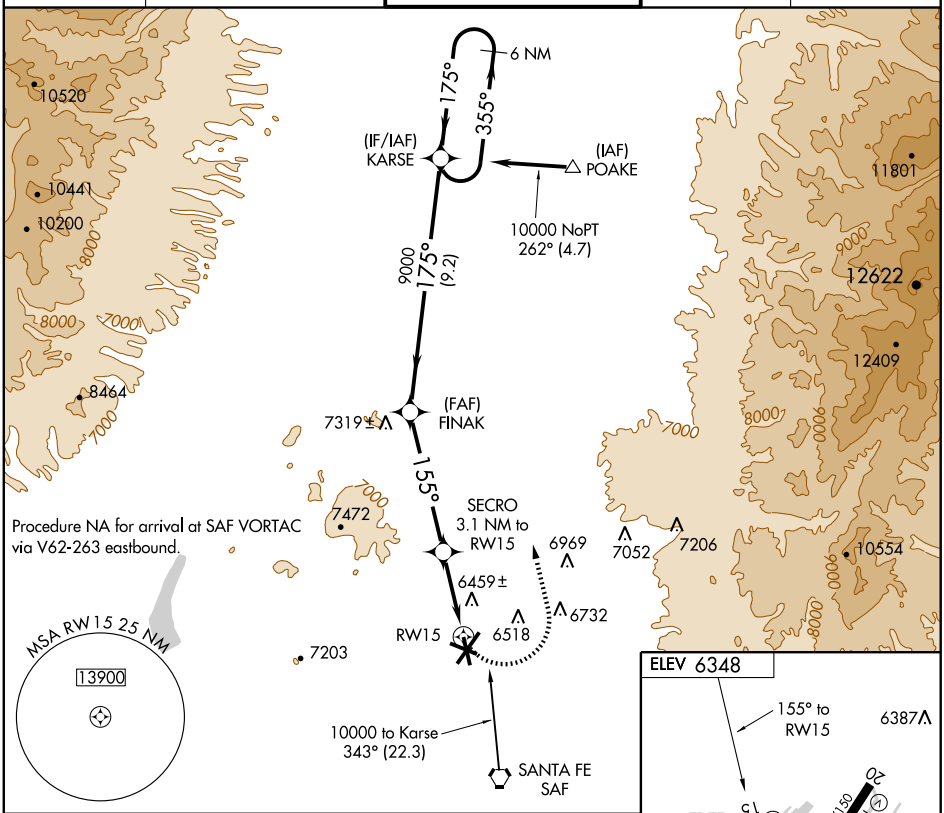
SANTA FE MUNI (SAF)

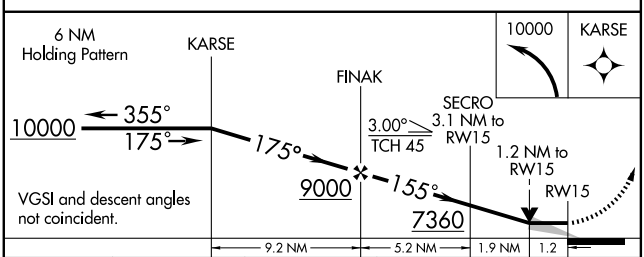
APP CRS	Rwy Idg	6307
155°	TDZE	6318
	Apt Elev	6348

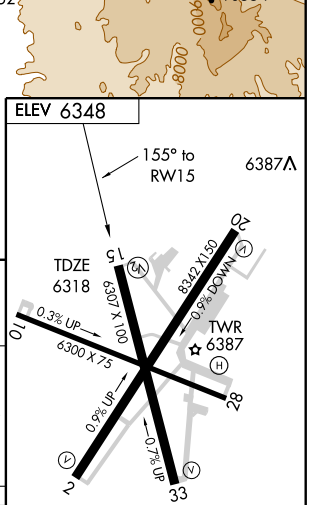
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 10000 direct KARSE WP and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	6720-1 402 (400-1)		6720-1¼ 402 (400-1¼)	
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

REIL Rwys 20, 15 and 33
MIRL Rwys 2-20 and 15-33 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

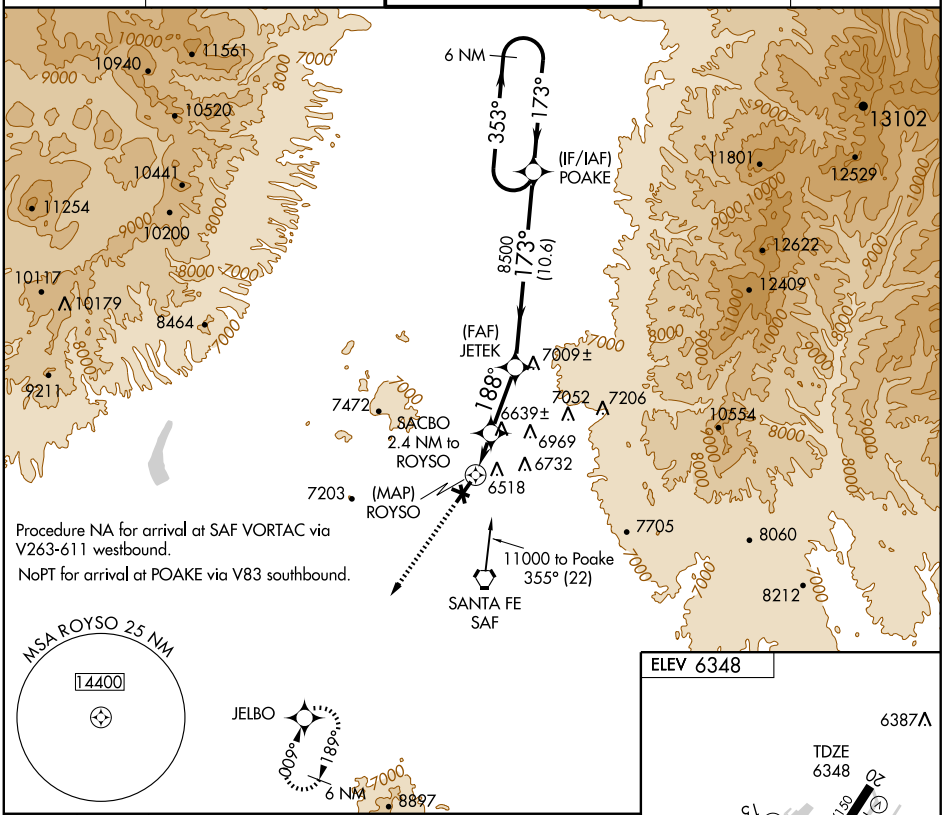
SANTA FE MUNI (SAF)

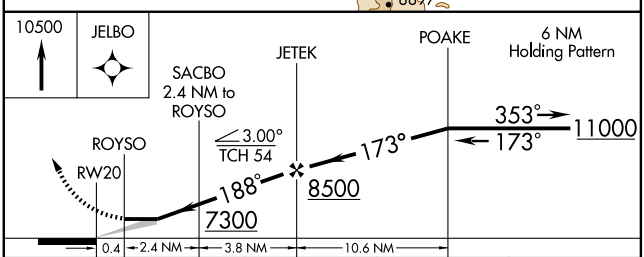
APP CRS	Rwy Idg	8342
188°	TDZE	6348
	Apt Elev	6348

T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Procedure NA at night.

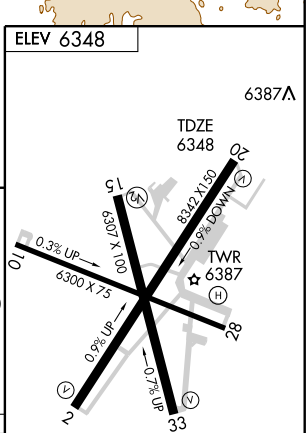
MISSED APPROACH: Climb to 10500 direct JELBO WP and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	6900-1 552 (600-1)		6900-1½ 552 (600-1½)	6900-1¾ 552 (600-1¾)
CIRCLING	6900-1 552 (600-1)		6900-1½ 552 (600-1½)	7040-2¼ 692 (700-2¼)



REIL Rwys 20, 15 and 33
MIRL Rwys 2-20 and 15-33 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

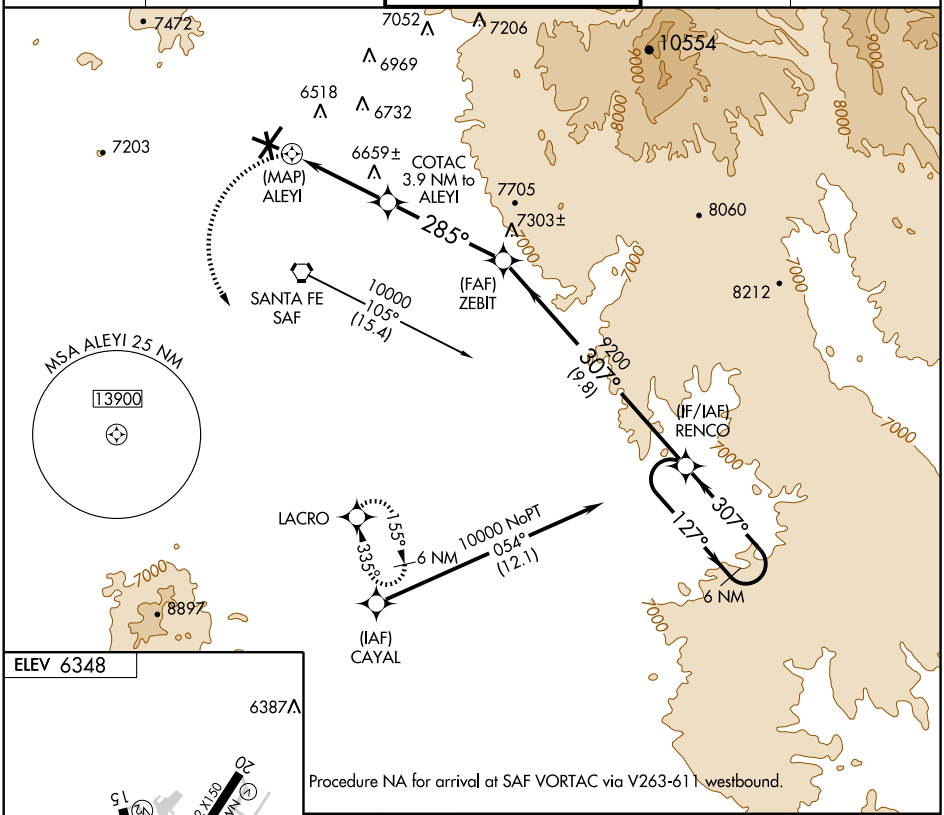
SANTA FE MUNI (SAF)

APP CRS	Rwy Idg	6300
285°	TDZE	6307
	Apt Elev	6348

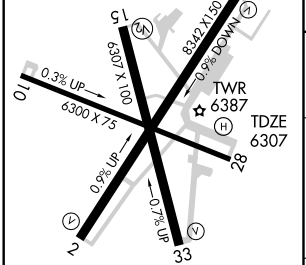
T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct LACRO WP and hold.

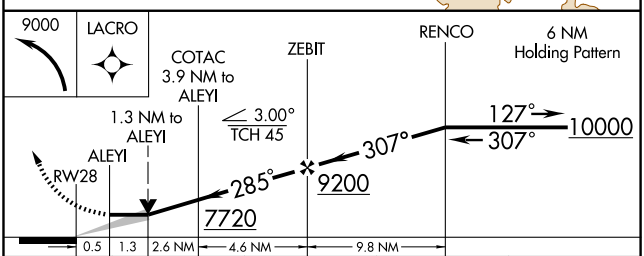
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



Procedure NA for arrival at SAF VORTAC via V263-611 westbound.



REIL Rwys 20, 15 and 33
MIRL Rwys 2-20 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	6920-1	613 (600-1)	6920-1¾ 613 (600-1¾)	6920-2 613 (600-2)
CIRCLING	6920-1	572 (600-1)	6920-1¾ 572 (600-1¾)	7040-2¼ 692 (700-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

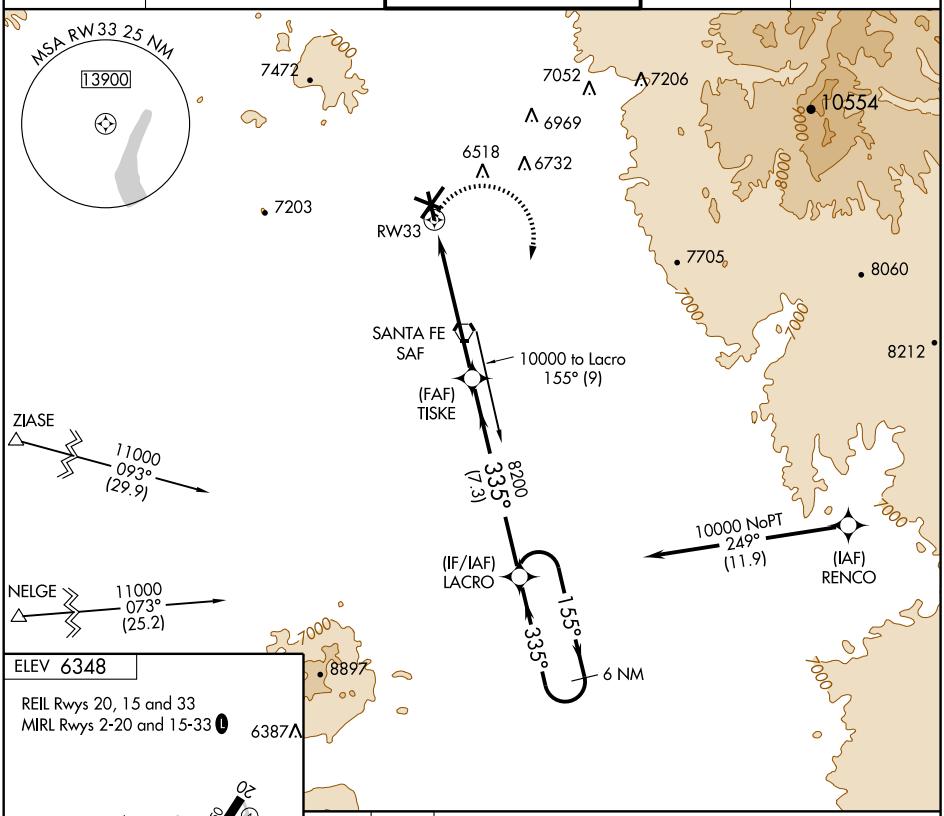
SANTA FE MUNI (SAF)

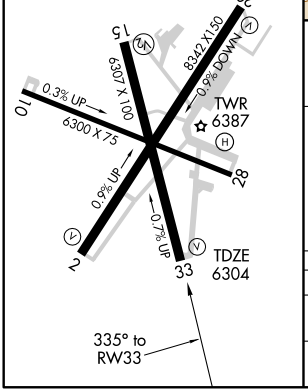
APP CRS	Rwy Idg	TDZE	Apt Elev
335°	6307	6304	6348

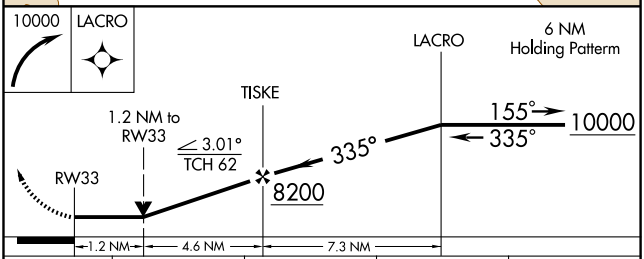
T
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct LACRO WP and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	6720-1	416 (400-1)	6720-1¼	416 (400-1¼)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

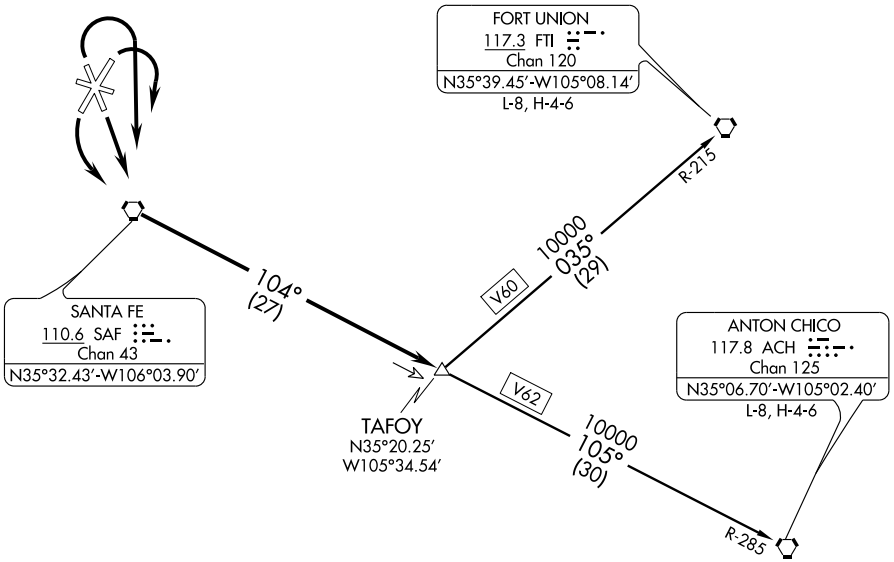
SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

TAFOY TWO DEPARTURE

SL-548 (FAA)

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2, 33: Cat. A, B standard;
Cat. C, D requires a minimum climb of 330'/NM until passing 9800' or a 2900' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct to....

TAKE-OFF RUNWAY 20: Climbing left turn direct to....

TAKE-OFF RUNWAYS 2 & 33: Climbing right turn direct to....

....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route).

ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ ACH R-285 to ACH VORTAC. Thence via (assigned) route.

FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

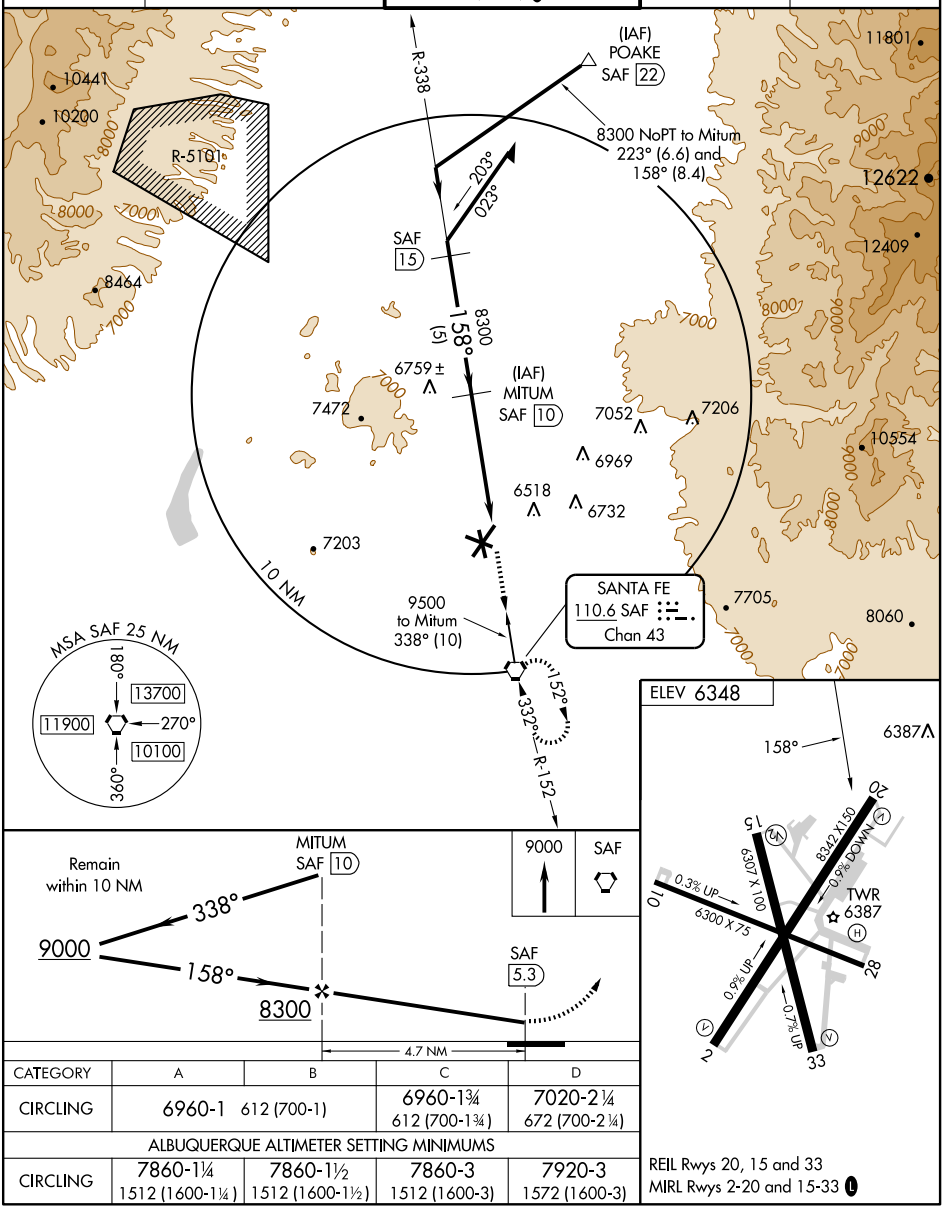
VORTAC SAF 110.6 Chan 43	APP CRS 158°	Rwy Idg N/A TDZE N/A Apt Elev 6348

VOR/DME-A
SANTA FE MUNI (SAF)

When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	6960-1 612 (700-1)		6960-1¾ 612 (700-1¾)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
CIRCLING	7860-1¼ 1512 (1600-1¼)	7860-1½ 1512 (1600-1½)	7860-3 1512 (1600-3)	7920-3 1572 (1600-3)

REIL Rwys 20, 15 and 33
MIRL Rwys 2-20 and 15-33 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

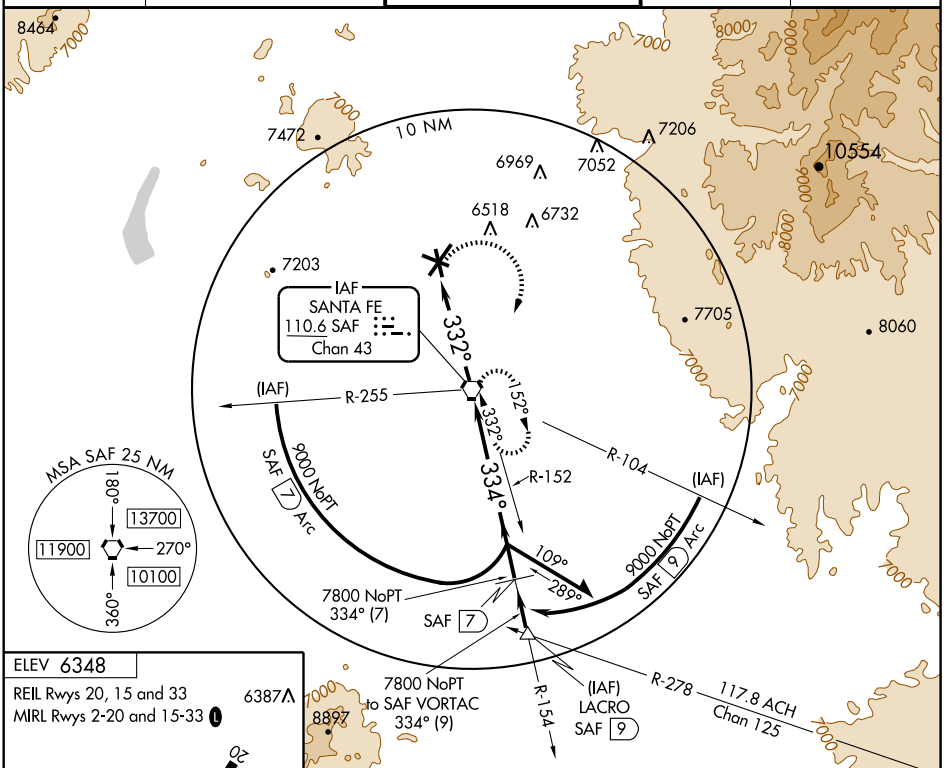
VORTAC SAF 110.6 Chan 43	APP CRS 332°	Rwy Idg 6307 TDZE 6304 Apt Elev 6348

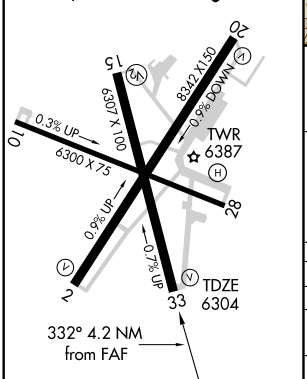
VOR RWY 33
SANTA FE MUNI (SAF)

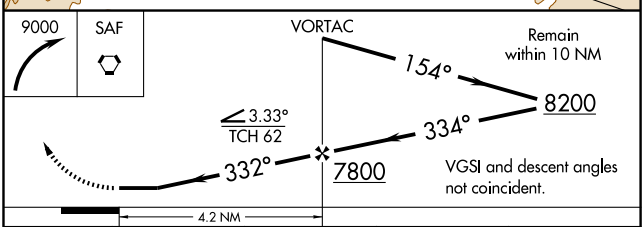
When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

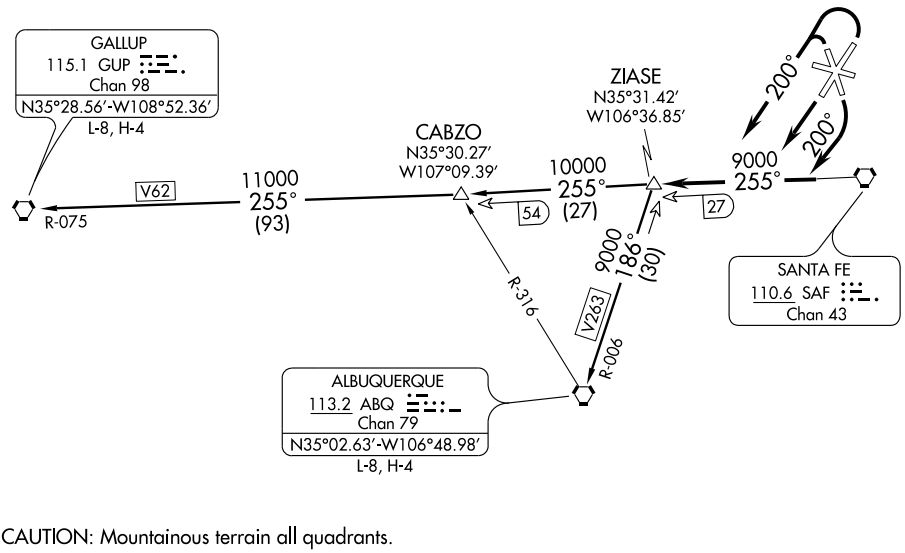
CATEGORY	A	B	C	D
S-33	6720-1 416 (400-1)		6720-1¼ 416 (400-1¼)	
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6860-1½ 512 (600-1½)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
S-33	7620-1¼ 1316 (1300-1¼)	7620-1½ 1316 (1300-1½)	7620-3 1316 (1300-3)	
CIRCLING	NA			

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

ZIASE TWO DEPARTURE

SL-548 (FAA)

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2 and 33 requires a minimum climb of 280' per NM until passing 7900, or 1300' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 & 33: Climbing left turn to heading 200° to....

TAKE-OFF RUNWAY 15: Climbing right turn to heading 200° to....

TAKE-OFF RUNWAY 20: Climb on runway heading to....

....intercept and proceed via SAF R-255 to ZIASE INT. Climb and maintain 9000' MSL. Thence via assigned (transition) or (route).

ALBUQUERQUE TRANSITION (ZIASE2.ABQ): From over ZIASE INT via V263/ABQ R-006 to ABQ VORTAC. Thence via (assigned route).

GALLUP TRANSITION (ZIASE2.GUP): From over ZIASE INT via V62/SAF R-255 and GUP R-075 to GUP VORTAC. Thence via (assigned route).

SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8500
101°	TDZE	4111
	Apt Elev	4112

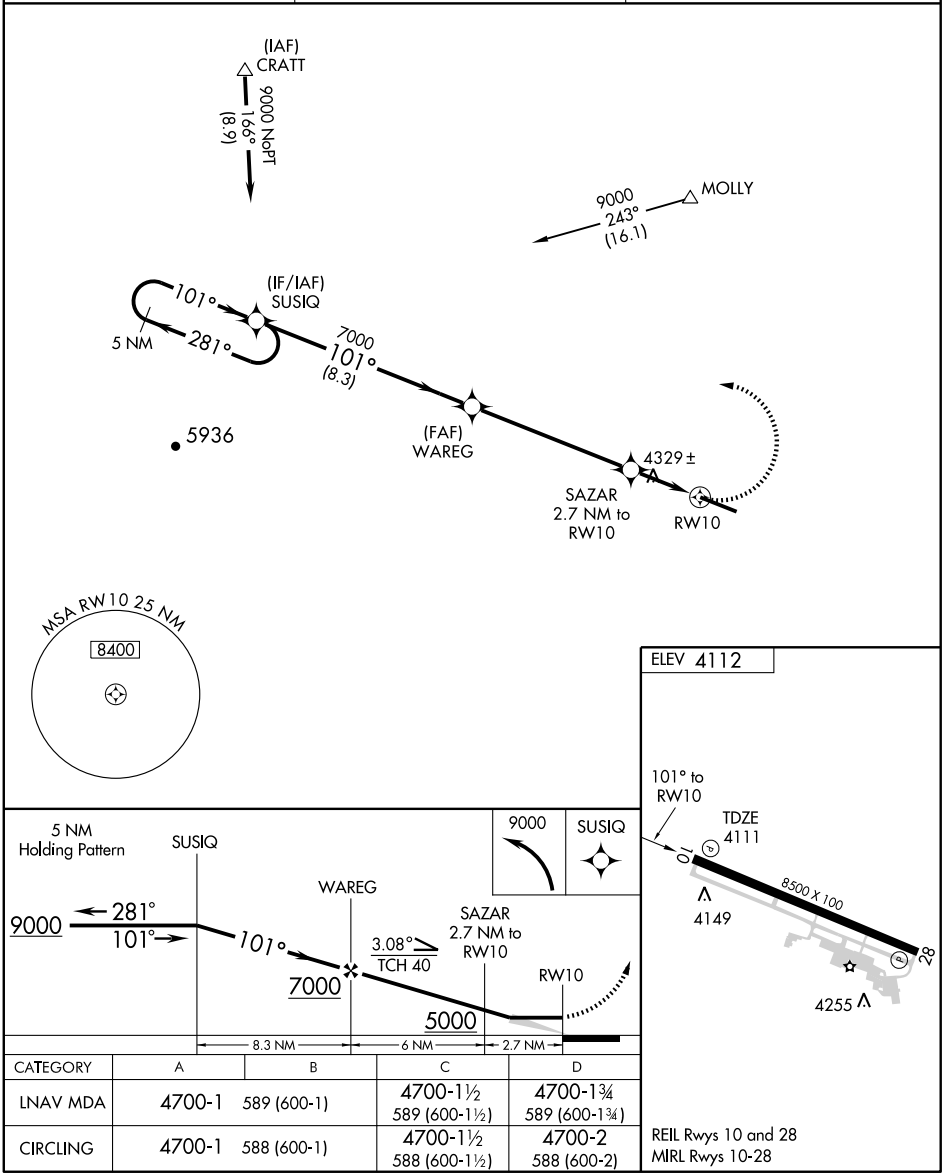
RNAV (GPS) RWY 10

SANTA TERESA/DONA ANA COUNTY AT SANTA TERESA (5T6)

T
A NA DME/DME RNP-0.3 NA.
Use El Paso Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

AWOS-A	ALBUQUERQUE CENTER	UNICOM
122.725	128.2 285.5	122.725 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	4700-1	589 (600-1)	4700-1½ 589 (600-1½)	4700-1¾ 589 (600-1¾)
CIRCLING	4700-1	588 (600-1)	4700-1½ 588 (600-1½)	4700-2 588 (600-2)

REIL Rwys 10 and 28
MIRL Rwys 10-28

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SVC	APP CRS	Rwy Idg	6802
111.7	258°	TDZE	5380
Chan 54		Apt Elev	5446

LOC/DME RWY 26

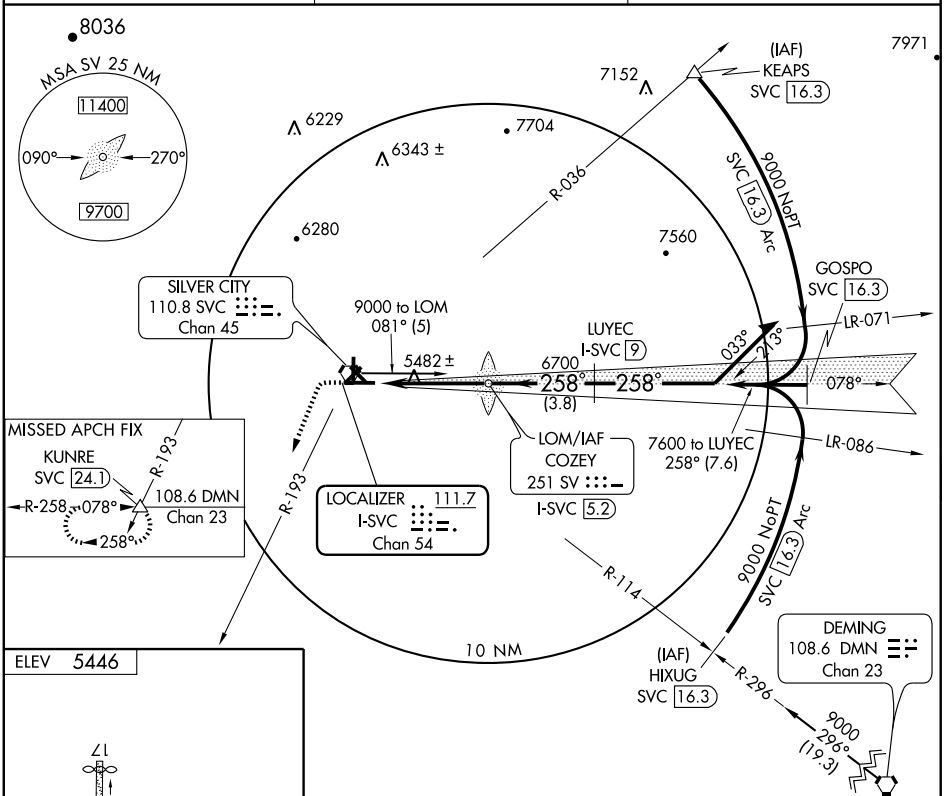
SILVER CITY/ GRANT COUNTY (SVC)

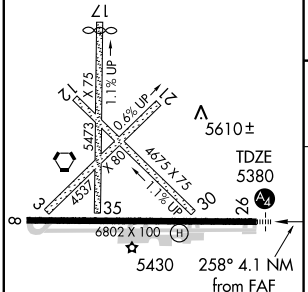
NA If local altimeter setting not received, procedure NA.

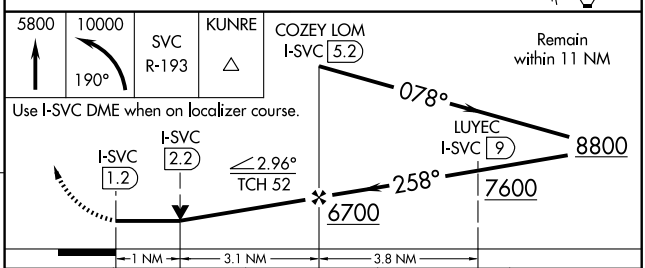
MALS

MISSED APPROACH: Climb to 5800, then climbing left turn to 10000 via heading 190° and SVC VORTAC R-193 to KUNRE INT/SVC VORTAC 24.1 DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-26	5740-¾ 360 (300-¾)			5740-1¼ 360 (300-1¼)
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1½ 514 (600-1½)	6020-2 574 (600-2)

REIL Rwy 8
MIRL Rwy 8-26

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6802
078°	TDZE	5386
	Apt Elev	5446

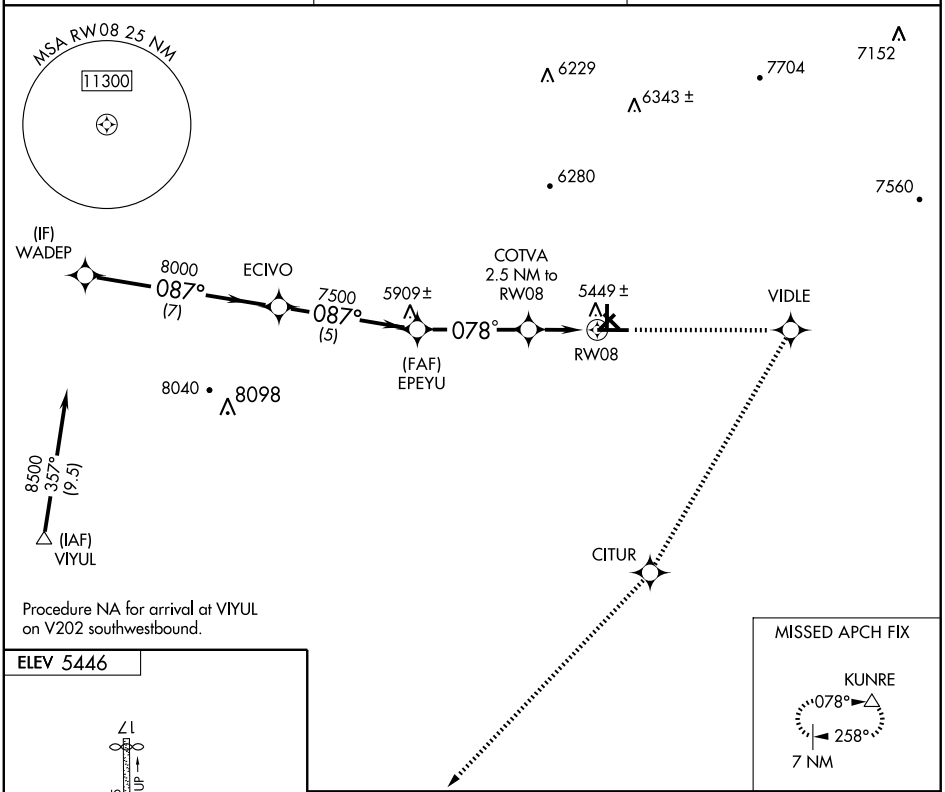
RNAV (GPS) RWY 8

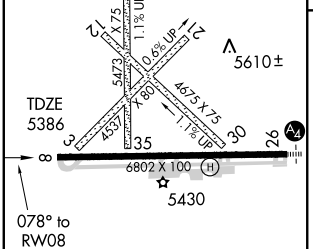
SILVER CITY/GRANT COUNTY (SVC)

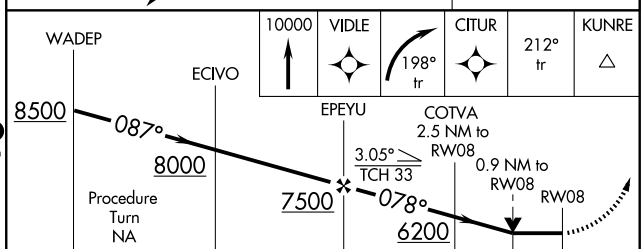
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling Rwy 3 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct VIDLE and right turn via 198° track to CITUR and via 212° track to KUNRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5700-1 314 (300-1)			
CIRCLING	5880-1 434 (500-1)	5900-1 454 (500-1)	5940-1½ 494 (500-1½)	6000-2 554 (600-2)

REIL Rwy 8
MIRL Rwy 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87100 W26A	APP CRS 258°	Rwy Idg 6802 TDZE 5380 Apt Elev 5446

RNAV (GPS) RWY 26

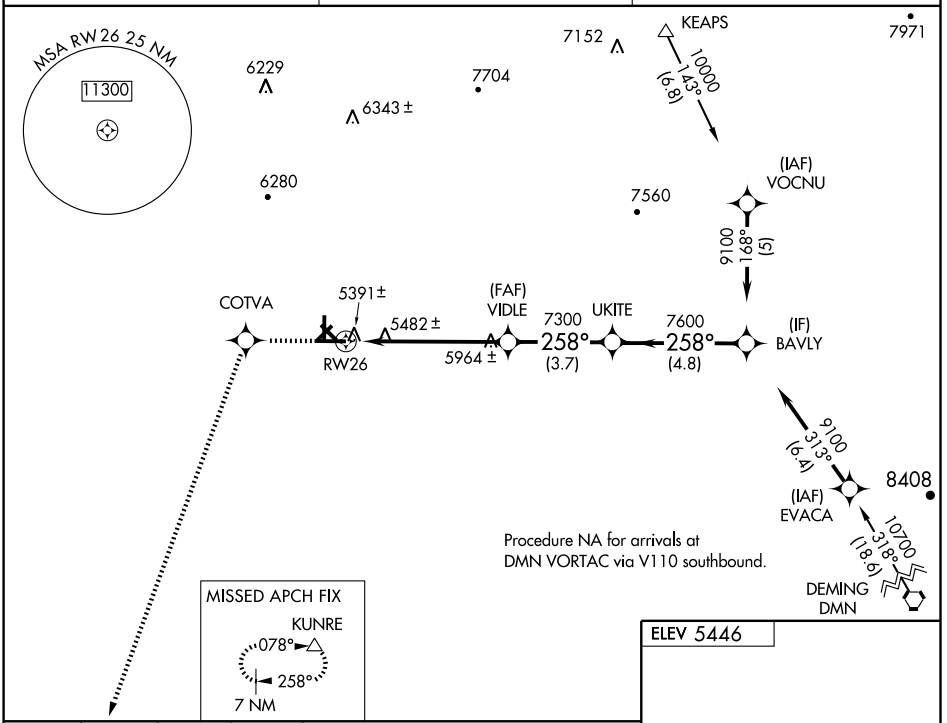
SILVER CITY/ GRANT COUNTY (SVC)

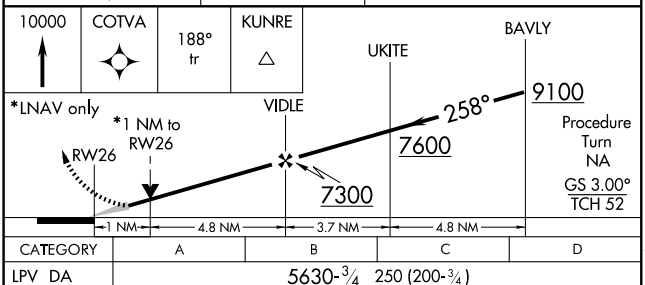
DME/DME RNP - 0.3 NA. Circling Rwy 3 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (101°F).
If local altimeter setting not received, procedure NA.
Inoperative table does not apply to LPV and LNAV/VNAV.

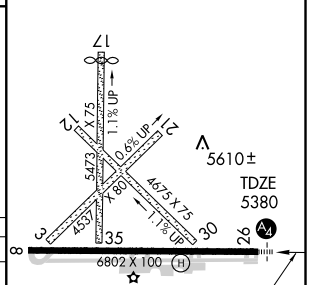
MALS

MISSED APPROACH: Climb to 10000 direct COTVA and via 188° track to KUNRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	5630-¾ 250 (200-¾)			
LNAV/ VNAV DA	5789-1½ 409 (400-1½)			
LNAV MDA	5740-¾ 360 (300-¾)			5740-1¼ 360 (300-1¼)
CIRCLING	5880-1½ 434 (500-1½)	5900-1½ 454 (500-1½)	5940-1½ 494 (500-1½)	6000-2 554 (600-2)

REIL Rwy 8
MIRL Rwy 8-26

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC SVC	APP CRS	Rwy Idg	N/A
110.8	308°	TDZE	N/A
Chan 45		Apt Elev	5446

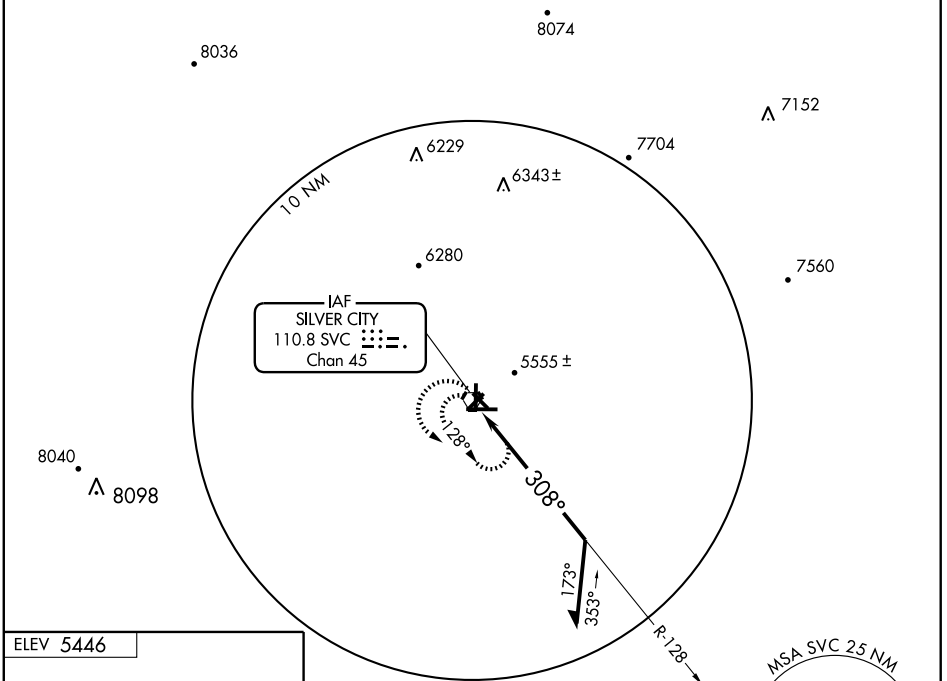
VOR-A

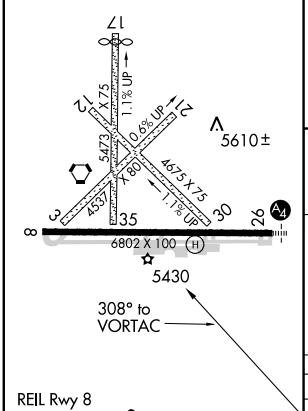
SILVER CITY/GRANT COUNTY (SVC)

When local altimeter setting not received, procedure not authorized.

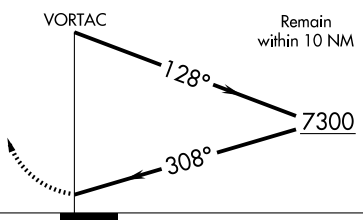
MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L





8000	Reverse Course	SVC
SVC R-128		



CATEGORY	A	B	C	D
CIRCLING	5920-1 477 (500-1)	5940-1 497 (500-1)	5960-1½ 517 (600-1½)	6020-2 577 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC SVC	APP CRS	Rwy Idg	N/A
110.8	308°	TDZE	N/A
Chan 45		Apt Elev	5446

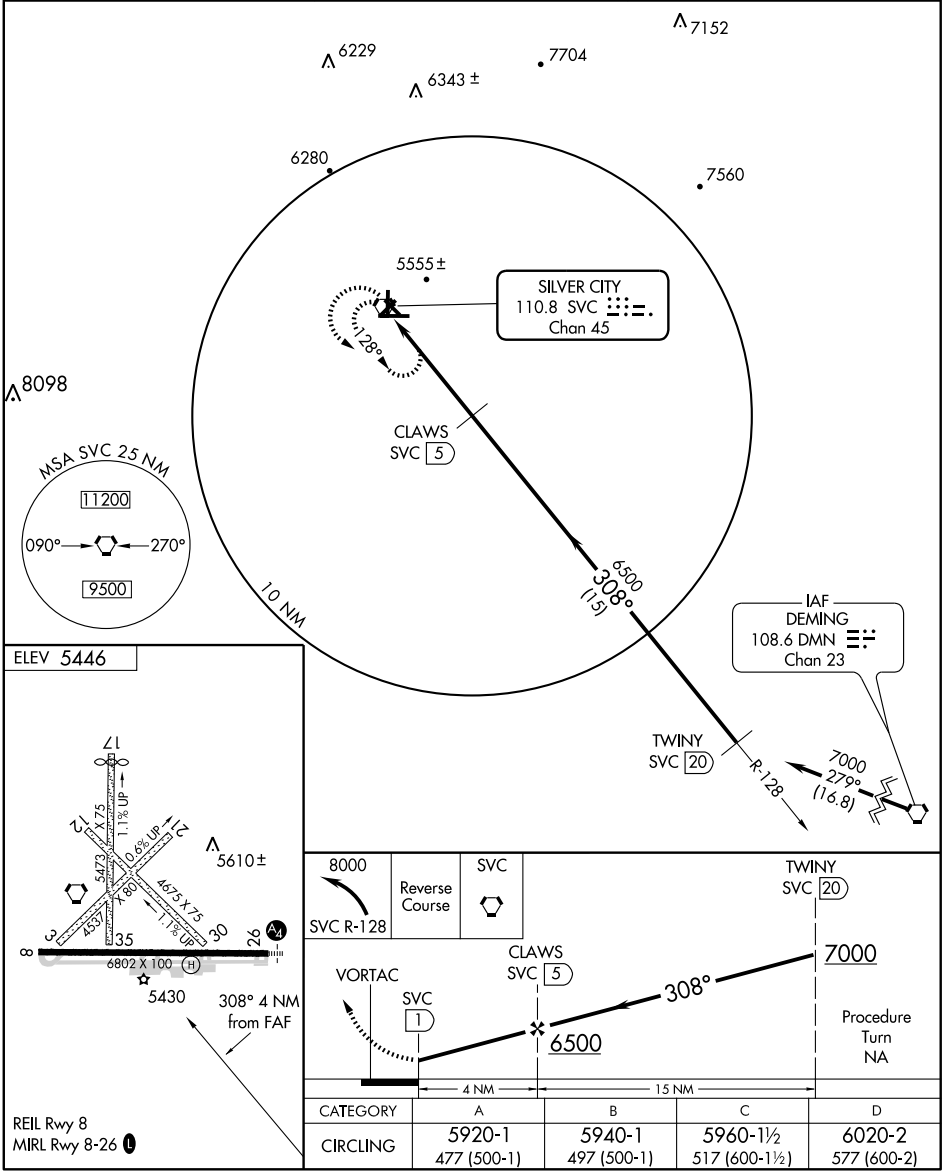
VOR/DME-B

SILVER CITY/GRANT COUNTY (SVC)

When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128 then reverse course to SVC VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5920-1 477 (500-1)	5940-1 497 (500-1)	5960-1½ 517 (600-1½)	6020-2 577 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 33

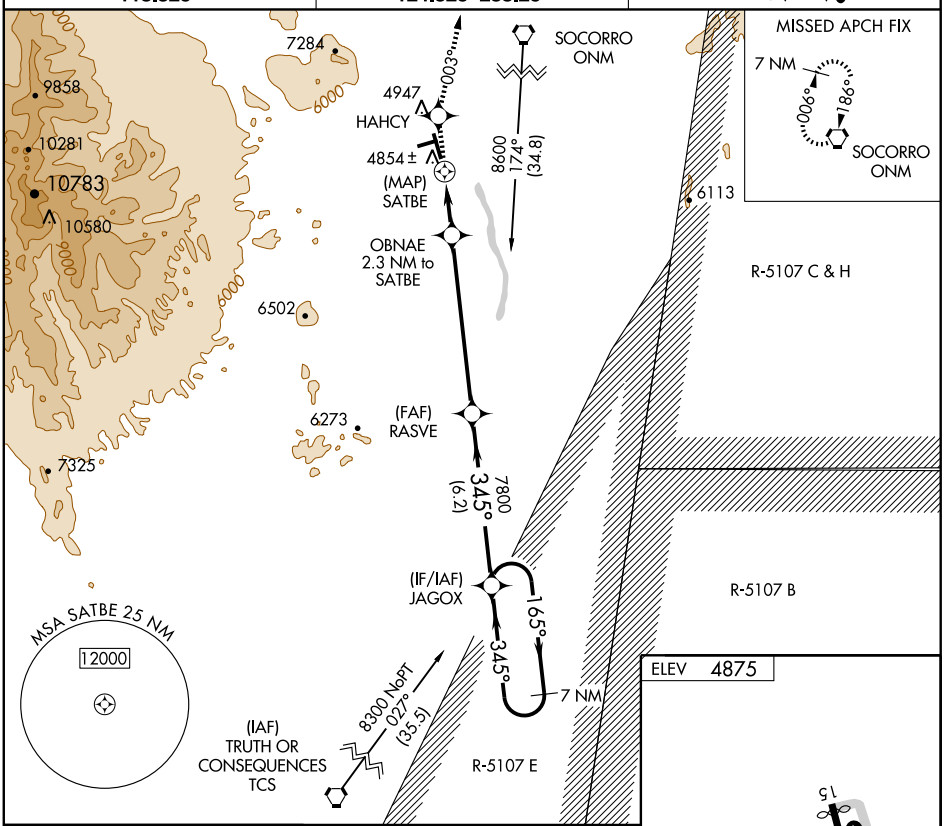
SOCORRO MUNI (ONM)

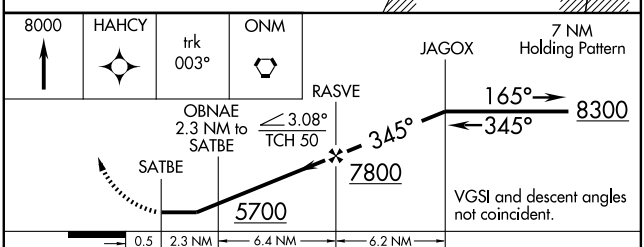
APP CRS	Rwy Idg	5659
345°	TDZE	4782
	Apt Elev	4875

V A NA — Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Procedure NA when R-5107E active. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 8000 direct HAHCY and via track 003° to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	5260-1	478 (500-1)	5260-1¼ 478 (500-1¼)	NA
CIRCLING	5260-1 385 (400-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA

MIRL Rwys 15-33 and 6-24 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5659
CH 49114	335°	TDZE	4782
W33A		Apt Elev	4875

RNAV (GPS) Z RWY 33

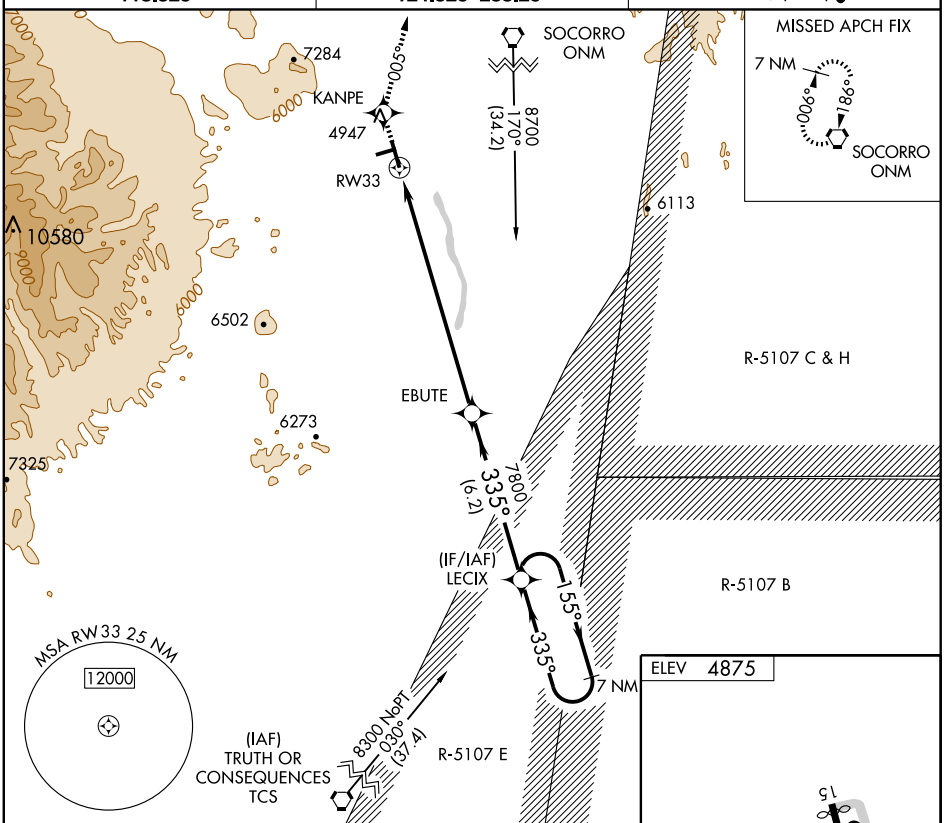
SOCORRO MUNI (ONM)

T NA

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Procedure NA when R-5107E active. When local altimeter setting not received, procedure not authorized.

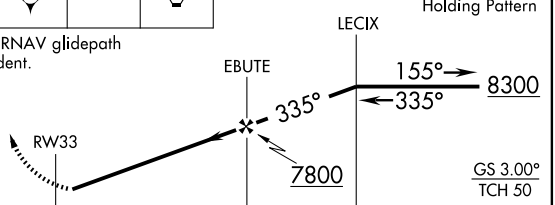
MISSED APPROACH: Climb to 8000 direct KANPE and on track 005° to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L



8000	KANPE	tr 005°	ONM

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	5032-1	250 (300-1)		NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ONM 116.8 Chan 115	APP CRS 179°	Rwy Idg N/A TDZE N/A Apt Elev 4875

VOR/DME-A
SOCORRO MUNI (ONM)

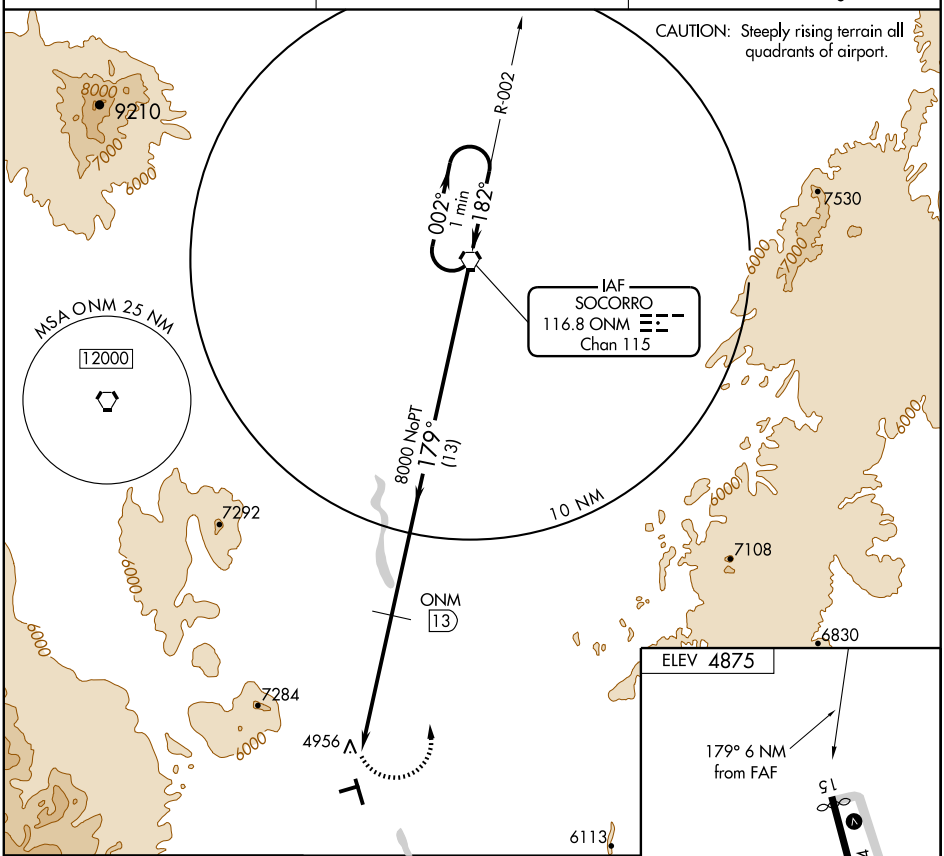
T
ANA

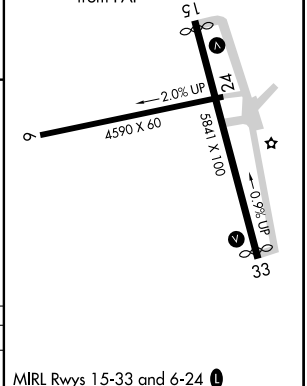
When local altimeter not available, procedure not authorized.
Circling not authorized west of Rwy 15-33.
If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

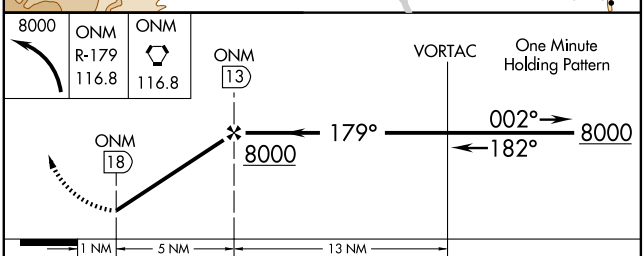
MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L

CAUTION: Steeply rising terrain all quadrants of airport.







CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA

MIRL Rwys 15-33 and 6-24 L

SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

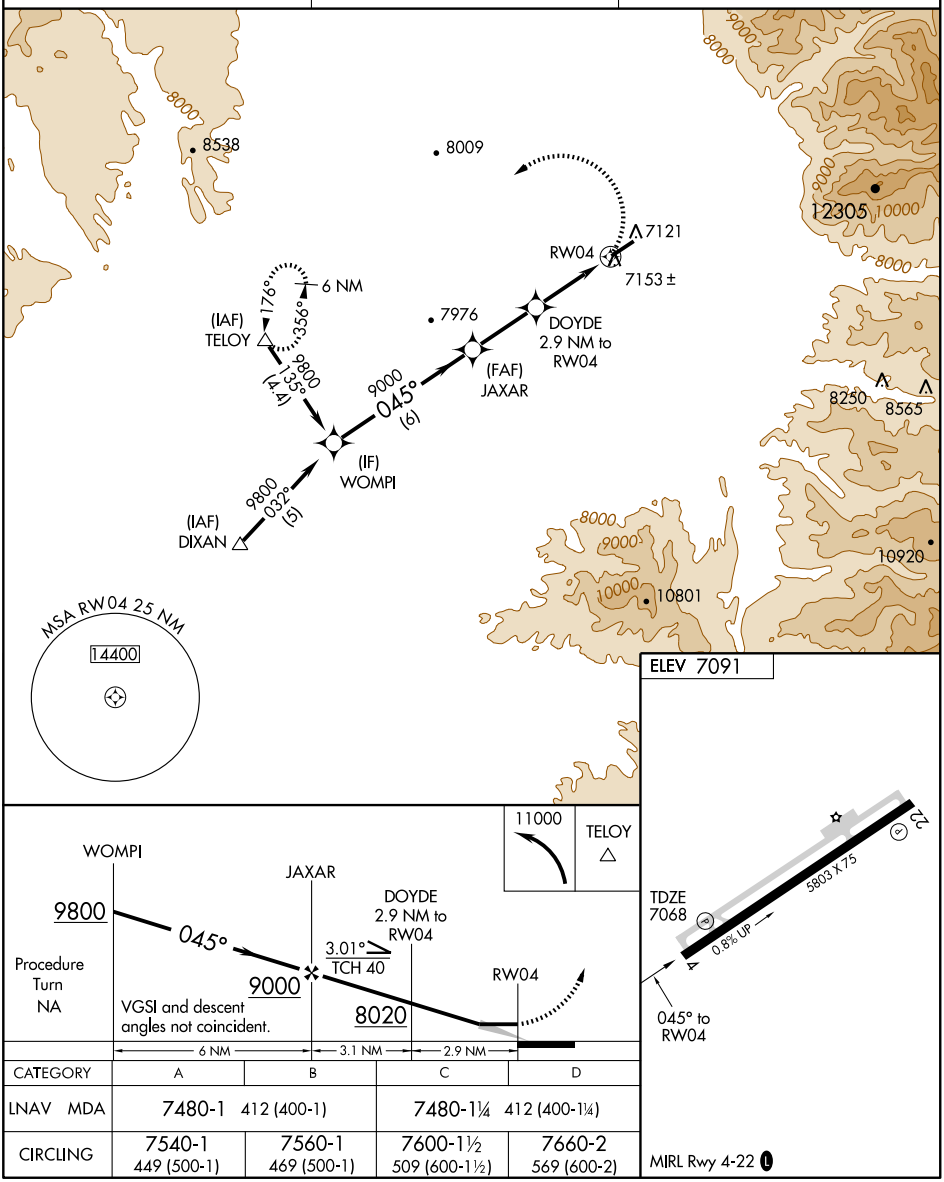
TAOS RGNL (SKX)

APP CRS	Rwy Idg	5803
045°	TDZE	7068
	Apt Elev	7091

DME/DME RNP-0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.

AWOS-3	ALBUQUERQUE RADIO	UNICOM
132.975	122.1R	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7480-1 412 (400-1)		7480-1¼ 412 (400-1¼)	
CIRCLING	7540-1 449 (500-1)	7560-1 469 (500-1)	7600-1½ 509 (600-1½)	7660-2 569 (600-2)

MIRL Rwy 4-22 L

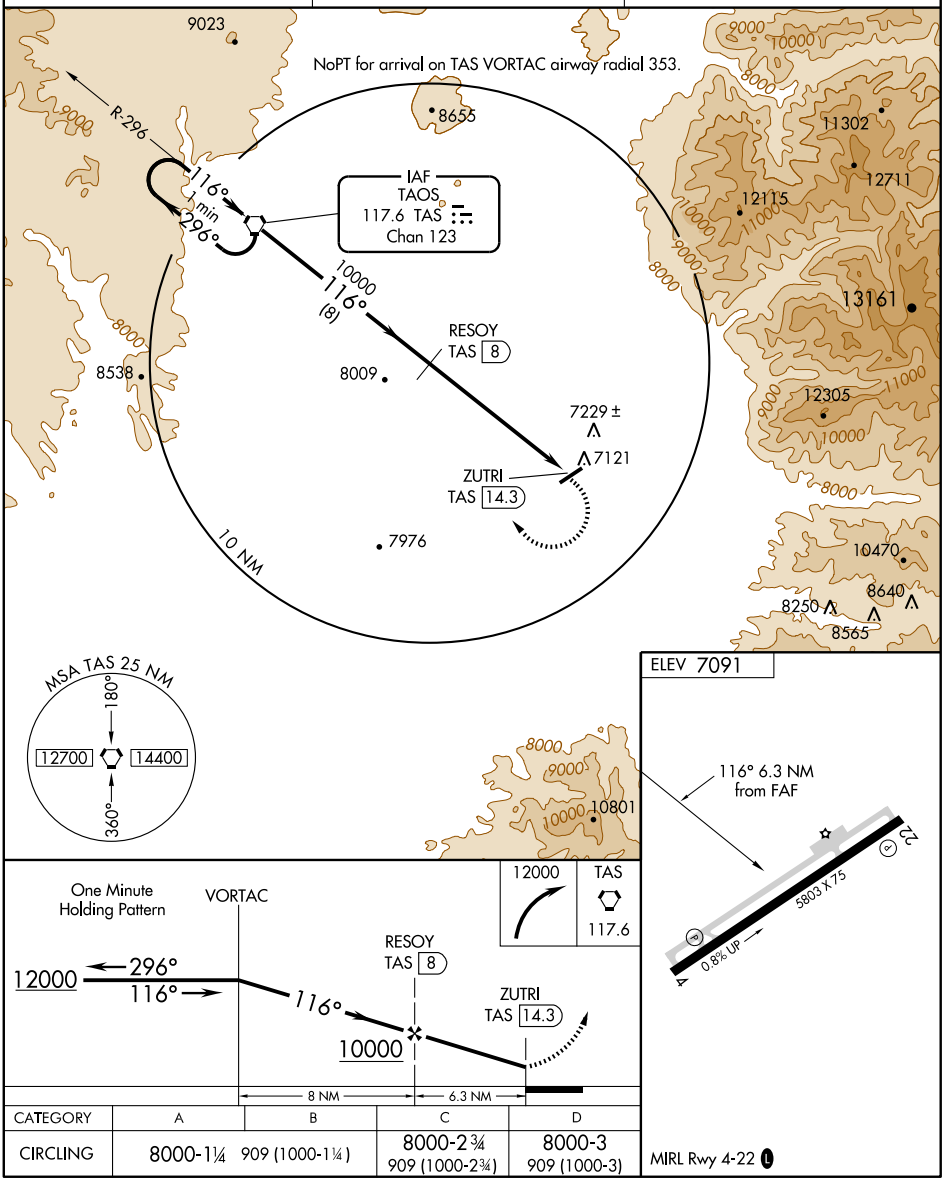
SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TAS	APP CRS	Rwy Idg	N/A
117.6	116°	TDZE	N/A
Chan 123		Apt Elev	7091

VOR/DME-B
TAOS RGNL (SKX)

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

AWOS-3	ALBUQUERQUE RADIO	UNICOM
132.975	122.1R	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 909 (1000-1¼)		8000-2¾ 909 (1000-2¾)	8000-3 909 (1000-3)

MIRL Rwy 4-22 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
007°	TDZE	N/A
	Apt Elev	4850

RNAV (GPS)-A

TRUTH OR CONSEQUENCES MUNI (TCS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA DUCAS transition NA when R-5111 A-D active.

MISSED APPROACH: Climbing left turn to 9000 direct LAYEN WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF) L

NoPT for arrivals at LAYEN on V110 northbound.

MSA PELVE 25 NM
13400

TRUTH OR CONSEQUENCES
TCS
5240

9000 to LAYEN
182° (17)

(MAP)
PELVE

5547±
GALDE
3.5 NM to
PELVE

5849±

(FAF)
CITAL

7500
007°
(6.5)

6543

6223

6081

R-5111
C&D

(IAF)
KAPEY

9000 NoPT
080°
(13.7)

(IF/IAF)
LAYEN

187°
007°
6 NM

9000 NoPT
284°
(6)

7665±

(IAF)
HEMAT

10000
284°
(9.2)

DUCAS

ELEV 4850

7108 X 150
0.8% UP
7200 X 75
4878
2932 X 130
3301 X 130
13
15
19
25
29
33
31
07
25
2900
2400

007° to
PELVE

MIRL Rwy 13-31 L

6 NM
Holding Pattern

LAYEN

CITAL

9000 ←187° 007°→ 007°

GALDE
3.5 NM to
PELVE

PELVE

7500

6200

6.5 NM 4.2 NM 3.5 NM

9000 LAYEN

CATEGORY	A	B	C	D
CIRCLING	5280-1 430 (500-1)	5300-1 450 (500-1)	5340-1½ 490 (500-1½)	5400-2 550 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

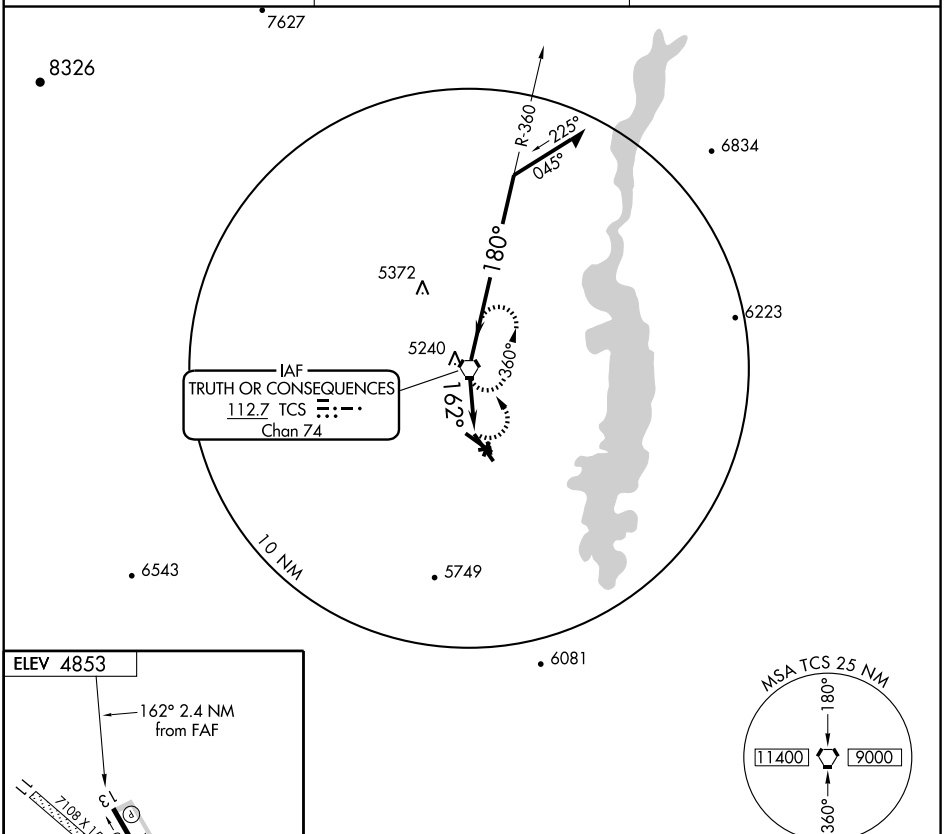
VORTAC TCS 112.7 Chan 74	APP CRS 162°	Rwy Idg N/A TDZE N/A Apt Elev 4853

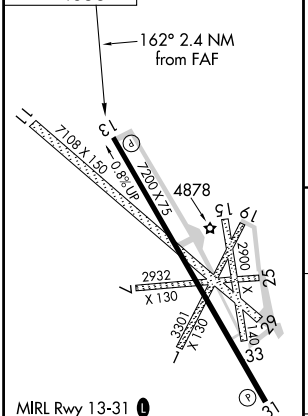
VOR-A

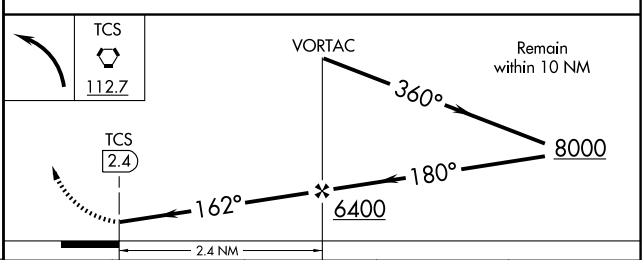
TRUTH OR CONSEQUENCES MUNI (TCS)

MISSED APPROACH: Climbing left turn direct to TCS VORTAC. Climb to 8000 in holding pattern.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF) L







FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	5560-1 707 (800-1)		5560-2 707 (800-2)	5560-2¼ 707 (800-2¼)

SW-1, 21 OCT 2010 to 18 NOV 2010

SW-1, 21 OCT 2010 to 18 NOV 2010

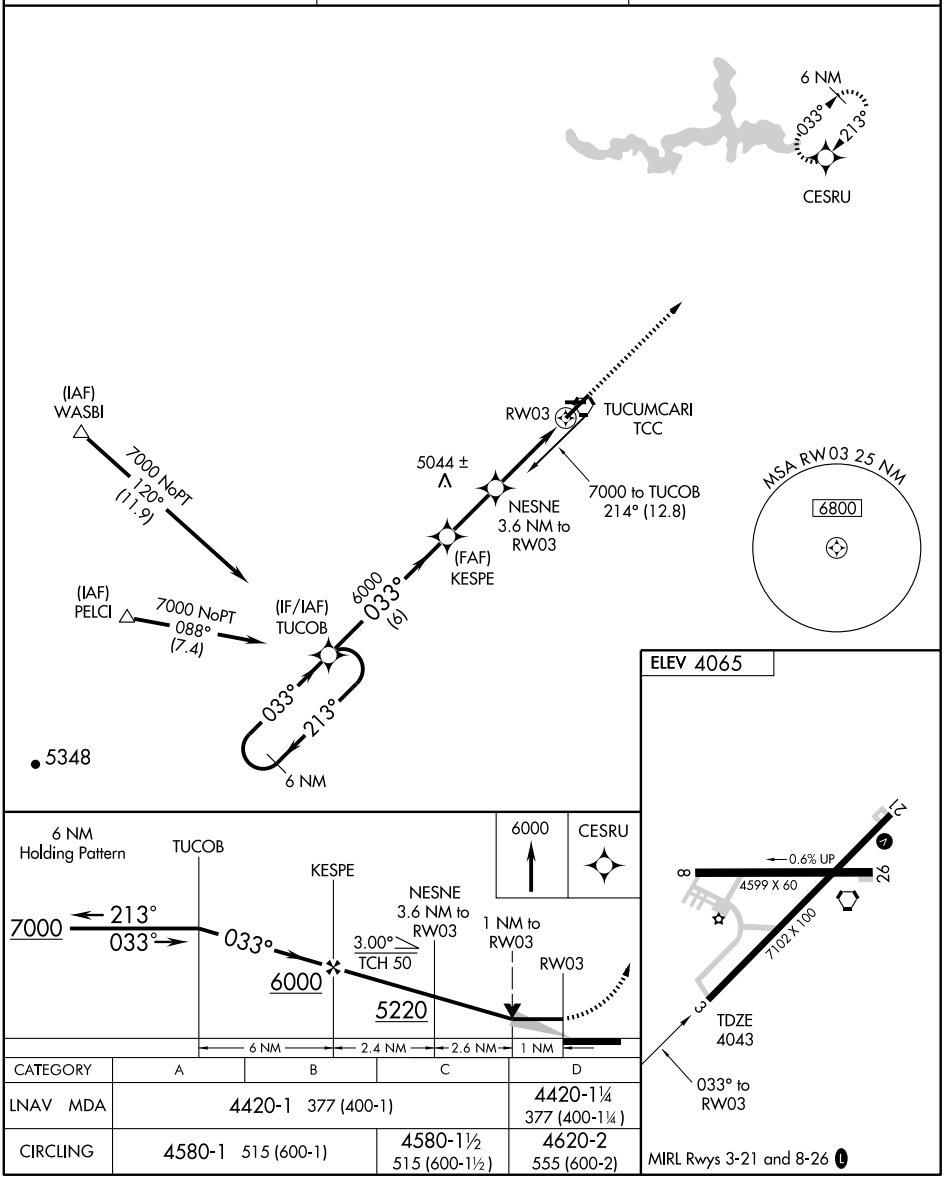
APP CRS	Rwy Idg	7102
033°	TDZE	4043
	Apt Elev	4065

RNAV (GPS) RWY 3
TUCUMCARI MUNI (TCC)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4420-1 377 (400-1)			4420-1¼ 377 (400-1¼)
CIRCLING	4580-1 515 (600-1)		4580-1½ 515 (600-1½)	4620-2 555 (600-2)

SW-1, 21 OCT 2010 to 18 NOV 2010

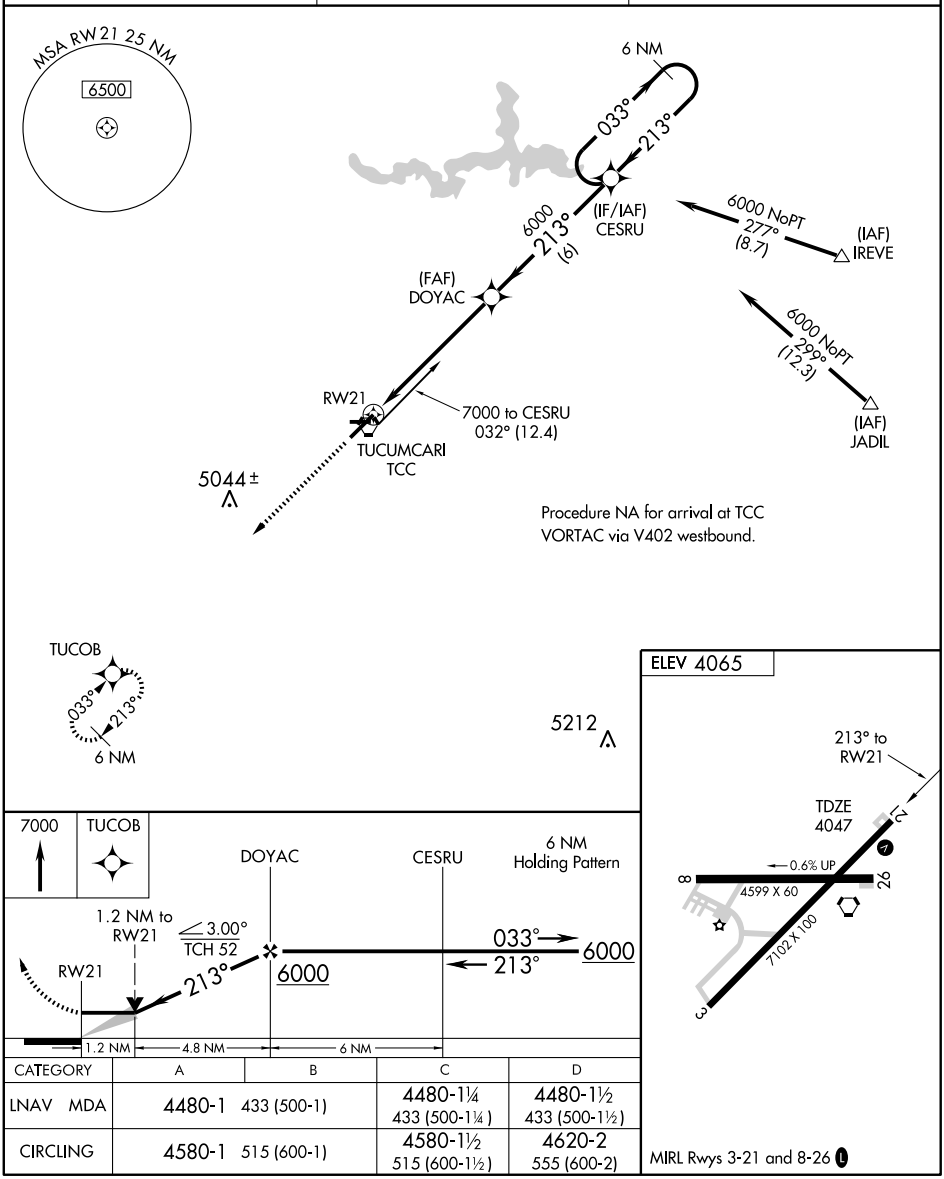
APP CRS	Rwy Idg	7102
213°	TDZE	4047
	Apt Elev	4065

RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling to Rwy 8 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwys 3-21 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4599
258°	TDZE	4055
	Apt Elev	4065

RNAV (GPS) RWY 26

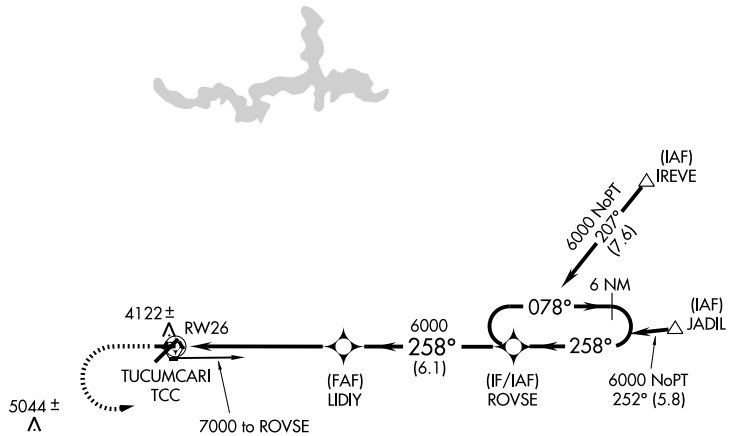
TUCUMCARI MUNI (TCC)

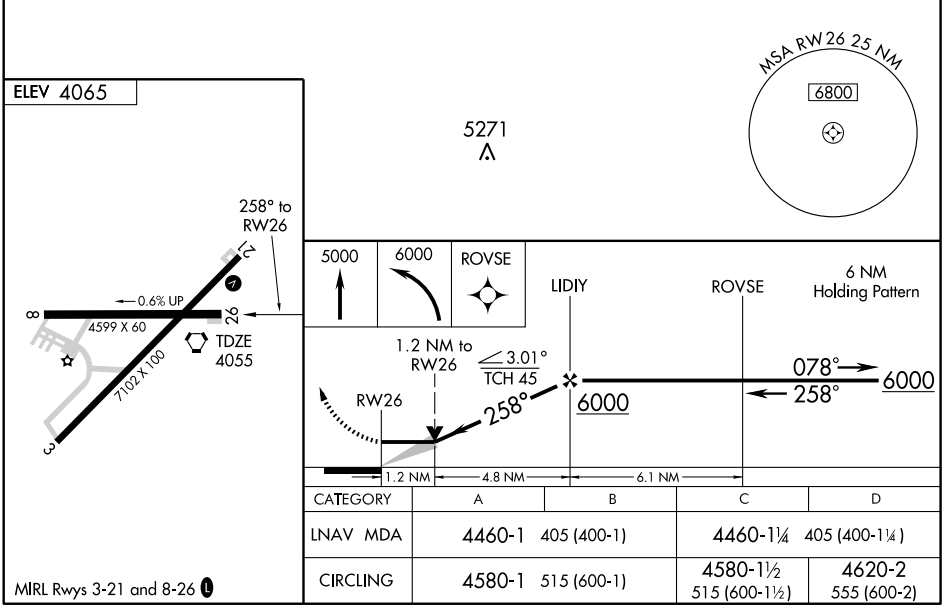
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling to Rwy 8 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct ROVSE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L

Procedure NA for arrival at TCC VORTAC via V402 westbound.





CATEGORY	A	B	C	D
LNAV MDA	4460-1 405 (400-1)		4460-1¼ 405 (400-1¼)	
CIRCLING	4580-1 515 (600-1)		4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwys 3-21 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TCC	APP CRS	Rwy Idg	7102
113.6	201°	TDZE	4047
Chan 83		Apt Elev	4065

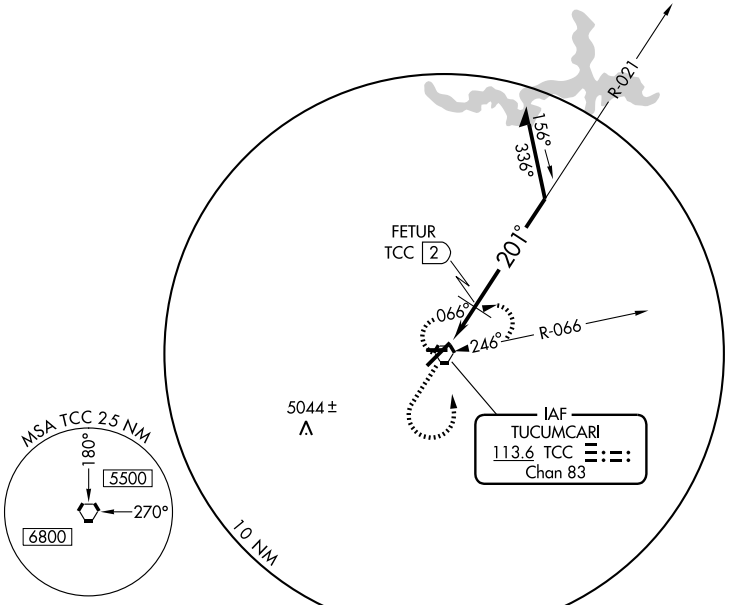
VOR RWY 21

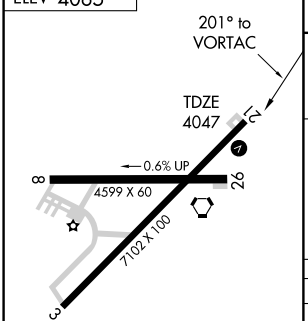
TUCUMCARI MUNI (TCC)

If local altimeter setting not received, procedure NA.

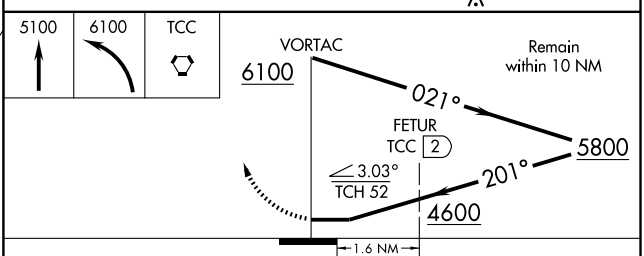
MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L





5229



CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwys 3-21 and 8-26 L

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TCC	APP CRS	Rwy Idg	4599
113.6	246°	TDZE	4055
Chan 83		Apt Elev	4065

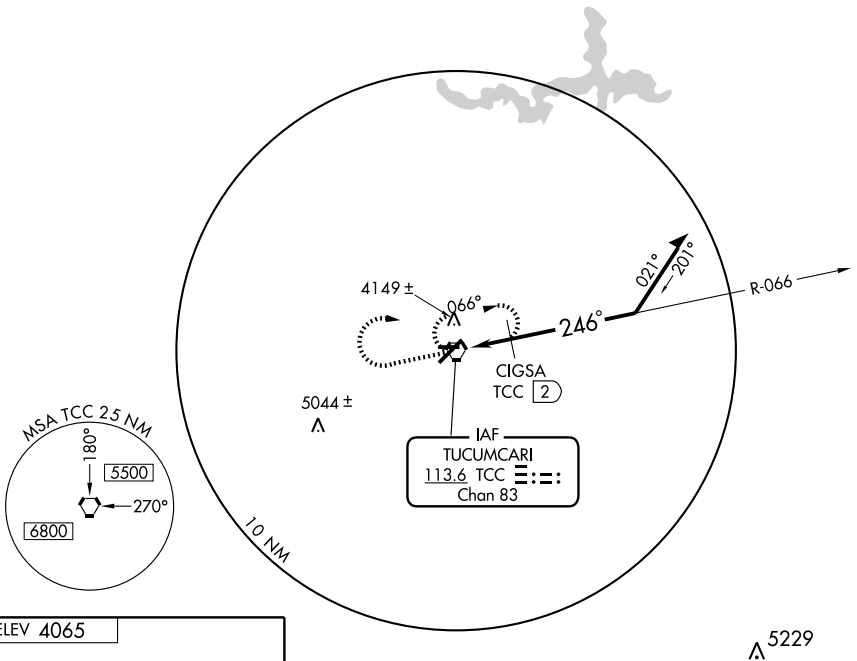
VOR RWY 26

TUCUMCARI MUNI (TCC)

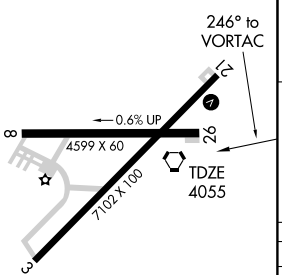
If local altimeter setting not received, procedure NA.

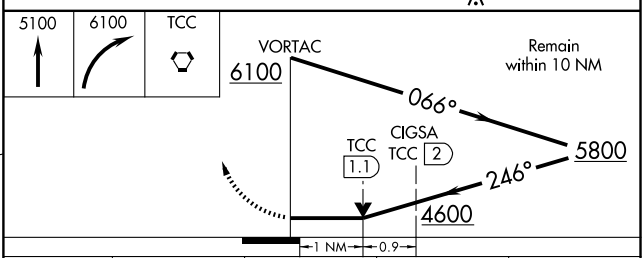
MISSED APPROACH: Climb to 5100 then climbing right turn to 6100 direct TCC VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF)



ELEV 4065





CATEGORY	A	B	C	D
S-26	4600-1 545 (600-1)		4600-1½ 545 (600-1½)	4600-1¾ 545 (600-1¾)
CIRCLING	4600-1 535 (600-1)		4600-1½ 535 (600-1½)	4620-2 555 (600-2)
CIGSA FIX MINIMUMS				
S-26	4400-1 345 (400-1)			4400-1¼ 345 (400-1¼)
CIRCLING	4580-1 515 (600-1)		4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwys 3-21 and 8-26 (L)

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

ZUNI PUEBLO/BLACK ROCK (ZUN)

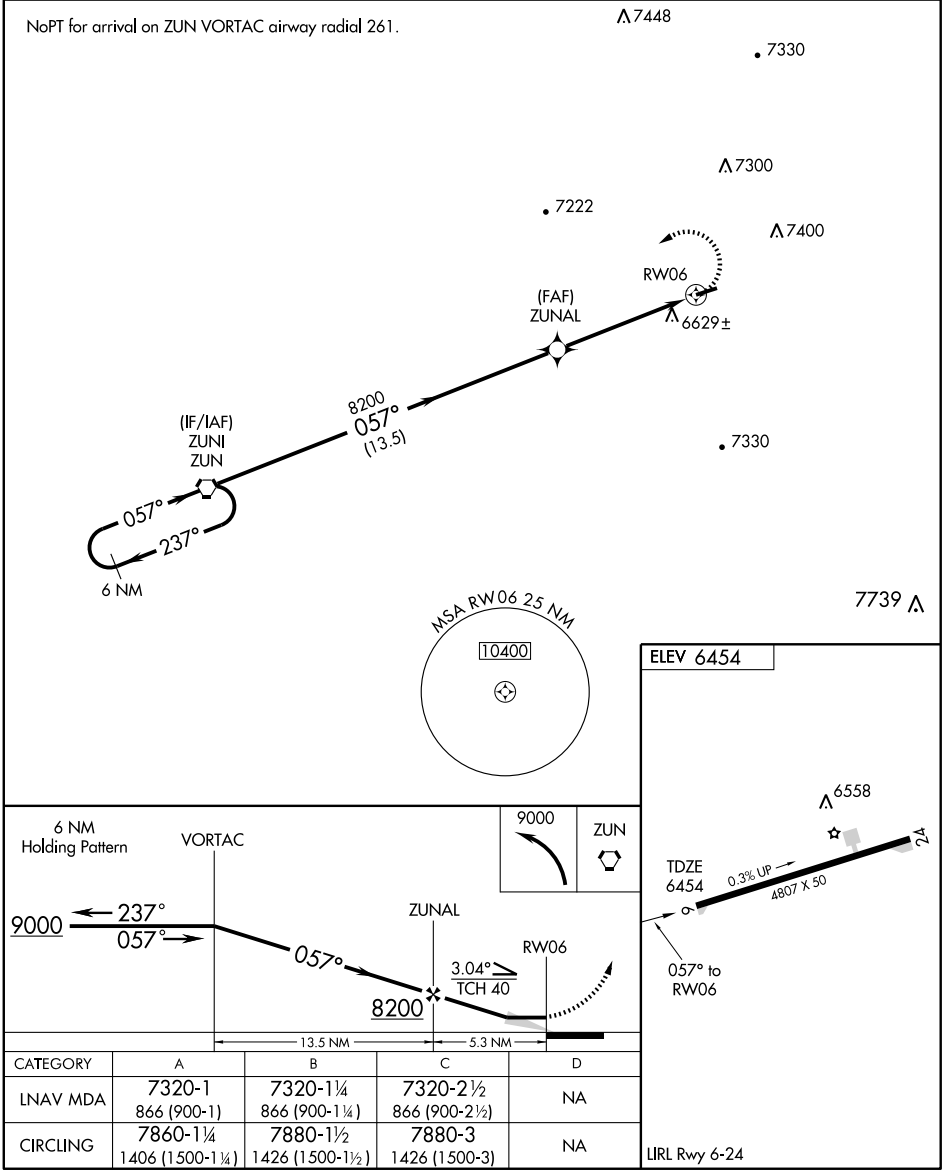
APP CRS		
057°	Rwy Idg	4807
	TDZE	6454
	Apt Elev	6454

DME/DME RNP -0.3 NA.
Use Gallup, NM altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.

ALBUQUERQUE CENTER	UNICOM	CTAF
124.325 288.25	122.8	122.9

NoPT for arrival on ZUN VORTAC airway radial 261.



CATEGORY	A	B	C	D
LNAV MDA	7320-1 866 (900-1)	7320-1¼ 866 (900-1¼)	7320-2½ 866 (900-2½)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

LIRL Rwy 6-24

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ZUN	APP CRS	Rwy Idg	4807
113.4	053°	TDZE	6454
Chan 81		Apt Elev	6454

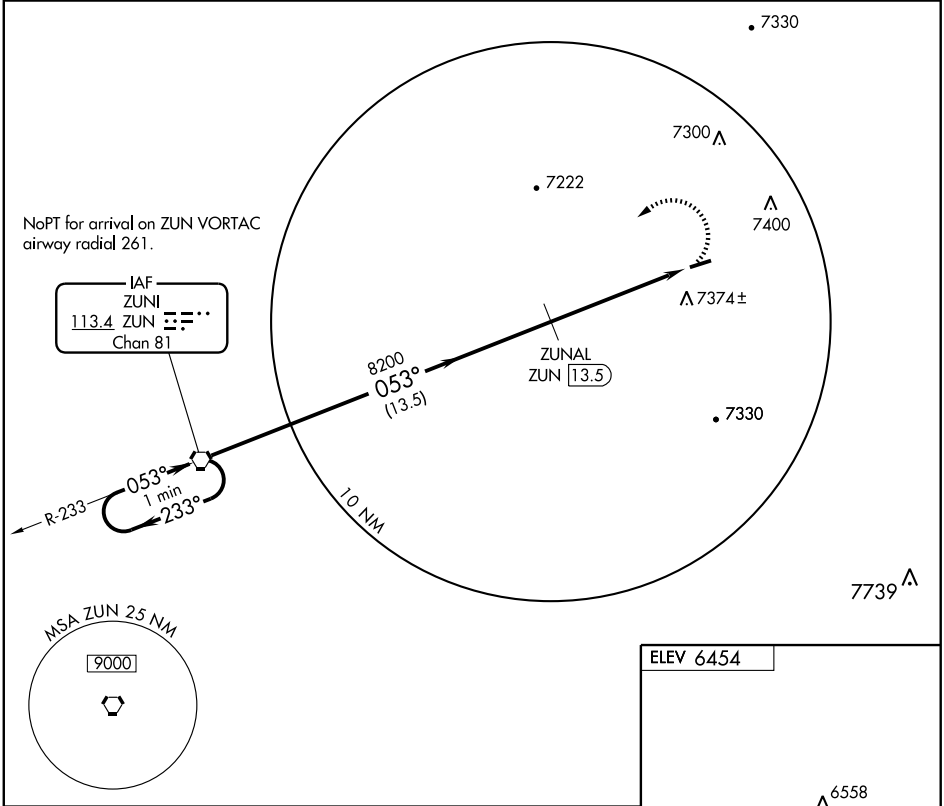
VOR/DME RWY 6

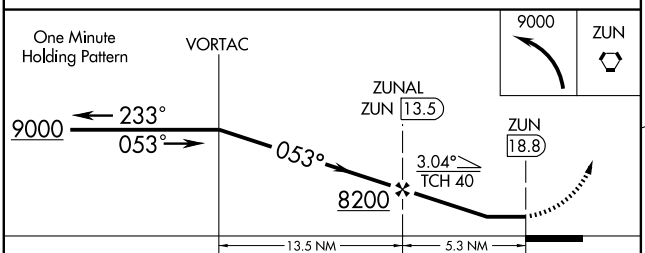
ZUNI PUEBLO/ BLACK ROCK (ZUN)

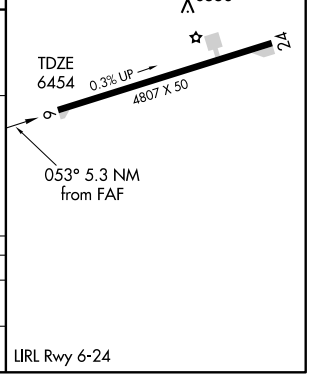
NA — Use Gallup, NM altimeter setting; if not received procedure not authorized.

MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.

ALBUQUERQUE CENTER	UNICOM	CTAF
124.325 288.25	122.8	122.9







CATEGORY	A	B	C	D
S-6	7820-1¼ 1366 (1400-1¼)	7820-1½ 1366 (1400-1½)	7820-3 1366 (1400-3)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

SW-1, 21 OCT 2010 to 18 NOV 2010
SW-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL ..... **RNAV (GPS) Rwy 16[12]**
RNAV (GPS) Rwy 34[34]
VOR/DME Rwy 34[15]

[1]NA when local weather not available.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 2200-2; Categories C, D, 2200-3.

CEDAR CITY, UT

CEDAR CITY RGNL ..... **ILS Rwy 20**
VOR Rwy 20

Category D, 900-2¾.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS INTL ..... **VOR/DME or GPS Rwy 17**
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL..... **LDA/DME RWY 23[1]**
RNAV (GPS) Rwy 23[2]
VOR -A[3]
VOR/DME-B[4]

[1]Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.
[4]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME — ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM ..... **ILS or LOC/DME Rwy 21[12]**
VOR-A[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF ..... **ILS or LOC Rwy 26**
NDB Rwy 26
RNAV (GPS) Rwy 8[1]
VOR Rwy 26

NA when control tower closed.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK ..... **ILS or LOC/DME Rwy 3**

NA when control tower closed.
Category D, 700-2.

VALLE ..... **VOR/DME Rwy 19**

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI ..... **RNAV (GPS) Rwy 1**

Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY ..... **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C, 1000-2¾; Category D, 1000-3.

LAS VEGAS, NV

HENDERSON EXECUTIVE ..... **RNAV (GPS)-B**[1]
VOR-C[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L**[1]
ILS or LOC Rwy 25R[1]
ILS or LOC/DME Rwy 1L[2]
RNAV (GPS) Rwy 1R[3]
RNAV (GPS) Rwy 19L[45]
RNAV (GPS) Rwy 19R[45]
VOR/DME -A[2]
VOR Rwy 25L/R[3]
[1]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.
[2]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.
[3]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV

DERBY FIELD ..... **VOR or GPS-C**[1]
VOR/DME or GPS-A[2]
[1]Categories A,B, 1900-2; Categories C,D, 1900-3.
[2]Categories A,B, 900-2; Category C,900-2¾; Category D, 900-3.

MESA, AZ

FALCON FIELD ..... **NDB-A**
RNAV (GPS) Rwy 4L
RNAV (GPS) Rwy 4R
RNAV (GPS)-B
NA when control tower closed.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD ..... **VOR or GPS-A**
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

OGDEN, UT

OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3**[12]
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3
NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

PHOENIX, AZ

PHOENIX DEER VALLEY ..... **RNAV (GPS)-B**[12]
RNAV (GPS)-C[3]
RNAV(GPS) Rwy 7R[14]
RNAV (GPS) Rwy 25L[14]
[1]NA when local weather not available.
[2]Categories A, B, 1000-2; Category C, 1000-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-
MESA GATEWAY ..... **ILS or LOC Rwy 30C**[12]
RNAV (GPS) Rwy 30C[1]
RNAV (GPS) Rwy 30L[3]
VOR or TACAN Rwy 30C[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

PHOENIX
SKY HARBOR INTL ..... **ILS or LOC Rwy 7R**[1]
ILS or LOC Rwy 7L[1]
ILS or LOC Rwy 8[3]
ILS or LOC Rwy 25L[2]
ILS or LOC Rwy 26[2]
RNAV (GPS) Y Rwy 7R[2]
RNAV (GPS) Y Rwy 7L[2]
RNAV (GPS) Y Rwy 8[4]
RNAV (GPS) Y Rwy 25L[2]
RNAV (GPS) Y Rwy 25R[2]
RNAV (GPS) Y Rwy 26[2]
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

PRESCOTT, AZ

ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L**[12]
RNAV (GPS) Rwy 21L[4]
VOR Rwy 12[3]
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]Category D, 1000-3.

NAME ALTERNATE MINIMUMS

PRICE, UT

CARBON COUNTY RGNL/
BUCK DAVIS FIELD ..... **VOR/DME Rwy 36**
VOR Rwy 36[1]
Category C, 900-2½; Category D, 1100-3.
[1]Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13,**700-2
NA when control tower closed.

RENO, NV

RENO/TAHOE INTL ..... **ILS Rwy 16R,** 2100-7[1]
ILS or LOC/DME Rwy 34L[2]
LOC Rwy 16R[3]
RNAV (GPS) X Rwy 34L[4]
RNAV (GPS) X Rwy 34R[4]
RNAV (GPS) Y Rwy 16L[5]
RNAV (GPS) Y Rwy 16R[6]
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3
[1]LOC, NA.
[2]ILS,LOC, Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1400-2; Categories C,D, 1400-3.
[6]Categories A,B, 1800-2; Categories C,D, 1800-3.

SAFFORD, AZ

SAFFORD RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

ST. GEORGE, UT

ST. GEORGE MUNI ..... **RNAV (GPS) Rwy 34**[1]
VOR or GPS-B,1300-2[2]
VOR-C,1800-3[2]
VOR/DME Rwy 34[23]
[1]Categories A,B 1100-2¼; Categories C,D, 1100-3.
[2]NA except for operators with approved weather reporting service.
[3]Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

SCOTTSDALE, AZ

SCOTTSDALE ..... **RNAV (GPS)-D**[1]
RNAV (GPS)-E[1]
VOR or GPS-A[23]
VOR-C[14]
[1]NA when local weather not available.
[2]NA when Scottsdale altimeter not available.
[3]Categories A, B, C, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-3.

TONOPAH, NV

TONOPAH ..... **VOR or GPS-A**
Category D, 800-2¼.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY ..... **ILS or LOC/DME Rwy 17**[1]
RNAV (GPS) Rwy 17
NA when local weather not available.
[1]ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL ..... **ILS or LOC Rwy 11L**[1]
LOC/DME BC Rwy 29R[2]
RNAV (GPS) Z Rwy 11L[2]
RNAV (GPS) Rwy 29R[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 29L[4]
RNAV (GPS) Z Rwy 29R[2]
VOR or TACAN Rwy 11L[2]
VOR/DME or TACAN Rwy 29R[5]
[1]ILS,LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.
[2]Category E, 1100-3.
[3]Categories A,B,C,D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category E, 1200-3.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WENDOVER, UT

WENDOVER ..... **VOR/DME-B**[1]
VOR/DME or TACAN Rwy 26[2]

[1]Categories A,B, 1700-2; Categories C,D,E, 1700-3.
[2]Category E, 800-2¾.

WINDOW ROCK, AZ

WINDOW ROCK ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS)-B[2]
VOR/DME-A[3]

[1]Category C, 800-2¼.
[2]Categories A, B, 1000-2; Category C, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

WINNEMUCCA, NV

WINNEMUCCA MUNI .... **RNAV (GPS) Rwy 14**[12]
RNAV (GPS) Rwy 32[1]
VOR/DME Rwy 14[3]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 1300-3.

21 OCT 2010 to 18 NOV 2010

DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (Amdt 1, 10294 USAF) ELEV 2704

RADAR[1] - **(E)** 118.5 125.1 318.1 297.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	30	3.0°/59/1320	ABCDE	**2954**/40	250	(300-¾)
	12	3.0°/59/950	ABCDE	**2839**/40	250	(200-¾)

[1]No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777).

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (10210 USN) ELEV 3934

RADAR[1] - **(E)** 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	31L	3.5°/55/906	ABCDE	**4126**-¾	200	(200-¾)
	31R	3.5°/54/872	ABCDE	**4128**-¾	200	(200-¾)
	13L	3.0°/46/885	ABCDE	**4134**-¾	200	(200-¾)
	13R	3.0°/48/915	ABCDE	**4134**-¾	200	(200-¾)
	7	3.0°/36/672	ABCDE	**4129**-¾	200	(200-¾)
ASR	31R		ABCDE	**4200**-1	272	(300-1)
	31L		ABCDE	**4200**-1	274	(300-1)
	13R		ABCD	**4260**-1	326	(400-1)
			E	**4260**-1¼	326	(400-1¼)
	13L		ABC	**4280**-1	346	(400-1)
			DE	**4280**-1¼	346	(400-1¼)
	7		AB	**4340**-1	411	(500-1)
			CD	**4340**-1¼	411	(500-1¼)
			E	**4340**-1½	411	(500-1½)
CIR	All Rwy		AB	**4400**-1	466	(500-1)
			C	**4400**-1½	466	(500-1½)
			D	**4520**-2	586	(600-2)
			E	**4980**-3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 7400

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	260	520	780	1040	1300	1560
	13L/R	FPM	260	520	780	1040	1300	1560
	31L/R	FPM	270	540	810	1080	1350	1620

[1]No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

FORT HUACHUCA/SIERRA VISTA, AZ Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF

RADAR[1] - (E) 127.05 254.35 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	8		ABCDE	**4919**-¾	200	(200-¾)				
	26		ABCDE	**4829**-¾	200	(200-¾)				
ASR	26		ABC	**5000**-1	371	(400-1)	DE	**5000**-1¼	371	(400-1¼)
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)
CIR[3]	26		A	**5100**-1	381	(400-1)	B	**5180**-1	461	(500-2)
			C	**5180**-1½	461	(500-1½)	D	**5280**-2	561	(600-2)
			E	**5400**-2½	681	(700-2½)				
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)

[1]Opr 1500-2300Z Monday-Friday, except for holidays. [2]No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. [3]Circling not authorized south of runways 8 and 30.

21 OCT 2010 to 18 NOV 2010

YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN) ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R[1]	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R[2]			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R[3]		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR[4]	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

[1]When ALS inop, increase CAT ABCDE vis to ¾ mile. [2]When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. [4]When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME	TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceding on course. **Rwy 35,** climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceding on course.

NOTE: **Rwy 17,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

21 OCT 2010 to 18 NOV 2010

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C, D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...

climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV

FALLON MUNI (FLX)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climbing right turn...**Rwys 3, 13, 31,** climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3,** vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13,** trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21,** vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31,** trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

FALLON NAS(VAN VOORHIS FLD)(KNFL)

FALLON, NV. 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R,** Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R,** Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7,** Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25,** Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF (FHU)

AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. **All Aircraft** climb to 9500 to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

KANAB, UT

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 171° to 6800 before turning. **Rwy 1,** climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

NOTE: **Rwy 1,** vent on building 554' from DER, 370' left of centelrine, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19,** trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

21 OCT 2010 to 18 NOV 2010

LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (LAS)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R,** std. w/ min. climb of 210' per NM to 2600. **Rwy 25R,** 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R,** climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R,** climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25 L/R,** climb heading 255° to 2800 ,then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19 L/R,** climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L,** building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R,** sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L,** trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R,** tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L,** multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R,** trees 1563' from DER, 329' left of centerline, up to 55' AGL/ 2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy25L,** multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R,** multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29'AGL/2208' MSL.

LAS VEGAS, NV (CON'T)

NORTH LAS VEGAS (VGT)
AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1,** turn right. **Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD (FFZ)
AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND,UT
....Amdt 1, 09099
Rwy 12, 4700-3*
* Or standard with minimum climb of 305 ft/NM to 6100.
DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY BRISCOE FIELD
TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV
MINDEN-TAHOE
TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

MOAB,UT
CANYONLANDS FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.
NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)
LAS VEGAS, NV 08241
Rwy 3L/R, 10,200-3* SR-SS
Rwy 21L/R, 10,200-3* SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ
NOGALES INTL (OLS)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT
OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY (IWA)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

21 OCT 2010 to 18 NOV 2010

RICHFIELD, UT

RICHFIELD MUNI (RIF)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL (SAD)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - Airspace.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use SAFFORD RNAV DEPARTURE.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32,** climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14,** antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L,** vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ
SCOTTSDALE (SDL)
AMDT 8 10042 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 21,** use MARICOPA DEPARTURE.

SEDONA, AZ
SEDONA (SEZ)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

SHOW LOW, AZ
SHOW LOW RGNL
DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.
DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ
TAYLOR MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.
DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

TONOPAH, NV
TONOPAH
TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.
DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT
BOLINDER FIELD-TOOELE VALLEY
TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.
DEPARTURE PROCEDURE: Use STACO DEPARTURE.
NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ
MARANA RGNL
TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles
DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.
NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD (RYN)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33,** NA, ATC.
DEPARTURE PROCEDURE: **Rwys 6R, 24L,** use ALMON DEPARTURE.

TUCSON INTL (TUS)
AMDT 4A 08241 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.
DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.
NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT
VERNAL RGNL
TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.
DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT
WENDOVER
TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.
DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ
COCHISE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

Rwy 17: Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

APP CRS	Rwy Idg	7299
027°	TDZE	4531
	Apt Elev	4532

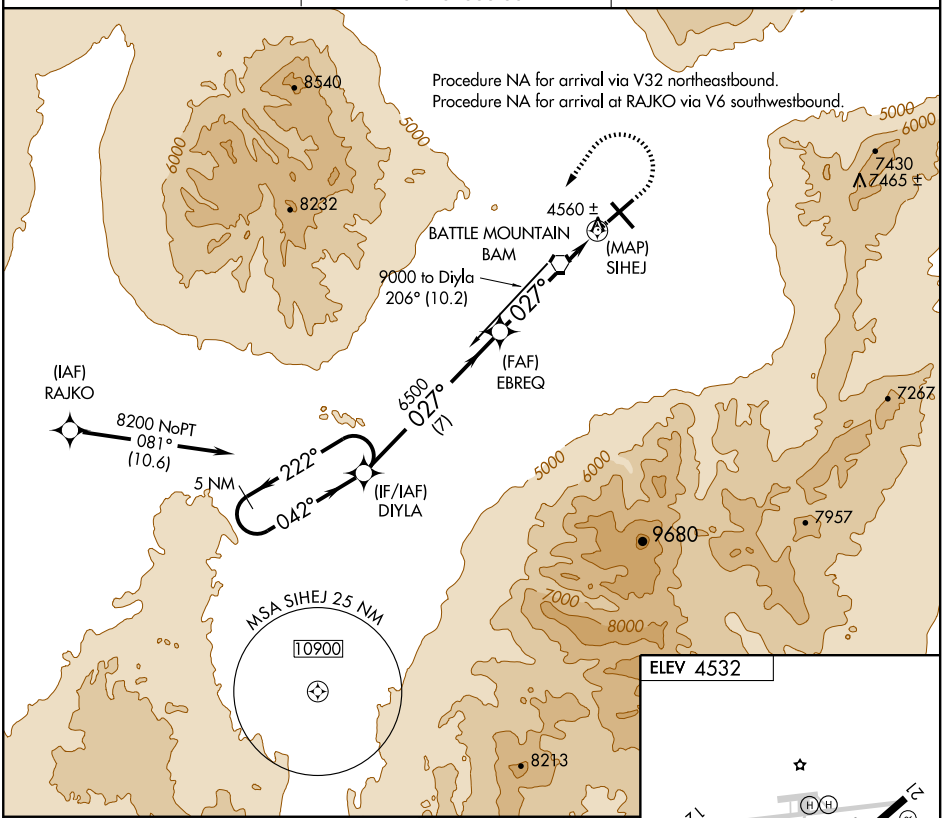
RNAV (GPS) RWY 3
BATTLE MOUNTAIN (BAM)

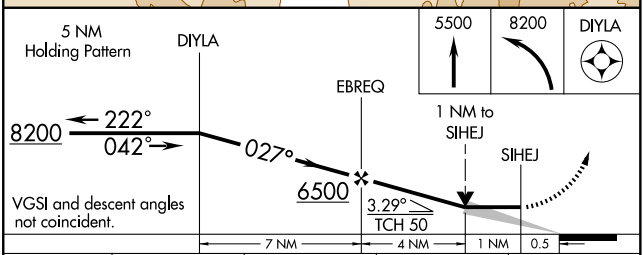
GPS or RNP-0.3 required. DME/DME RNP-0.3.NA

NA

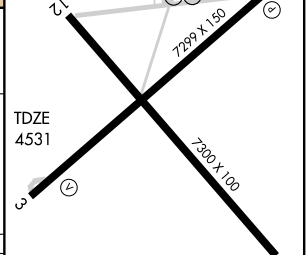
MISSED APPROACH: Climb to 5500 then climbing left turn to 8200 direct DIYLA WP and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 338.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	5040-1	509 (600-1)	5040-1½ 509 (600-1½)	NA
CIRCLING	5040-1	508 (600-1)	5040-1½ 508 (600-1½)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BAM 112.2 Chan 59	APP CRS 031°	Rwy Idg N/A TDZE N/A Apt Elev 4532

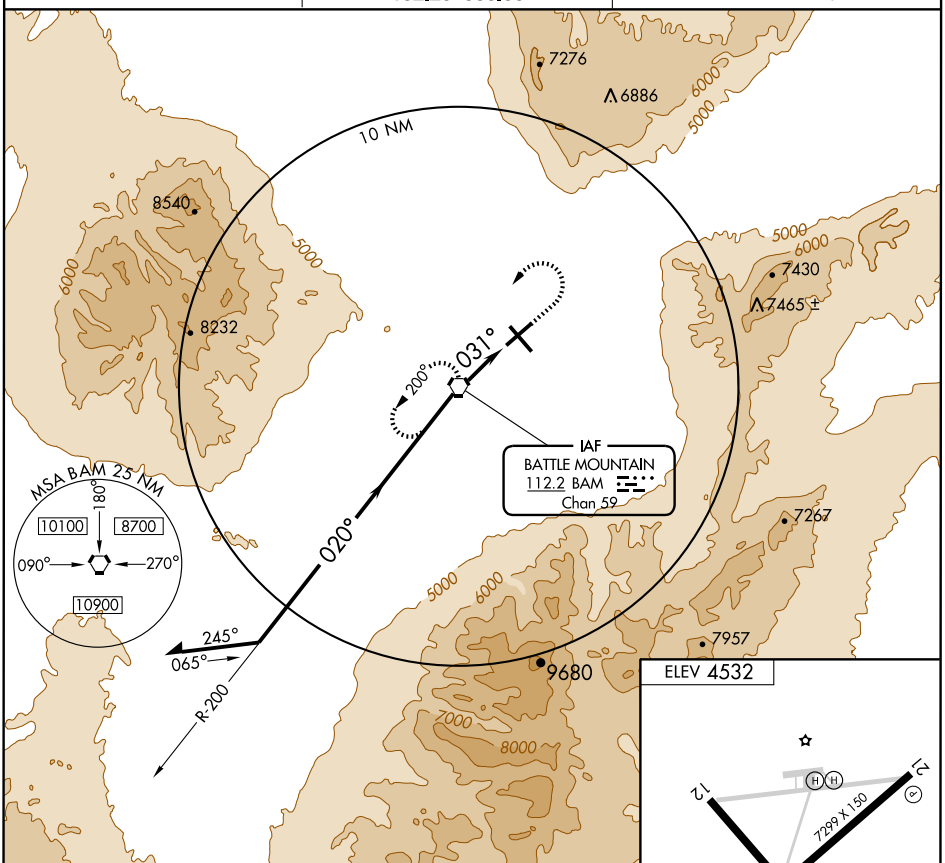
VOR-A
BATTLE MOUNTAIN (BAM)

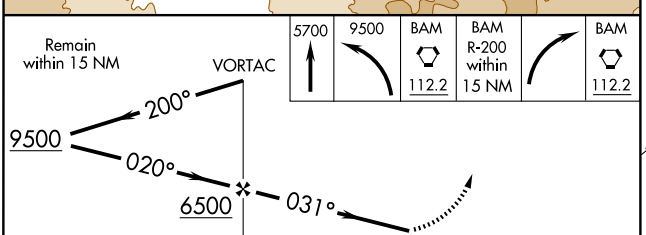
NA

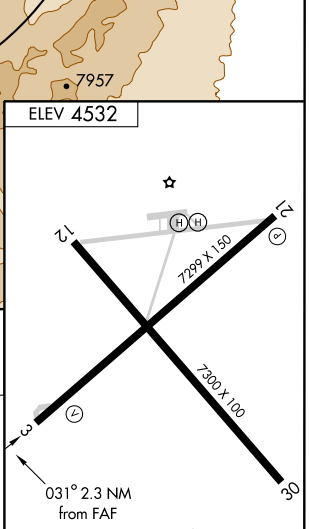
MISSED APPROACH: Climb to 5700, then climbing left turn to 9500 direct BAM VORTAC and BAM R-200 within 15 miles, turn right direct BAM VORTAC and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 388.35	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010







MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
CIRCLING	5600-1¼ 1068 (1100-1¼)	5600-1½ 1068 (1100-1½)	NA	

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

VORTAC BAM 112.2 Chan 59	APP CRS 031°	Rwy Idg 7299 TDZE 4531 Apt Elev 4532

VOR/DME RWY 3

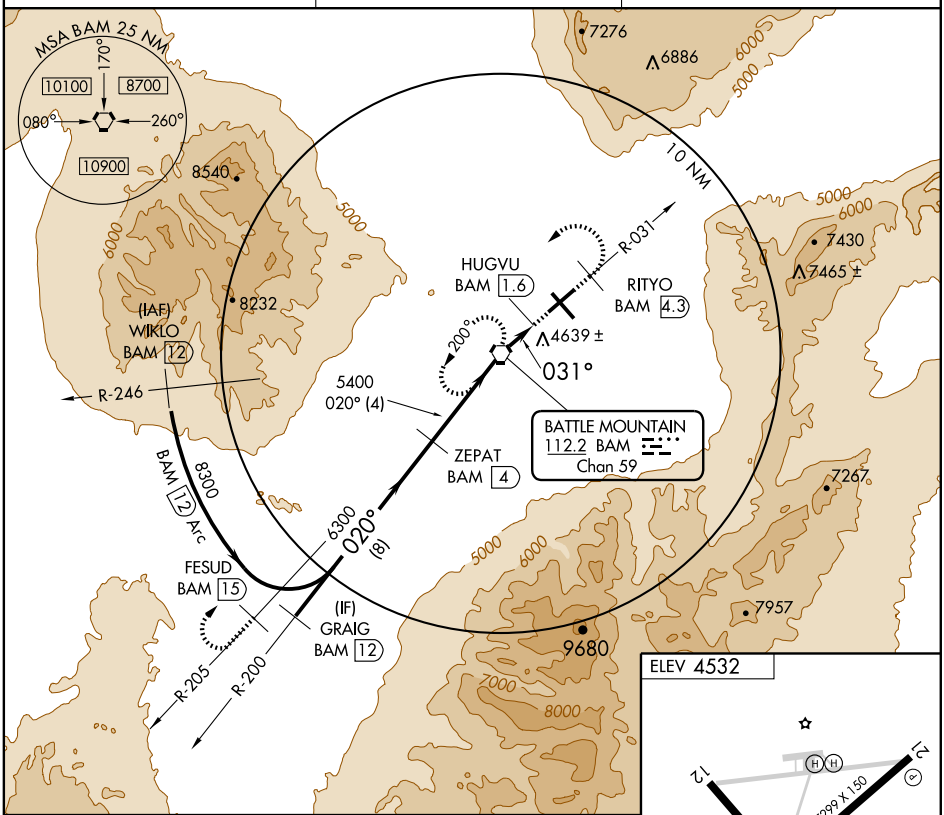
BATTLE MOUNTAIN (BAM)

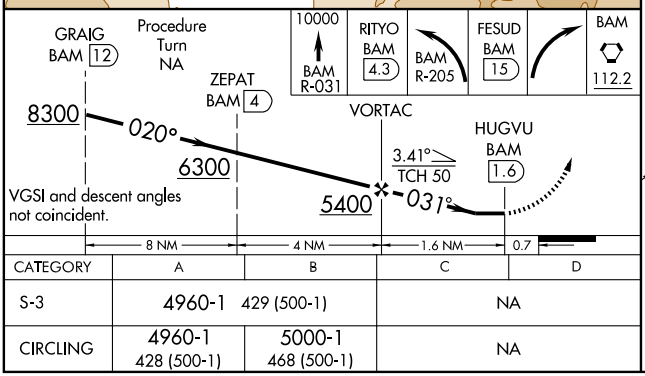
NA

MISSED APPROACH: Climb to 10000 via BAM VORTAC R-031 to RITYO/BAM 4.3 DME and left turn direct BAM VORTAC and via BAM VORTAC R-205 to FESUD/BAM 15 DME and right turn direct BAM VORTAC and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 338.35	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010

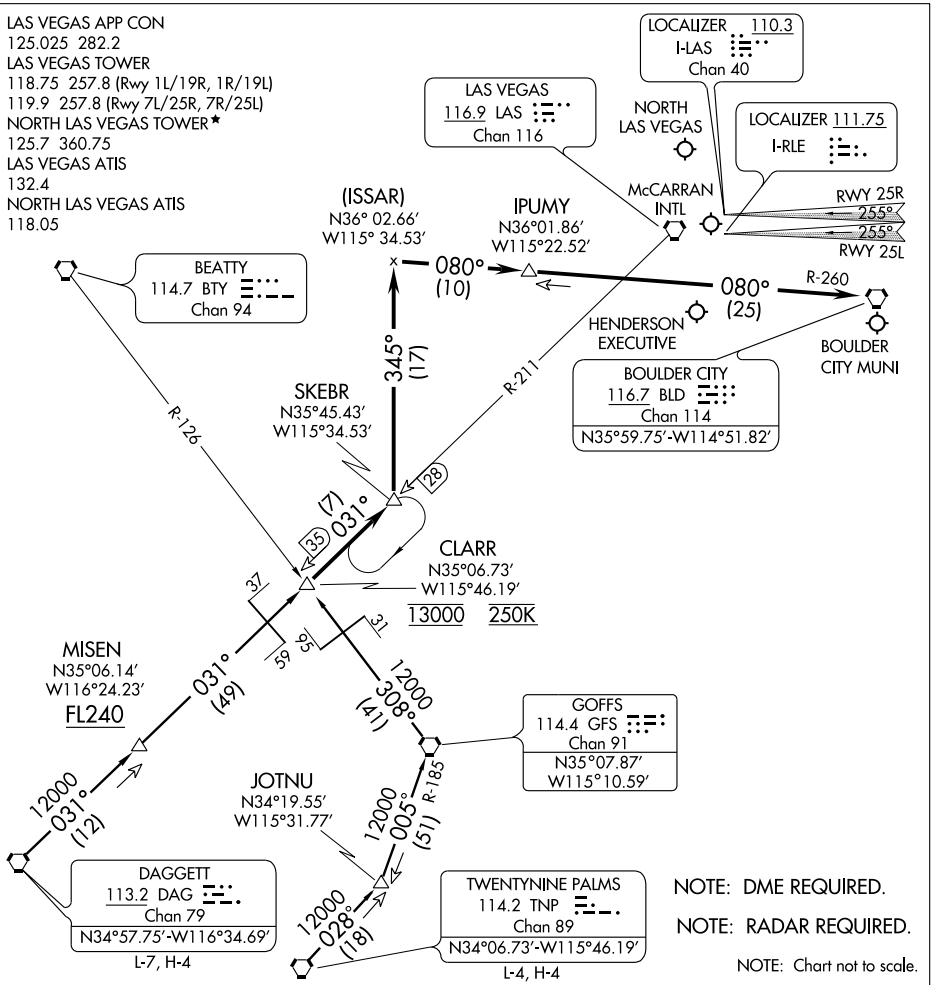




CATEGORY	A	B	C	D
S-3	4960-1	429 (500-1)	NA	
CIRCLING	4960-1 428 (500-1)	5000-1 468 (500-1)	NA	

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

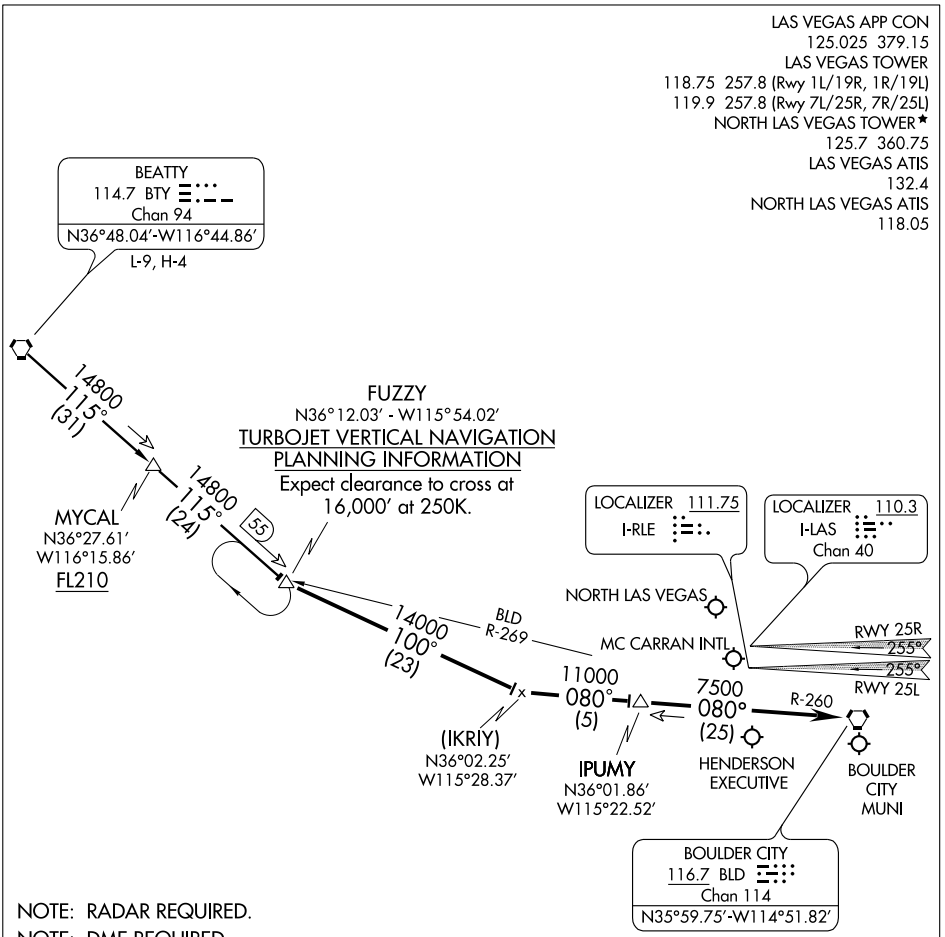
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

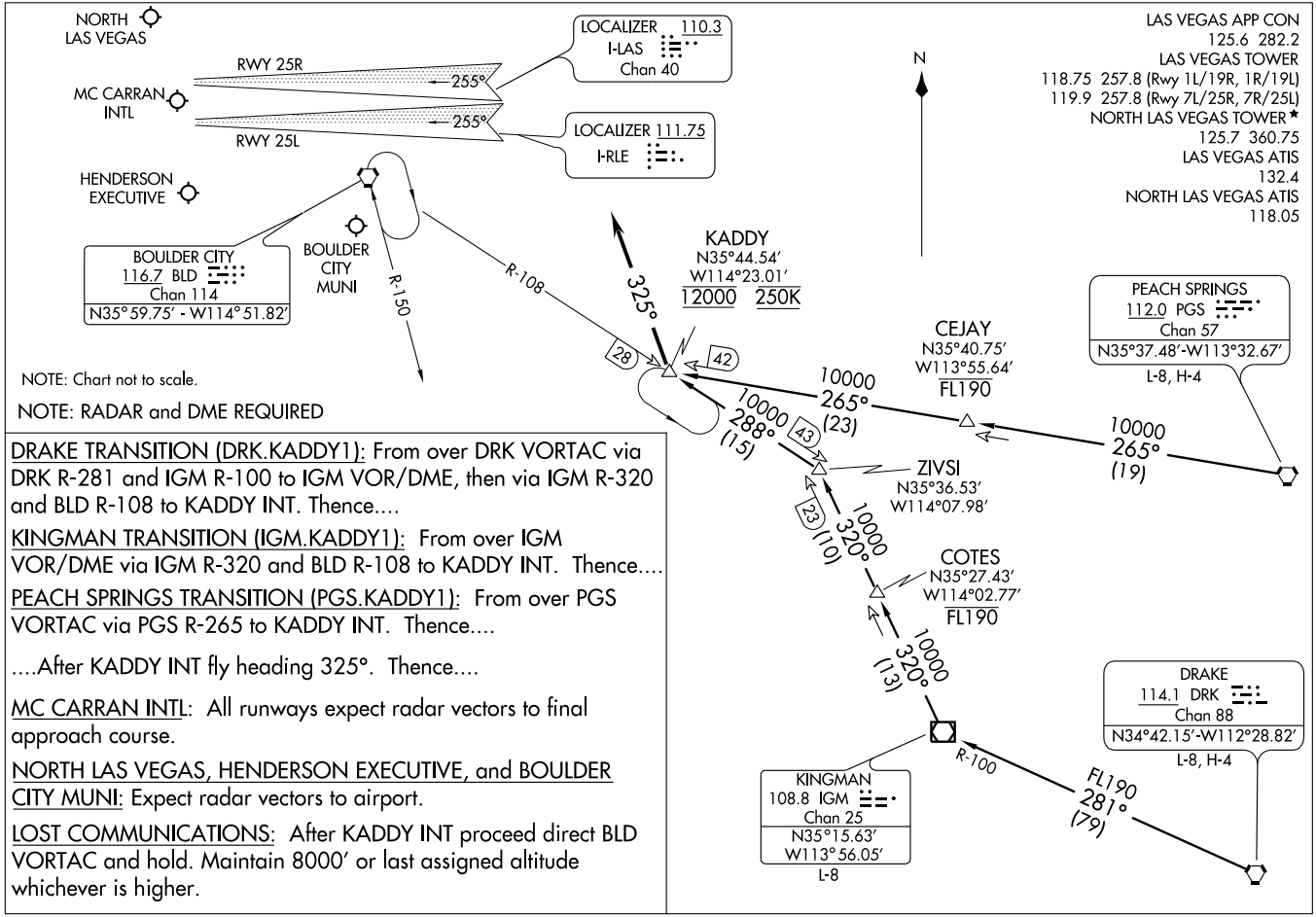
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

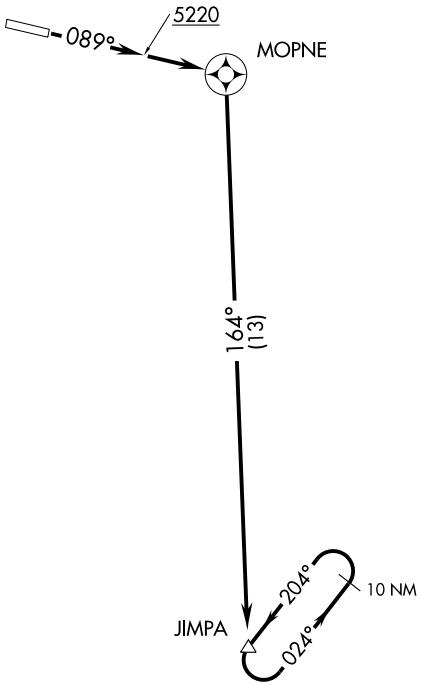
LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

AWOS-3
119.925
RENO DEP CON
119.2 279.55



SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 550 feet per NM to 11400 feet.
Rwy 27: NA - Obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Powerlines beginning 630' from DER, left and right of centerline, up to 75' AGL/4754' MSL.

NOTE: 1. RNAV 1
2. GPS Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 089° to 5220, then climb to 15000 direct MOPNE and on track 164° to JIMPA and hold. Continue climb-in-hold to 15000 before proceeding on course.

APP CRS	Rwy Idg	N/A
342°	TDZE	N/A
	Apt Elev	4705

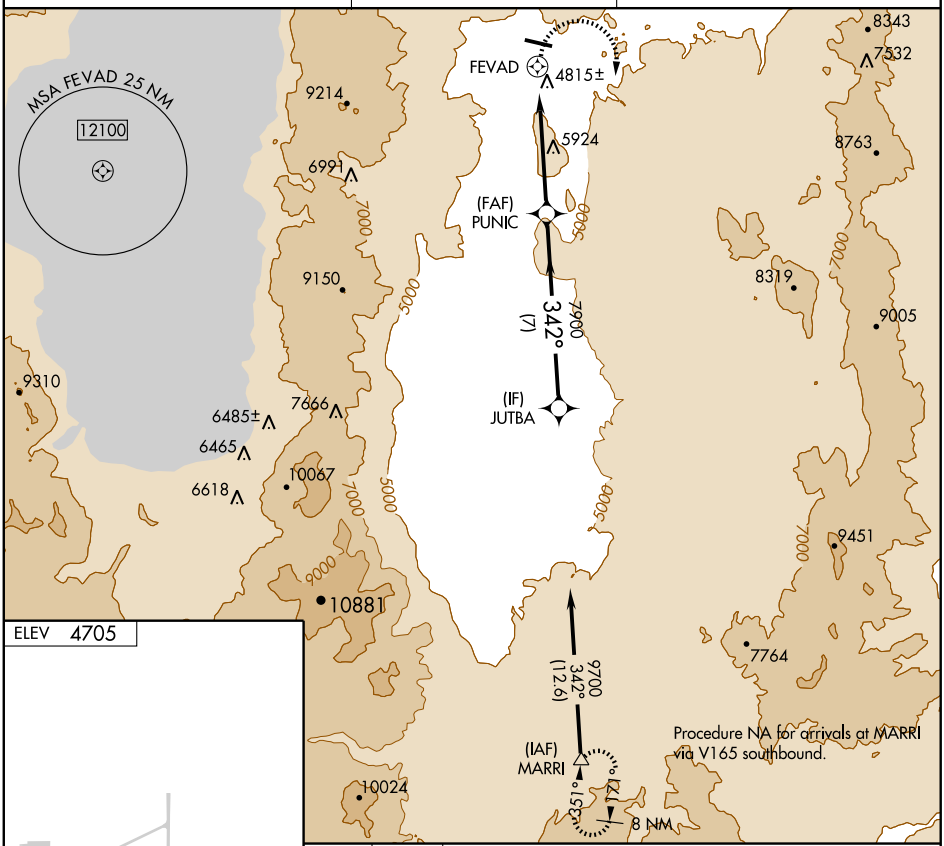
RNAV (GPS)-A
CARSON (CXP)

NA

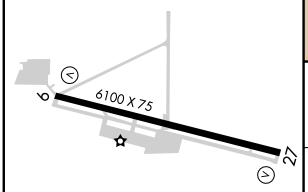
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet.

MISSED APPROACH: Climbing right turn to 13000 direct MARRI and hold, continue climb-in-hold to 13000.

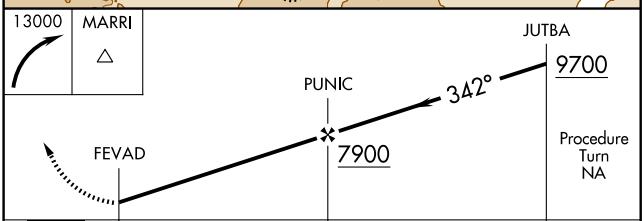
AWOS-3	RENO APP CON	UNICOM
119.925	119.2 279.55	123.0 (CTAF)



ELEV 4705

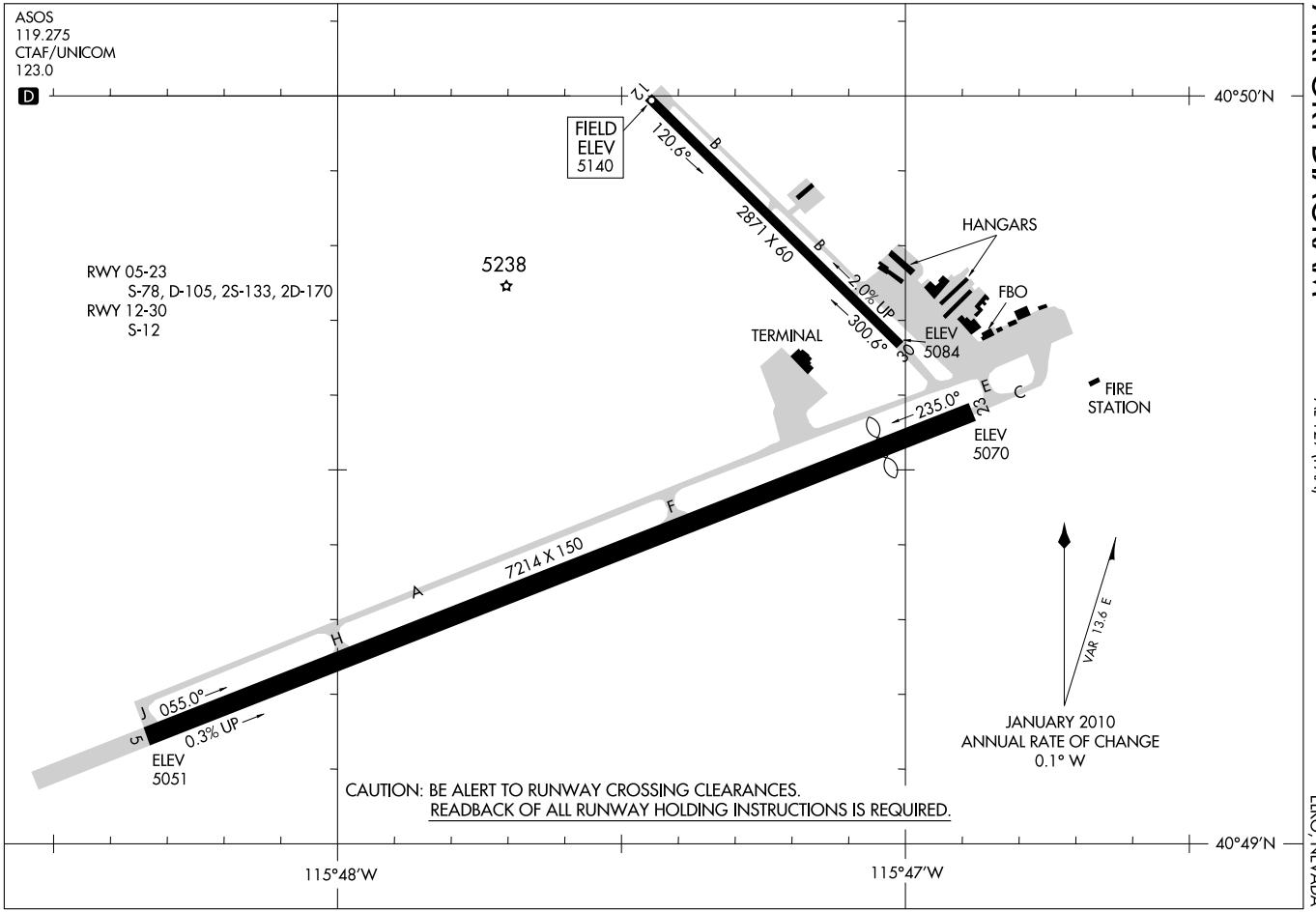


MIRL Rwys 9-27



CATEGORY	A	B	C	D
CIRCLING	6380-1¼ 1675 (1700-1¼)	6380-1½ 1675 (1700-1½)	6380-3 1675 (1700-3)	6440-3 1735 (1800-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



10210 AIRPORT DIAGRAM ELKO RGNL (EKO) ELKO, NEVADA

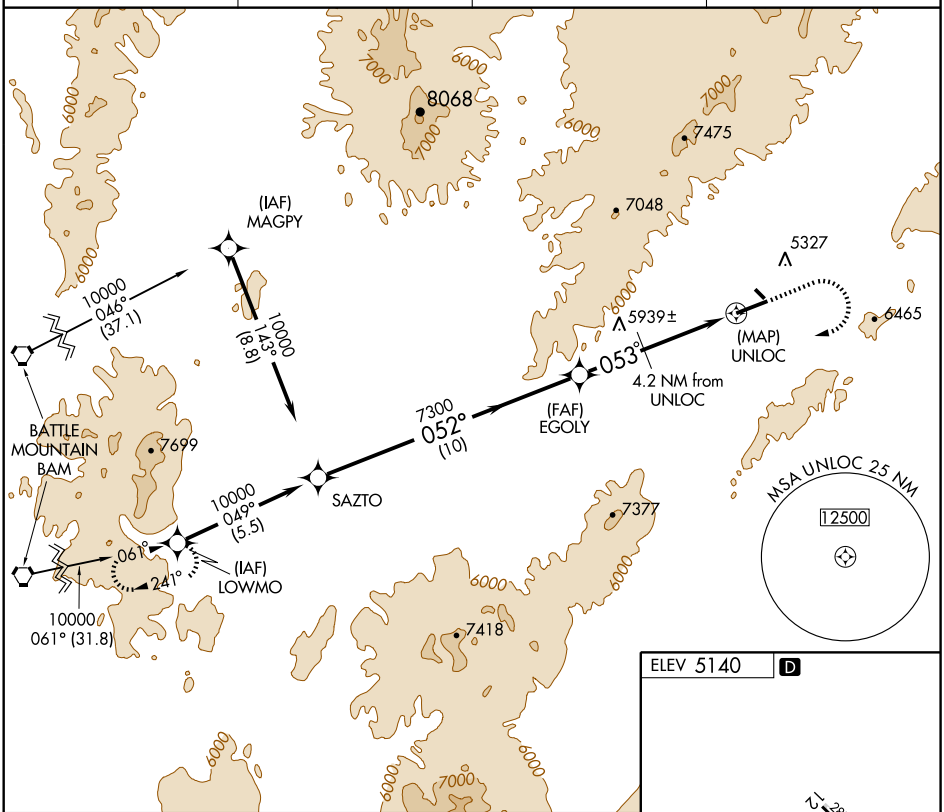
APP CRS	Rwy Idg	7214
053°	TDZE	5047
	Apt Elev	5140

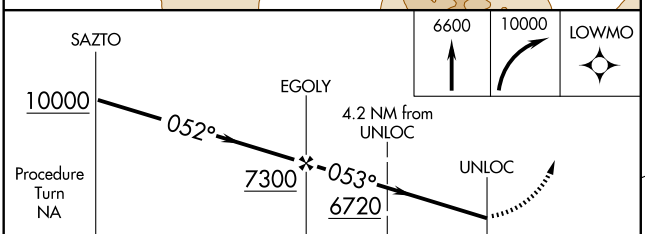
GPS RWY 5
ELKO RGNL (EKO)

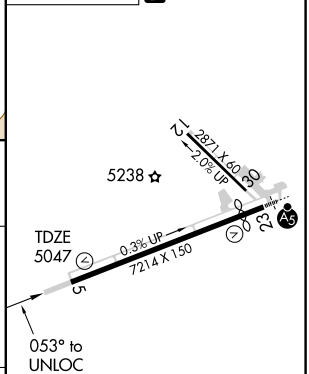
NA

MISSED APPROACH: Climb to 6600, then climbing right turn to 10000 direct LOWMO WP and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-5	6220-1¼ 1173 (1100-1¼)	6220-1½ 1173 (1100-1½)	6220-3 1173 (1100-3)	
CIRCLING	6220-1¼ 1085 (1100-1¼)	6220-1½ 1085 (1100-1½)	6220-3 1085 (1100-3)	

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EKO	APP CRS	Rwy Idg	6410
108.5	239°	TDZE	5064
Chan 22		Apt Elev	5140

LDA/DME RWY 23

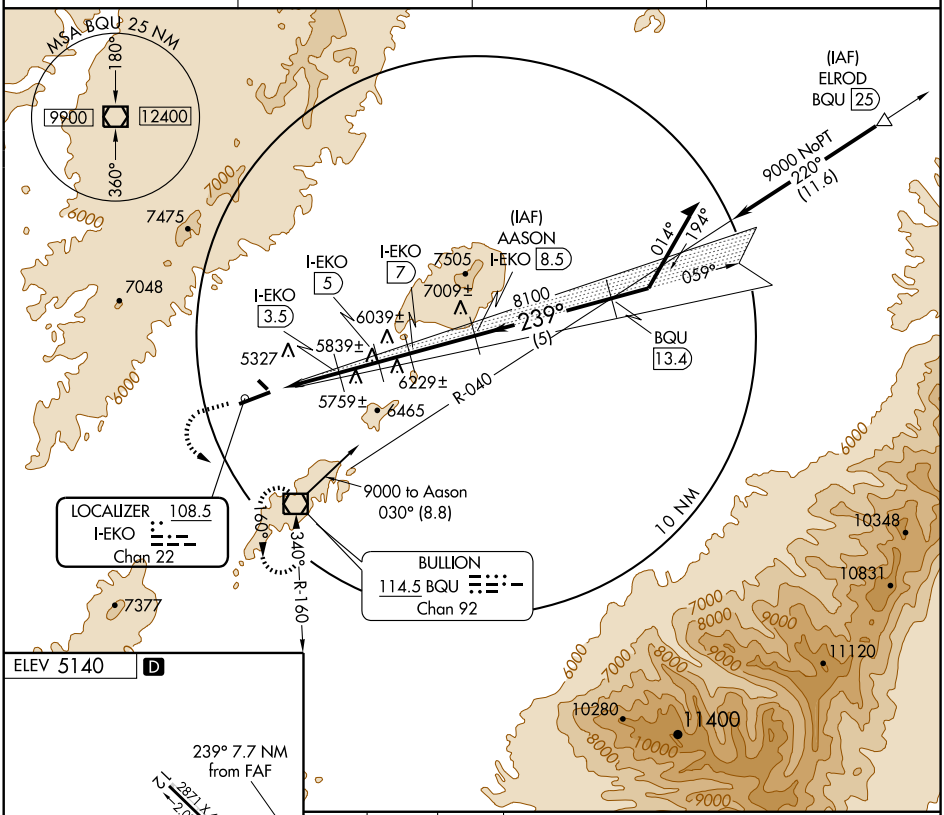
ELKO RGNL (EKO)

T A Inoperative table does not apply to Cat. A and B.

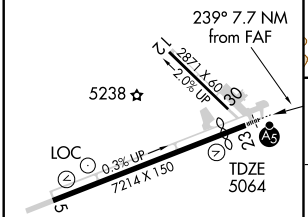
MALSR A5

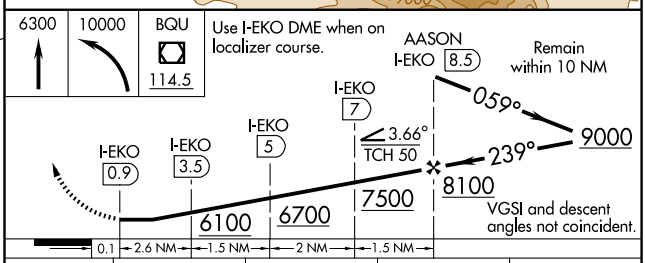
MISSED APPROACH: Climb to 6300 then climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	122.7 L
119.275	132.25 338.35	123.0 (CTAF)	



ELEV 5140 D





CATEGORY	A	B	C	D
S-23	5660-1 596 (600-1)			5660-1¼ 596 (600-1¼)
CIRCLING	6020-1 880 (900-1)	6020-1¼ 880 (900-1¼)	6140-3 1000 (1000-3)	6220-3 1080 (1100-3)

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

ELKO RGNL (EKO)

APP CRS	Rwy Idg	6410
241°	TDZE	5064
	Apt Elev	5140

Inoperative table does not apply.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 6600 then climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L

Procedure NA for arrivals at ARAYI via V6 southwestbound and arrivals at BUCAK via V465 northeastbound.

ARAYI

8500 105° (9.8)

(IAF) BUCAK

8500 206° (8.1)

7505

7048

OFCUJ 4 NM to RW23

6479±

6900±

7800 257° (5.6)

(IF) KOQHO

5327

241°

(FAF) LOYIW

RW23

6328±

6465

9167

BULLION BQU

160°

340°

6 NM

10348

10831

11120

10280

11400

7377

MSA RW 23 25 NM

12600

ELEV 5140 D

241° to RW23

5238

2871 X 60

2.0% UP

0.3% UP

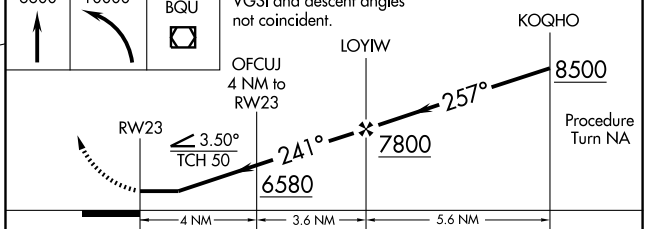
7214 X 150

TDZE 5064

MIRL Rwy 5-23 L

6600 | 10000 | BQU

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	6500-1¼ 1436 (1400-1¼)	6500-1½ 1436 (1400-1½)	6500-3	1436 (1400-3)
CIRCLING	6500-1¼ 1360 (1400-1¼)	6500-1½ 1360 (1400-1½)	6500-3	1360 (1400-3)

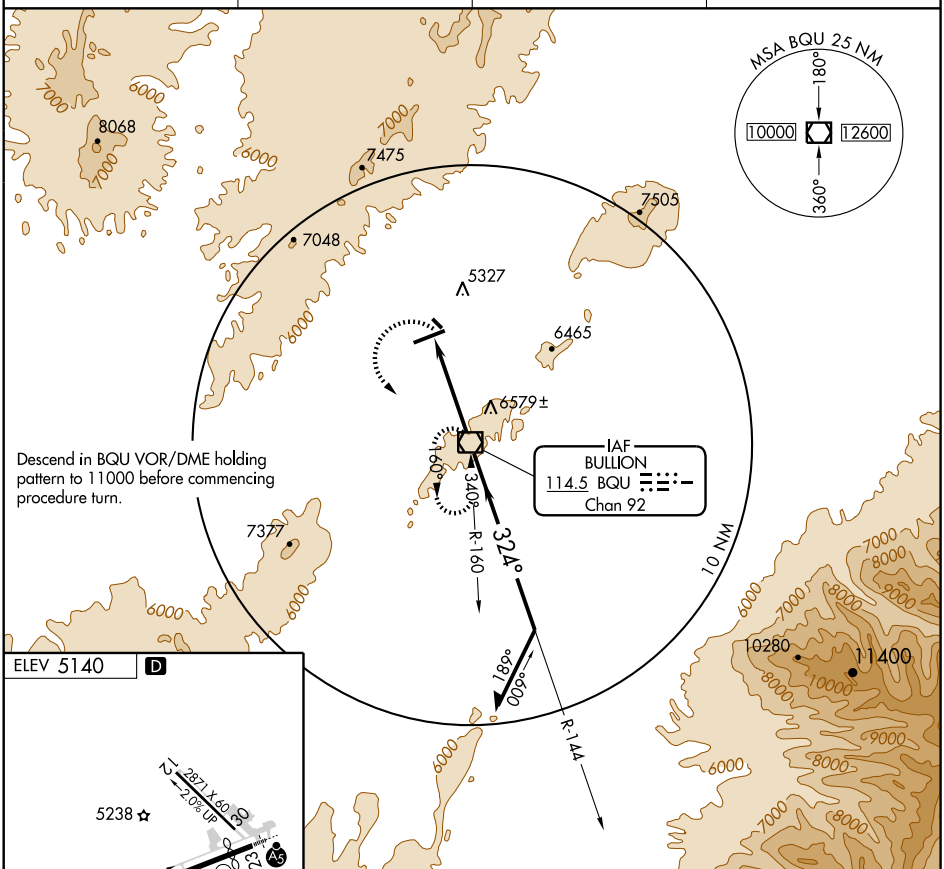
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

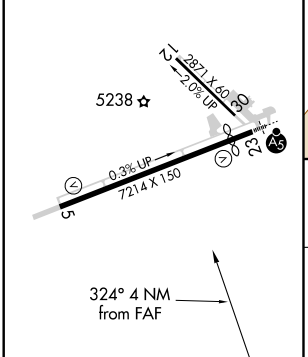
VOR/DME BQU 114.5 Chan 92	APP CRS 324°	Rwy Idg N/A TDZE N/A Apt Elev 5140

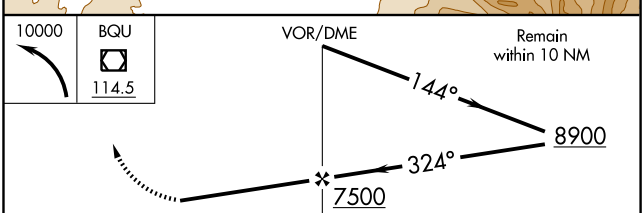
VOR-A
ELKO RGNL (EKO)

MISSED APPROACH: Climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	6580-1¼ 1440 (1500-1¼)	6580-1½ 1440 (1500-1½)	6580-3 1440 (1500-3)	

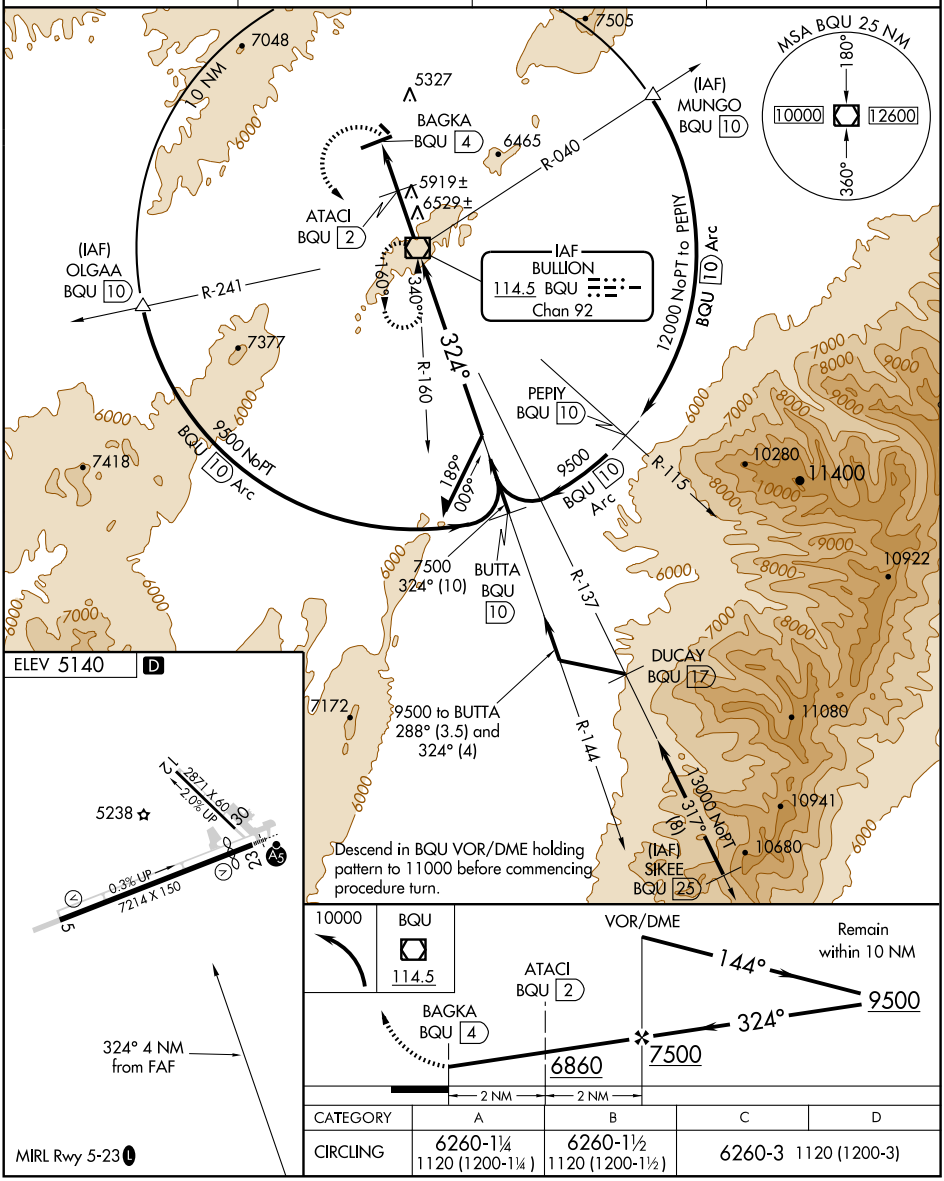
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BQU 114.5 Chan 92	APP CRS 324°	Rwy Idg N/A TDZE N/A Apt Elev 5140

VOR/DME-B
ELKO RGNL (EKO)

MISSED APPROACH: Climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS 119.275	SALT LAKE CENTER 132.25 338.35	UNICOM 123.0 (CTAF)	122.7 L



CATEGORY	A	B	C	D
CIRCLING	6260-1¼ 1120 (1200-1¼)	6260-1½ 1120 (1200-1½)	6260-3 1120 (1200-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
177°	Rwy Idg	6018
	TDZE	6242
	Apt Elev	6259

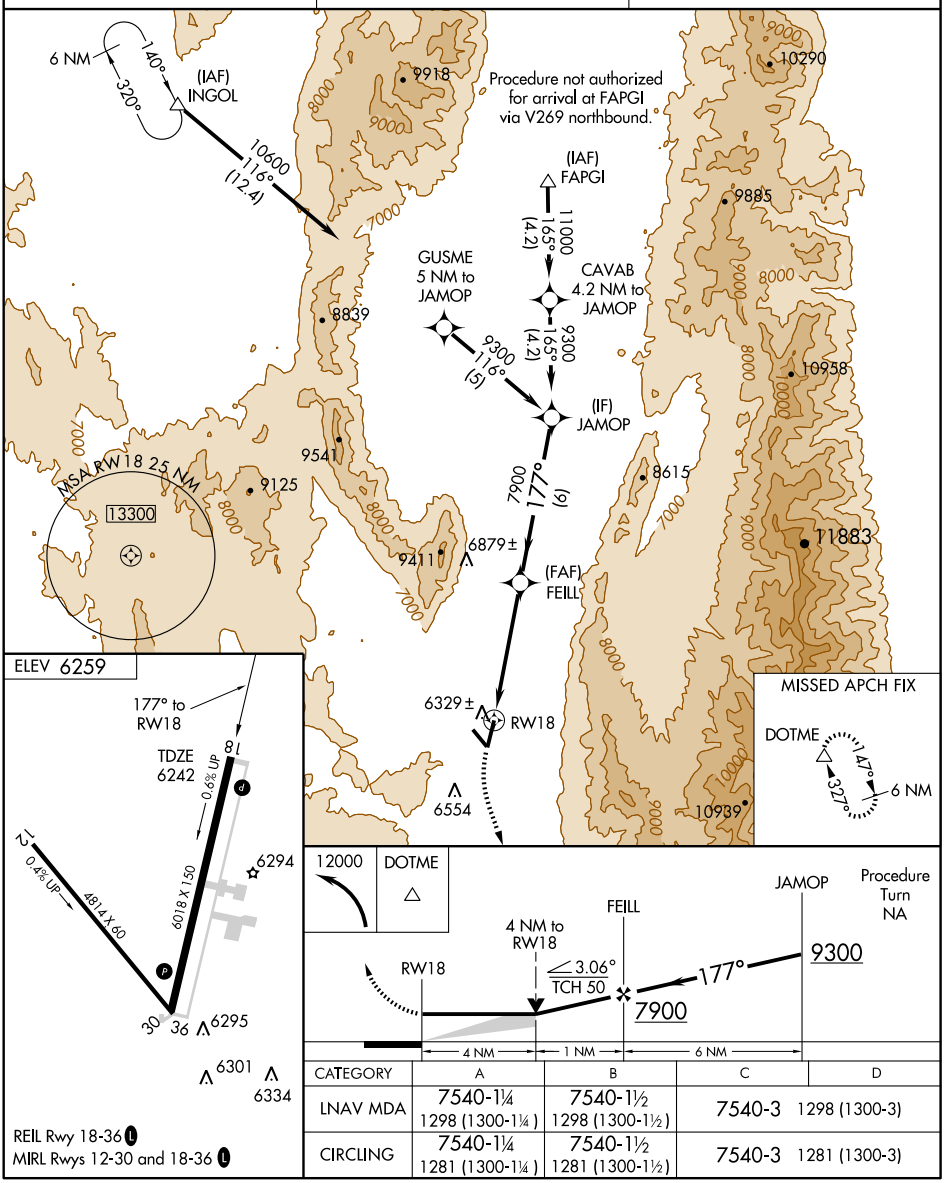
RNAV (GPS) RWY 18

ELY AIRPORT-YELLAND FIELD (ELY)

DME/DME RNP- 0.3 NA.
Circling NA southwest of Rwys 12 and 36.
Straight in minimums NA at night.

MISSED APPROACH: Climbing left turn to 12000 direct DOTME WP and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.625	133.45 317.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7540-1¼ 1298 (1300-1¼)	7540-1½ 1298 (1300-1½)	7540-3 1298 (1300-3)	
CIRCLING	7540-1¼ 1281 (1300-1¼)	7540-1½ 1281 (1300-1½)	7540-3 1281 (1300-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELY 110.6 Chan 43	APP CRS 109°	Rwy Idg N/A TDZE N/A Apt Elev 6259

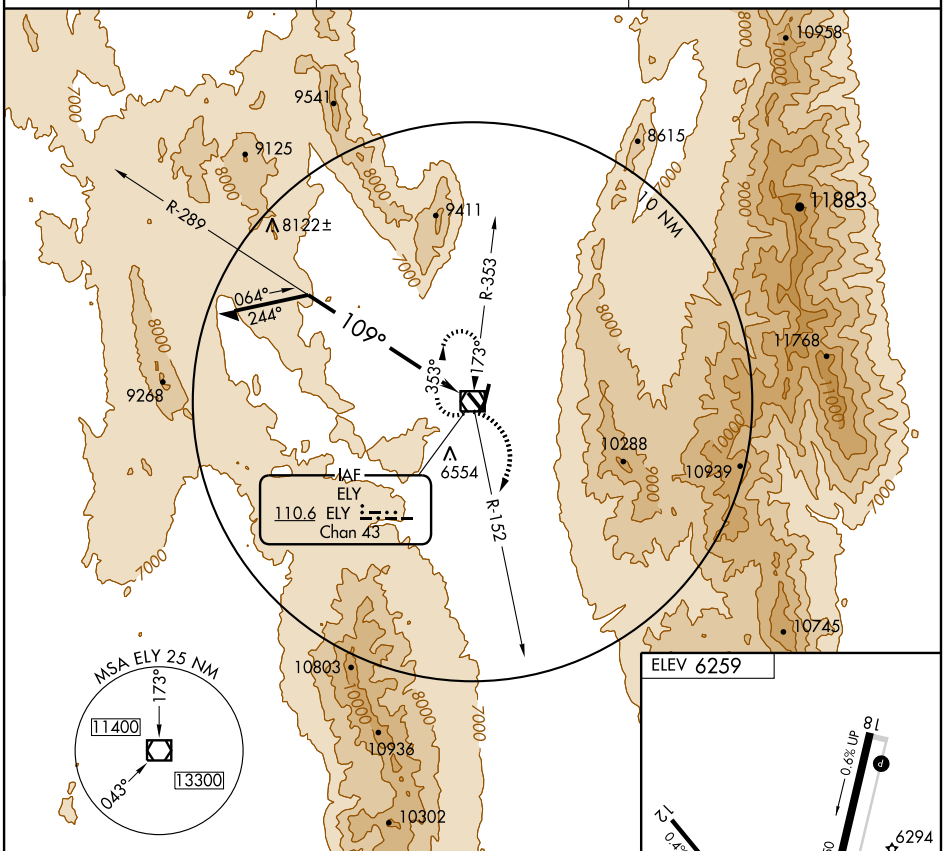
VOR-A

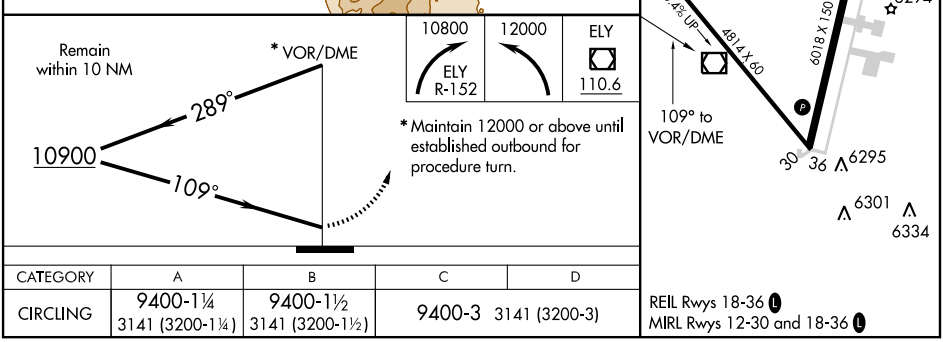
ELY AIRPORT-YELLAND FIELD (ELY)

NA

MISSED APPROACH: Climbing right turn to 10800 via ELY R-152, then climbing left turn to 12000 direct ELY VOR/DME and hold.

ASOS 120.625	SALT LAKE CENTER 133.45 317.625	UNICOM 122.8 (CTAF) L





10800 ELY R-152	12000	ELY 110.6

* Maintain 12000 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
CIRCLING	9400-1¼ 3141 (3200-1¼)	9400-1½ 3141 (3200-1½)	9400-3 3141 (3200-3)	

REIL Rwys 18-36 L
MIRL Rwys 12-30 and 18-36 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELY 110.6 Chan 43	APP CRS 179°	Rwy Idg N/A TDZE N/A Apt Elev 6259

VOR/DME-C

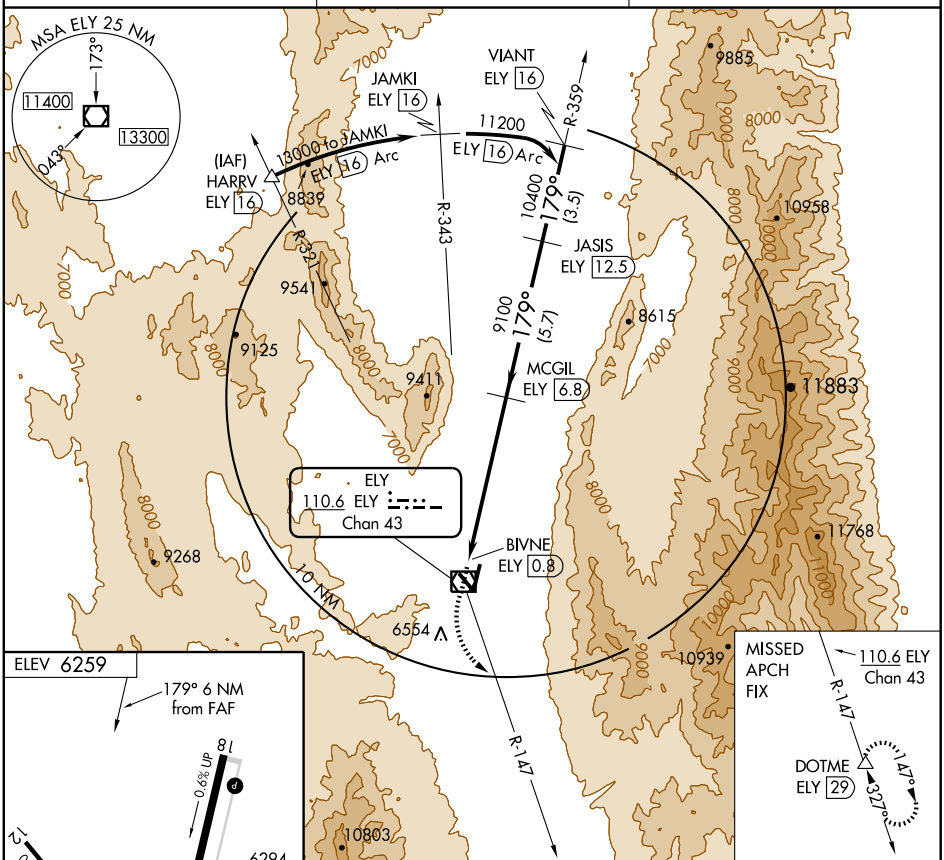
ELY AIRPORT-YELLAND FIELD (ELY)

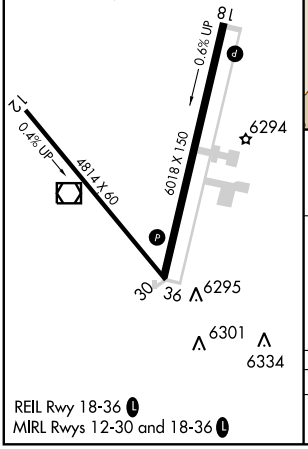
Circling not authorized southwest of Rwys 12 and 36.

NA

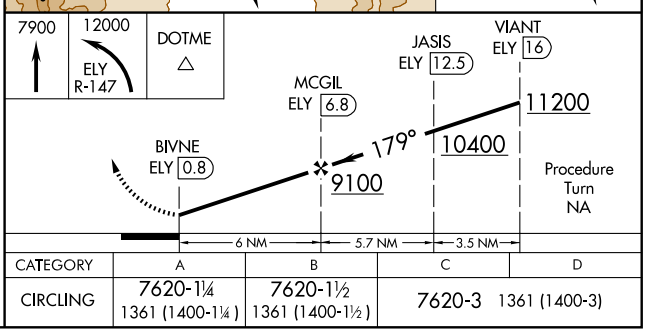
MISSED APPROACH: Climb to 7900 then climbing left turn to 12000 via R-147 to DOTME/ELY 29 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.625	133.45 317.625	122.8 (CTAF) L





REIL Rwy 18-36 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	7620-1¼ 1361 (1400-1¼)	7620-1½ 1361 (1400-1½)	7620-3 1361 (1400-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
081°	TDZE	N/A
	Apt Elev	3966

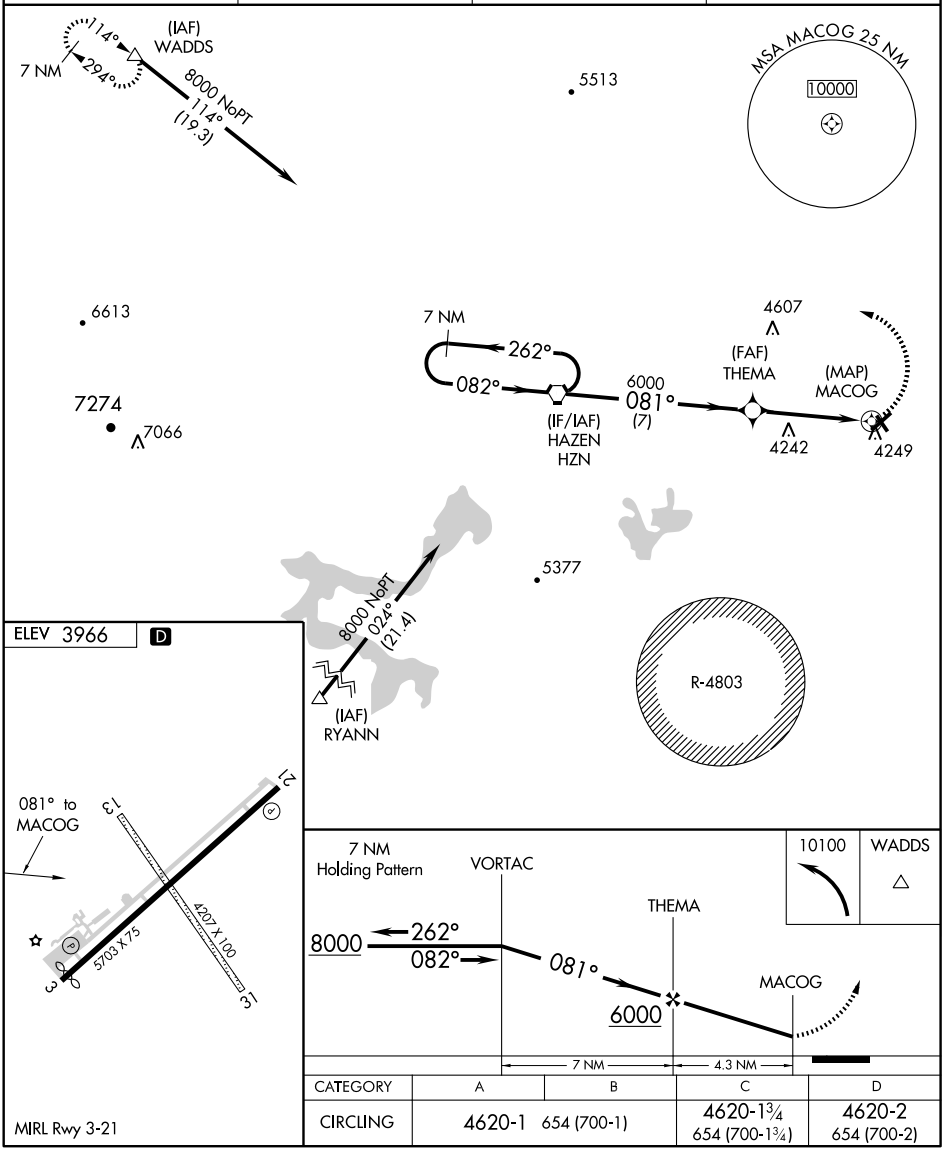
RNAV (GPS)-C

FALLON MUNI (FLX)

DME/DME RNP- 0.3 NA.
Use Fallon NAS altimeter setting; when not received, procedure NA.
Contact Fallon Approach Control for approach clearance, if unable contact Oakland ARTCC.
Circling to Rwy 13-31 NA at night.

MISSED APPROACH: Climbing left turn to 10100 direct WADDS and hold, continue climb-in-hold to 10100.

NAVY FALLON ATIS ★	NAVY FALLON APP CON ★	OAKLAND CENTER	UNICOM
370.925	120.85 360.2	128.8 285.5	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	4620-1 654 (700-1)		4620-1¾ 654 (700-1¾)	4620-2 654 (700-2)

MIRL Rwy 3-21

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

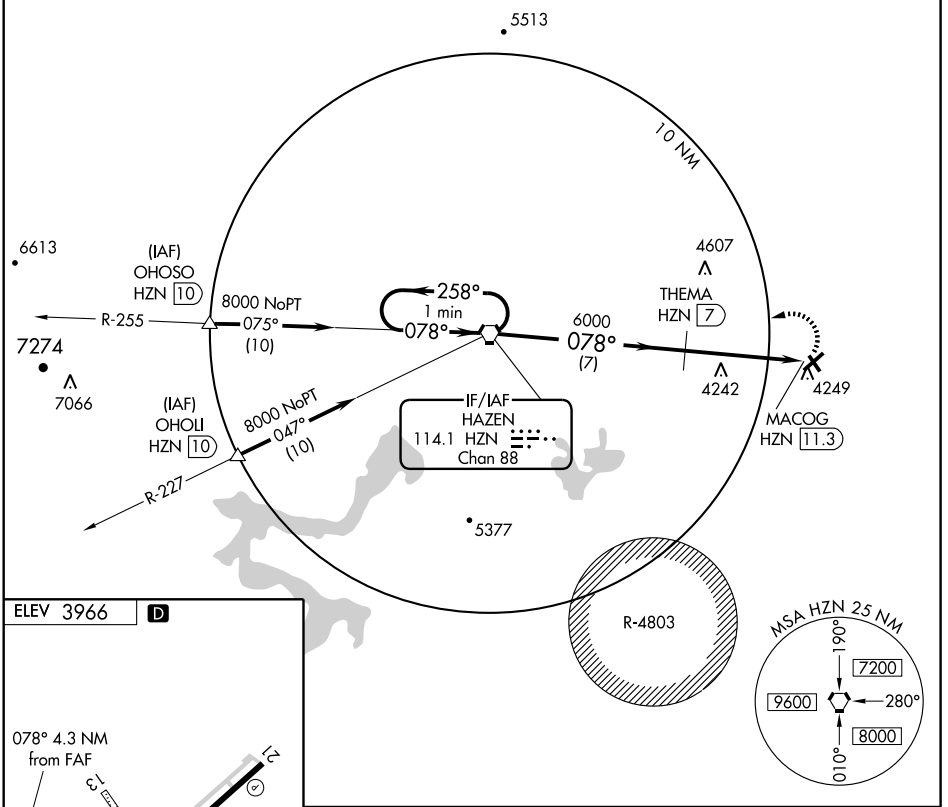
VORTAC HZN	APP CRS	Rwy Idg	N/A
114.1	078°	TDZE	N/A
Chan 88		Apt Elev	3966

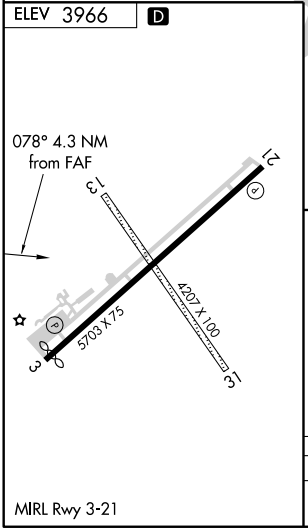
VOR/DME-B
FALLON MUNI (FLX)

Use Fallon NAS altimeter setting; when not received procedure NA. Contact Fallon Approach Control for approach clearance, if unable contact Oakland ARTCC.
Circling to Rwy 13-31 NA at night.

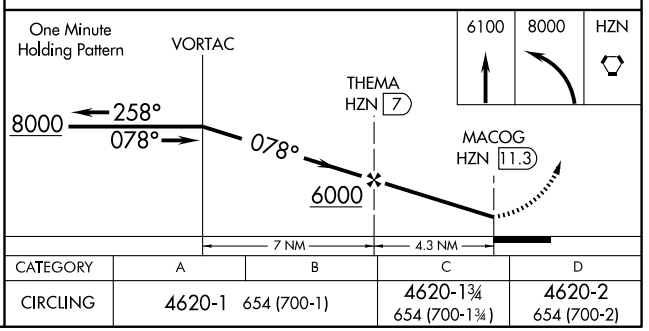
MISSED APPROACH: Climb to 6100 then climbing left turn to 8000 direct HZN VORTAC and hold.

NAVY FALLON ATIS ★	NAVY FALLON APP CON ★	OAKLAND CENTER	UNICOM
370.925	120.85 360.2	128.8 285.5	122.8 (CTAF)





MIRL Rwy 3-21



CATEGORY	A	B	C	D
CIRCLING	4620-1 654 (700-1)		4620-1¾ 654 (700-1¾)	4620-2 654 (700-2)

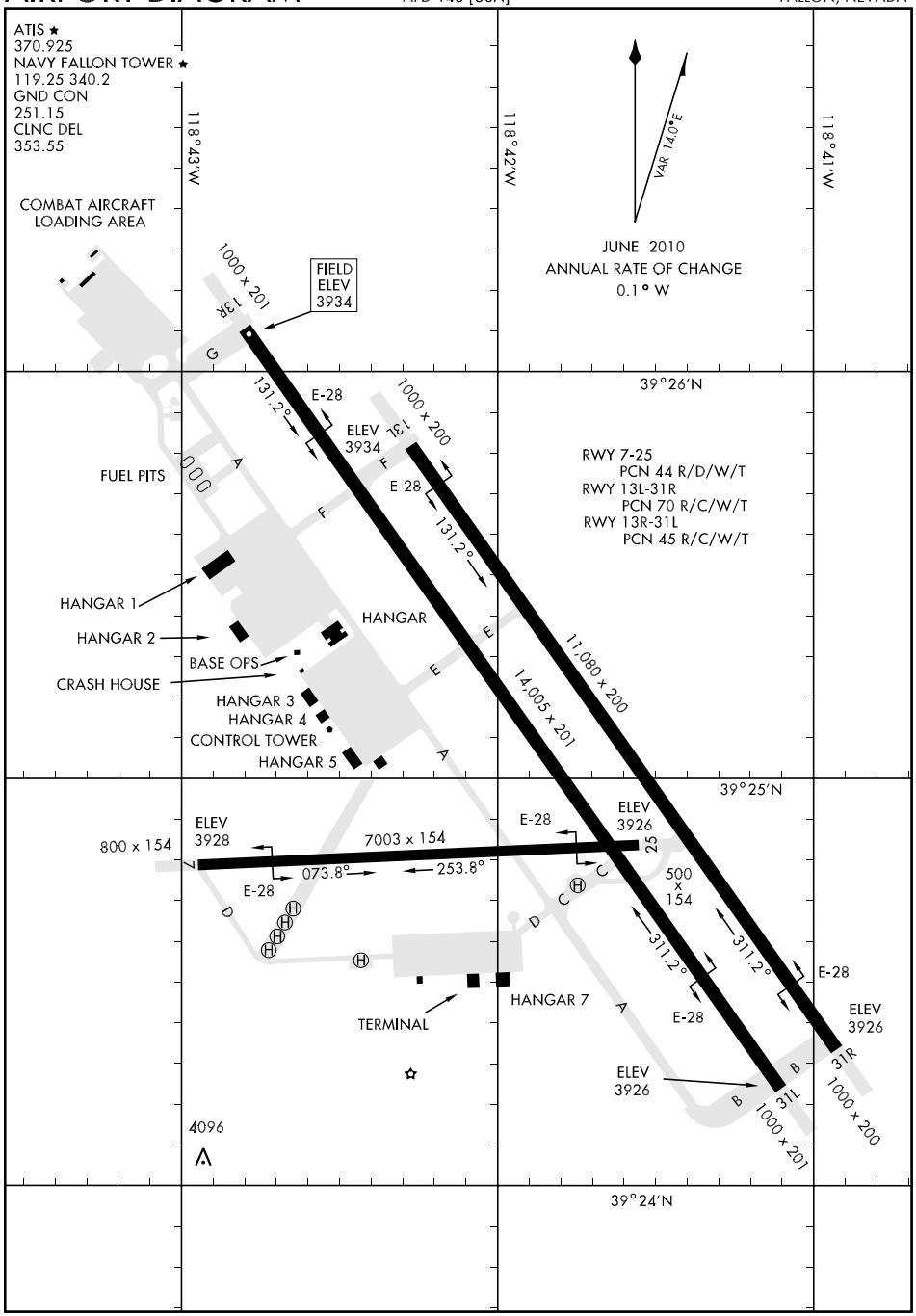
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

AFD-143 [USN]

FALLON, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALLON, NEVADA

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFL Chan 82	141°	14,005	3934	3934

JAL-143 [USN]

FALLON NAS (VAN VOORHIS FLD) (KNFL)

* MISSED APPROACH: Climb direct NFL TACAN, then climbing left turn to 9800. Intercept NFL R-117 outbound to MUFIT and hold.

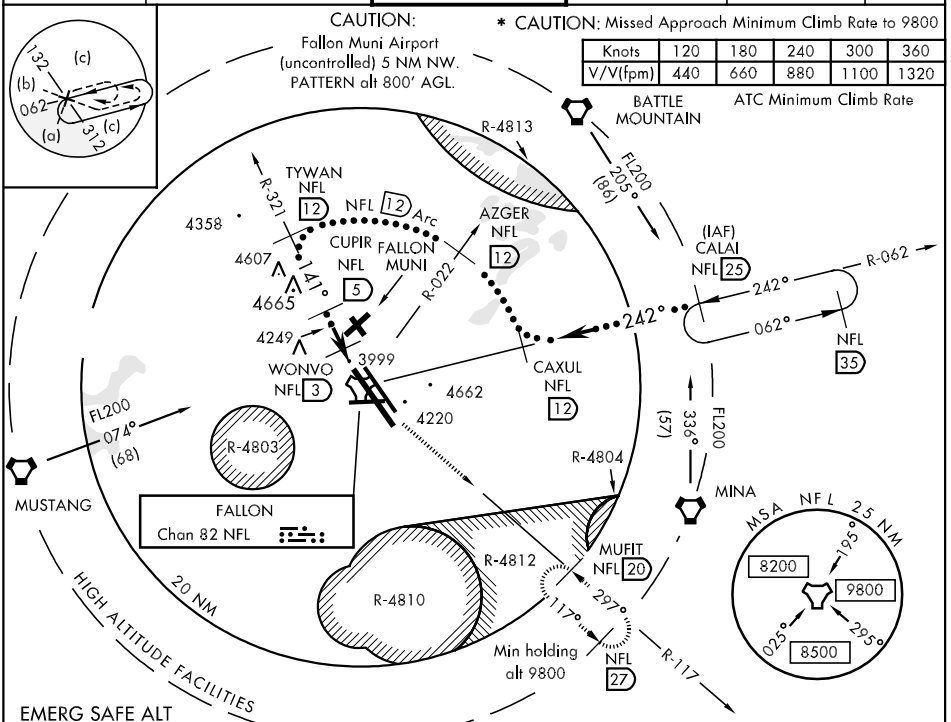
ATIS *	NAVY FALLON APP CON	NAVY FALLON TOWER *	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

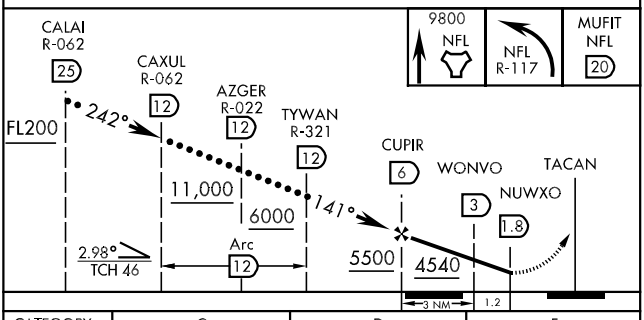
CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW. PATTERN alt 800' AGL.

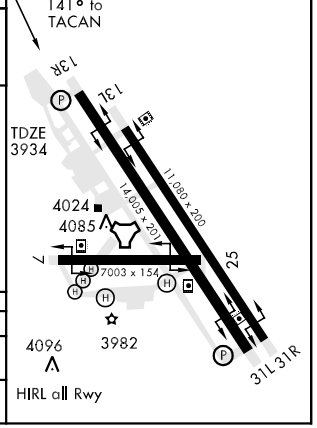
* CAUTION: Missed Approach Minimum Climb Rate to 9800

Knots	120	180	240	300	360
V/V(fpm)	440	660	880	1100	1320

ATC Minimum Climb Rate







CATEGORY	C	D	E
S-13R	4260-1 326 (400-1)		4260-1¼ 326 (400-1¼)
CIRCLING	4400-1½ 466 (500-1½)	4520-2 586 (600-2)	4980-3 1046 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31 L/R

TACAN	APCH CRS	Rwy Idg				
NFL Chan 82	297°	TDZE Arpt Elev 3934	31L 14,005 3926	31R 11,080 3928	JAL-143 [USN]	FALLON NAS (VAN VOORHIS FLD) (KNFL)

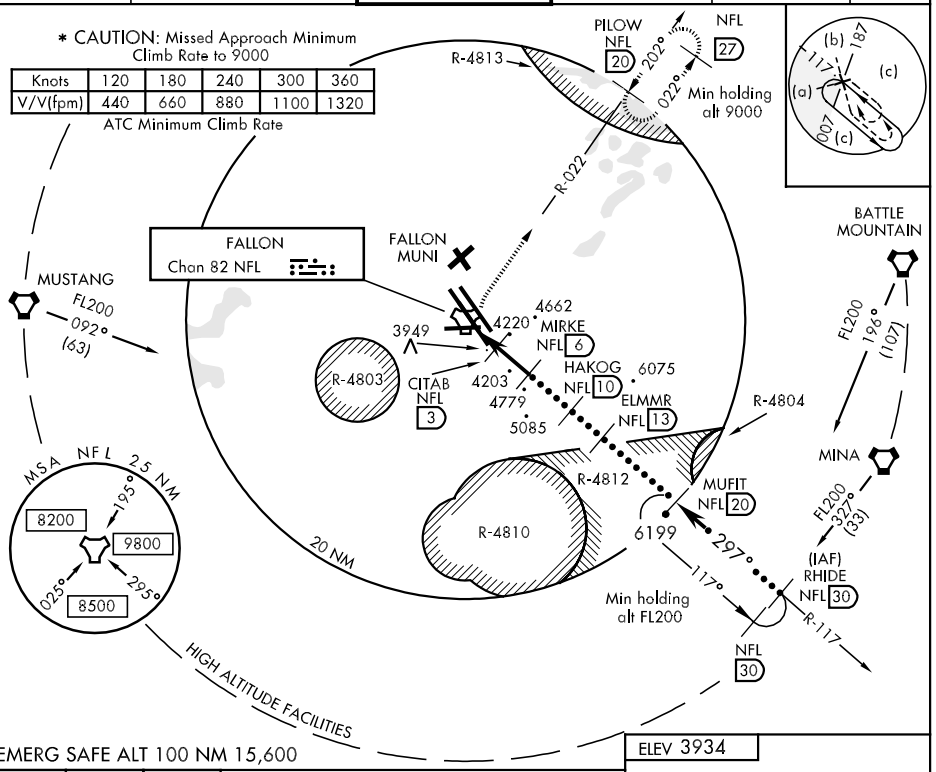
* MISSED APPROACH: Climb direct NFL TACAN, then climbing right turn to 9000. Intercept NFL R-022 outbound to PILOW and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

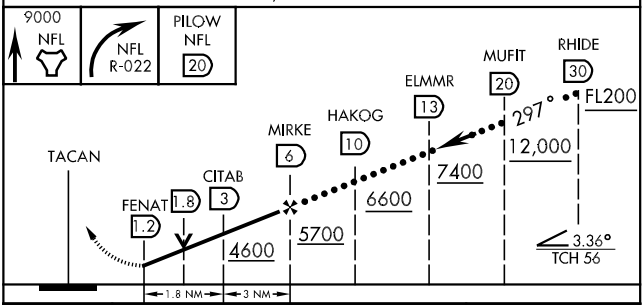
* CAUTION: Missed Approach Minimum Climb Rate to 9000

Knots	120	180	240	300	360
V/V(fpm)	440	660	880	1100	1320

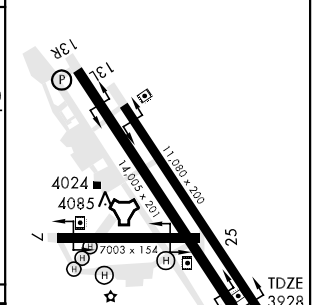
ATC Minimum Climb Rate



EMERG SAFE ALT 100 NM 15,600



ELEV 3934



CATEGORY	C	D	E
S-31L	4200-1 274 (300-1)		
S-31R	4200-1 272 (300-1)		
CIRCLING	4400-1½ 466 (500-1½)	4520-2 586 (600-2)	4980-3 1046 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13R

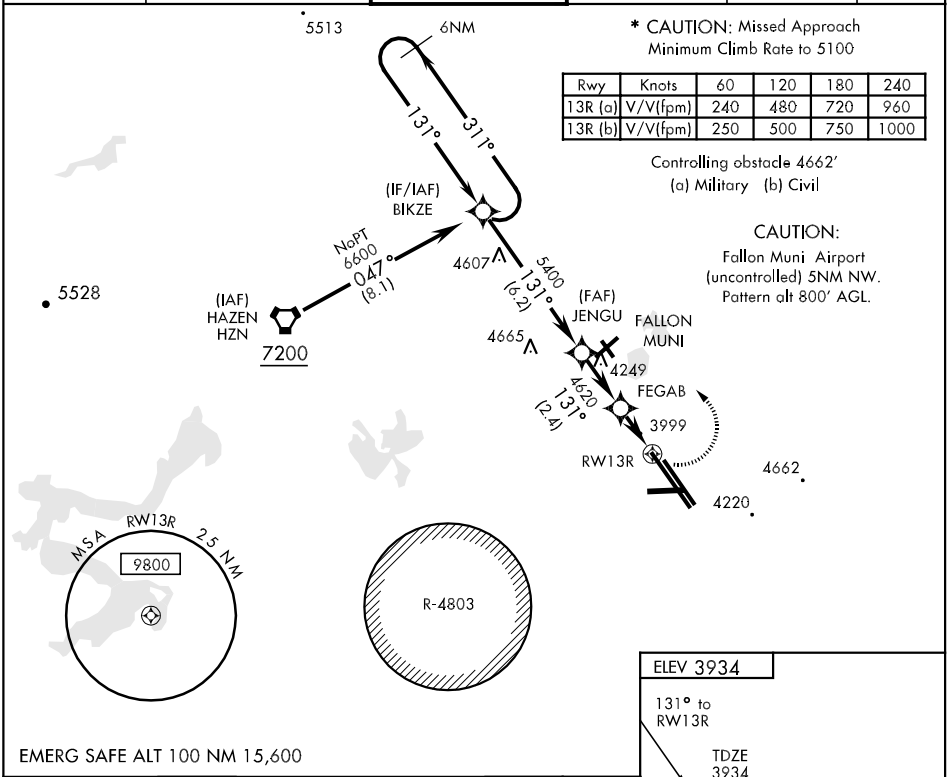
APCH CRS	Rwy Idg	TDZE	Arpt Elev
297°	14,005	3934	3934

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

For uncompensated Baro-VNAV systems,LNAV/VNAV NA below -22°C(-9°F) or above 20°C(68°F) DME/DME RNP-0.3 NA

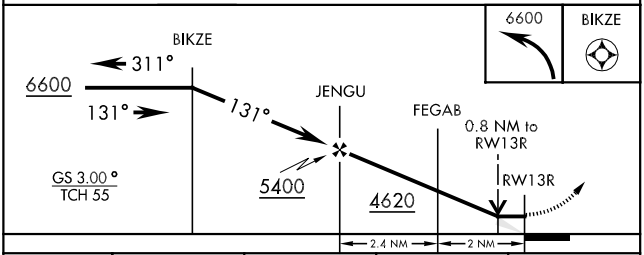
* MISSED APPROACH: Climbing left turn to 6600 direct BIKZE and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

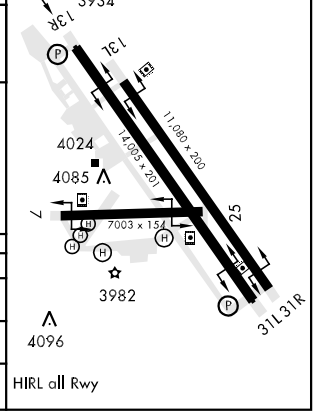


Rwy	Knots	60	120	180	240
13R (a)	V/V(fpm)	240	480	720	960
13R (b)	V/V(fpm)	250	500	750	1000

EMERG SAFE ALT 100 NM 15,600



CATEGORY	A	B	C	D
LNAV/VNAV DA	4200-1 266 (300-1)			
LNAV MDA	4260-1 326 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)



HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31L

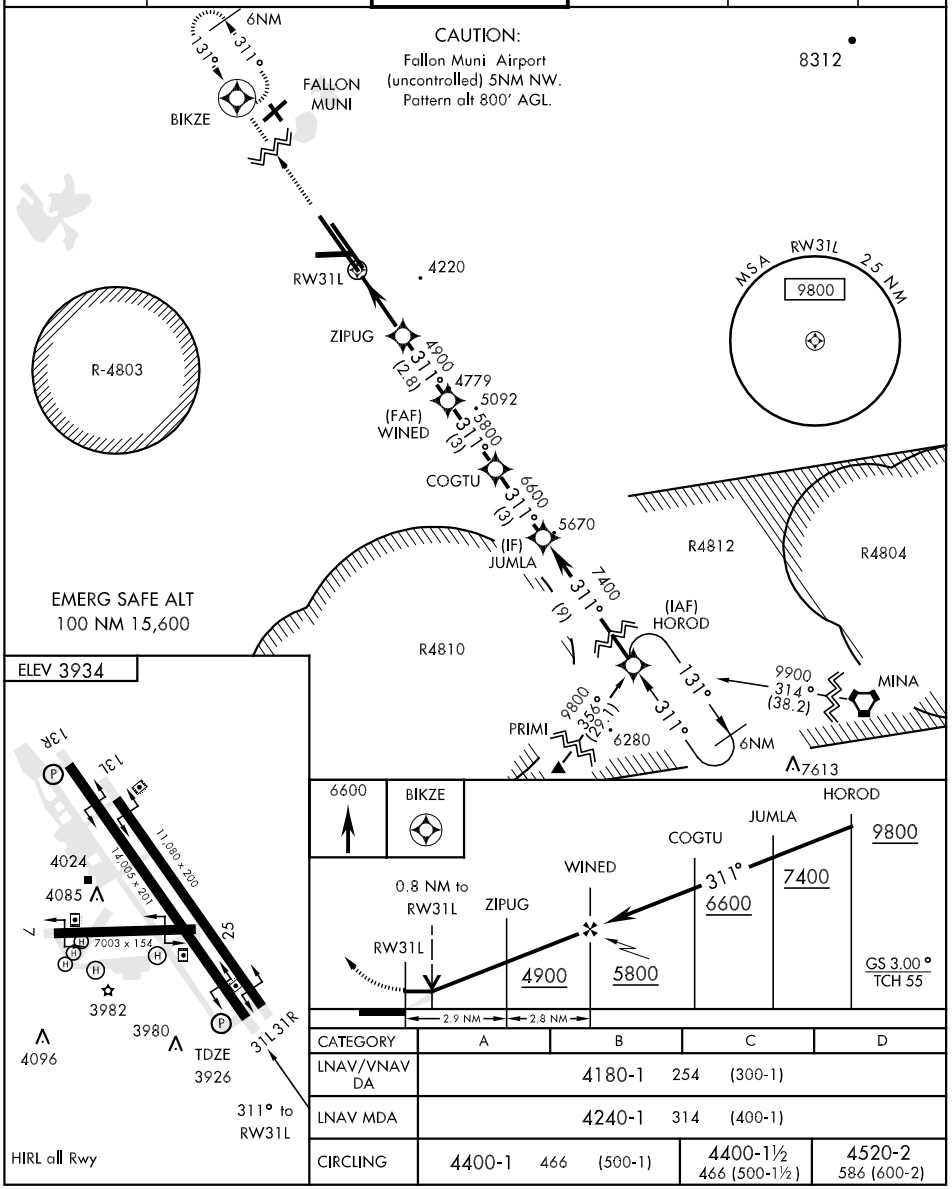
APCH CRS	Rwy ldg	14,005
311°	TDZE	3926
	Arpt Elev	3934

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C(-9°F) or above 20°C(68°F) DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 6600 direct BIKZE and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	



CATEGORY	A	B	C	D
LNAV/VNAV DA	4180-1 254 (300-1)			
LNAV MDA	4240-1 314 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13R

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NFL Chan 82	141°	14,005	3934	3934

AL-143 [USN] FALLON NAS (VAN VORRHIS FLD) (KNFL)

* MISSED APPROACH: Climb direct NFL TACAN, then climbing left turn to 9800. Intercept NFL R-117 outbound to MUFIT and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

CAUTION:
Fallon Muni Airport (uncontrolled) 5 NM NW.
PATTERN alt 800' AGL.

LOVELOCK
TYWAN NFL 12
Crosses R-4813
NFL 12 Arc
R-321
9000 151° (26.9)
R-022
Min holding alt 9000
202°
022°
NFL 27
(IAF) PILOW NFL 20
Crosses R-4813
AZGER NFL 12
4607
141°
CUPIR NFL 6
FALLON MUNI
4249
WONVO NFL 3
3999
R-022
ENROUTE FACILITIES
Crosses R-4803N R-4813
9000 051° (27.3)
HAZEN
MSA NFL 25 NM
195°
295°
025°
8200
9800
8500
R-4803
4220
R-117
10 NM
FALLON Chan 82 NFL
MUFIT NFL 20
Crosses R-4812
Min holding alt 9800
297°
117°
NFL 27

EMERG SAFE ALT 100 NM 15,600

* CAUTION: Missed Approach Minimum Climb Rate to 9800

Knots	60	120	180	240
V/V(fpm)	220	440	660	880

ATC Minimum Climb Rate

ELEV 3934
141° to TACAN
13R
31L
TDZE 3934
11,080 x 200
14,005 x 200
4024
4085
7003 x 154
3982
4096
HIRL all Rwy

PILOW R-022 20
AZGER R-022 12
TYWAN R-321 12
9000
202°
141°
6000
Arc 12
2.98° TCH 46
CUPIR 6
WONVO 3
NUWXO 1.8
TACAN
5500
4540
3 NM
1.2 NM

9800 NFL
NFL R-117
MUFIT NFL 20

CATEGORY	A	B	C	D
S-13R	4260-1 326 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)

TACAN RWY 13R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

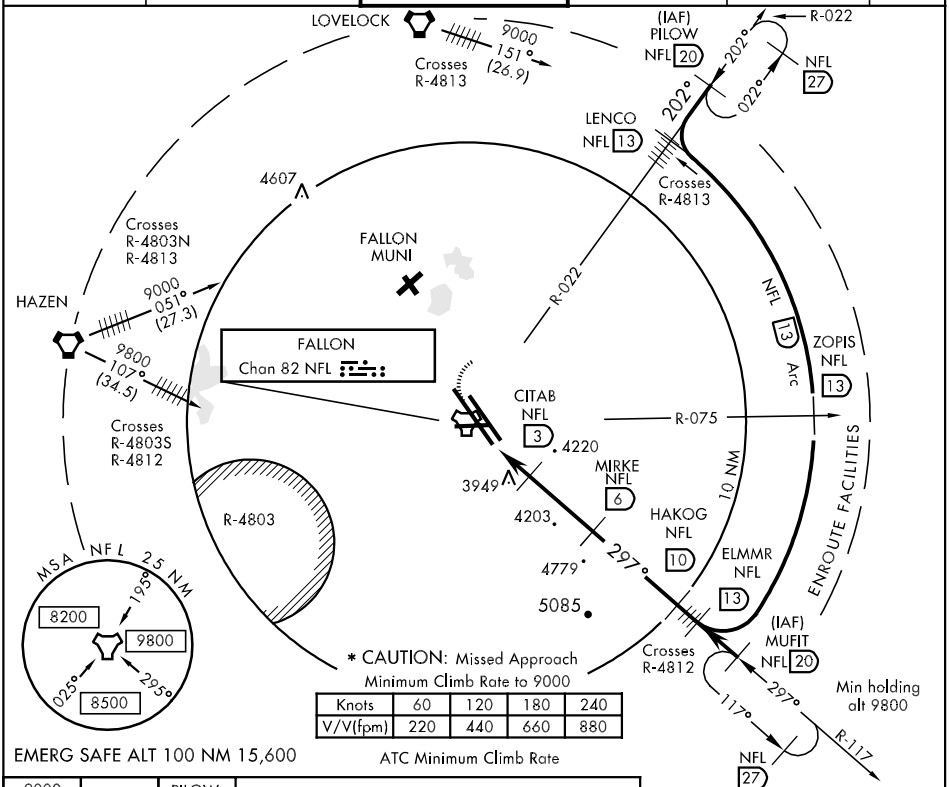
TACAN RWY 31L/R

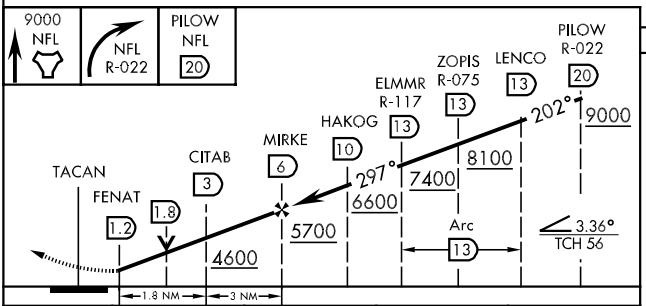
TACAN	APCH CRS	Rwy Idg	31L 14,005	31R 11,080
NFL Chan 82	297°	TDZE	31L 3926	31R 3928
		Arpt Elev 3934		

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

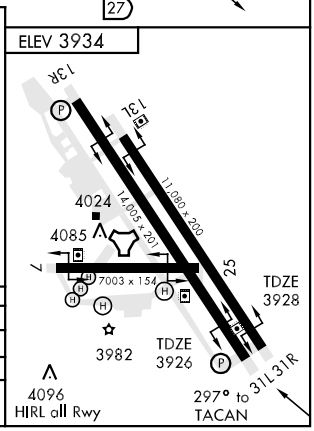
* MISSED APPROACH: Climb direct NFL TACAN, then climbing right turn to 9000. Intercept NFL R-022 outbound to PILOW and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

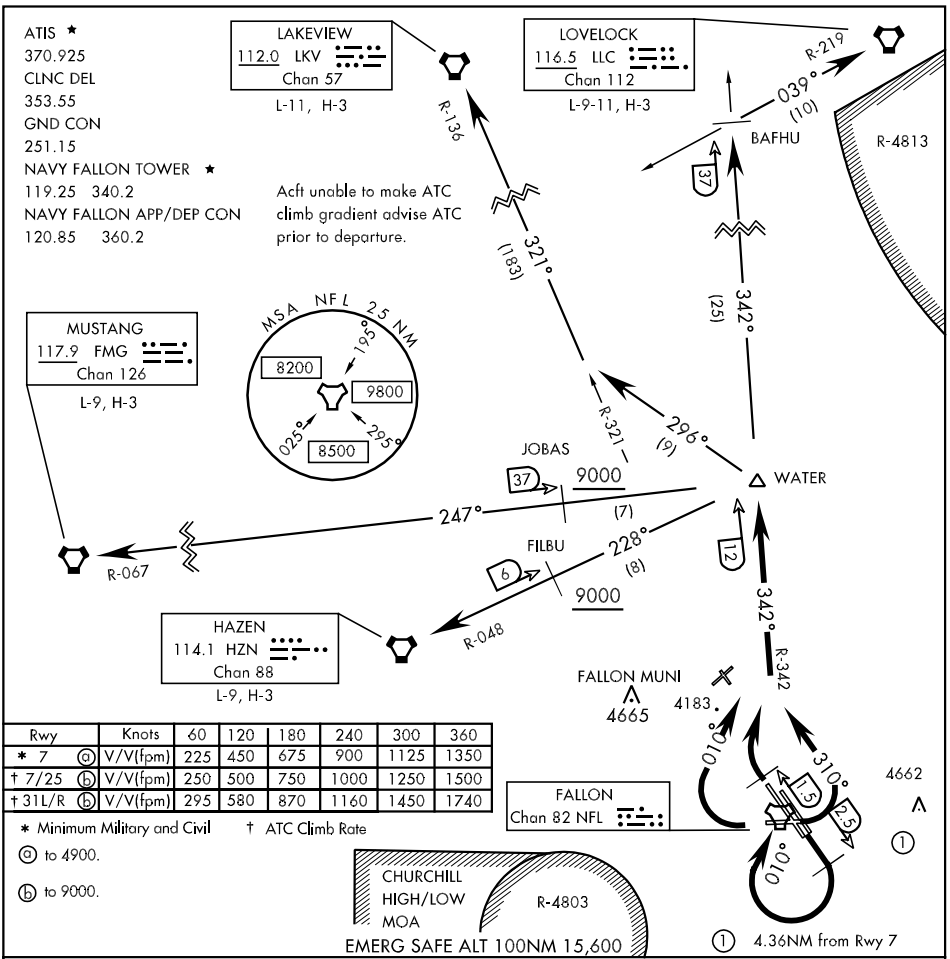




CATEGORY	A	B	C	D
S-31L	4200-1	274 (300-1)		
S-31R	4200-1	272 (300-1)		
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



Rwy	Knots	60	120	180	240	300	360
* 7 ⓐ	V/V(fpm)	225	450	675	900	1125	1350
† 7/25 ⓑ	V/V(fpm)	250	500	750	1000	1250	1500
† 31L/R ⓑ	V/V(fpm)	295	580	870	1160	1450	1740

* Minimum Military and Civil † ATC Climb Rate

ⓐ to 4900.

ⓑ to 9000.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn left heading 310° to join and fly NFL TACAN R-342 to WATER. (Right turn-out not authorized)

TAKE-OFF RWY 13L/R: Climb on runway heading to NFL 2.5 DME, turn right hdg 010° join and fly NFL R-342 to WATER.

TAKE-OFF RWY 25: Turn right heading 010 ° to join and fly NFL R-342 to WATER.

TAKE-OFF RWY 31L/R: Climb on runway heading to NFL 1.5 DME, turn right to join and fly NFL R-342 to WATER.

(Continued on next page)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

HAZEN TRANSITION (WATER5.HZN): Fly HZN VORTAC R-048 to HZN. Cross FILBU (HZN R-048/6 DME) at or above 9000.

LAKEVIEW TRANSITION (WATER5.LKV): Turn left hdg 296° to join and fly NFL R-321/LKV VORTAC R-136 to LKV. (Jet route structure only).

LOVELOCK TRANSITION (WATER5.LLC): Fly NFL R-342 and LLC VORTAC R-219 to LLC.

MUSTANG TRANSITION (WATER5.FMG): Fly FMG VORTAC R-067 to FMG. Cross the JOBAS (FMG R-067/37 DME) at or above 9000.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

YERIN-FIVE DEPARTURE (YERIN5 • YERIN)

SHL-143 [USN]

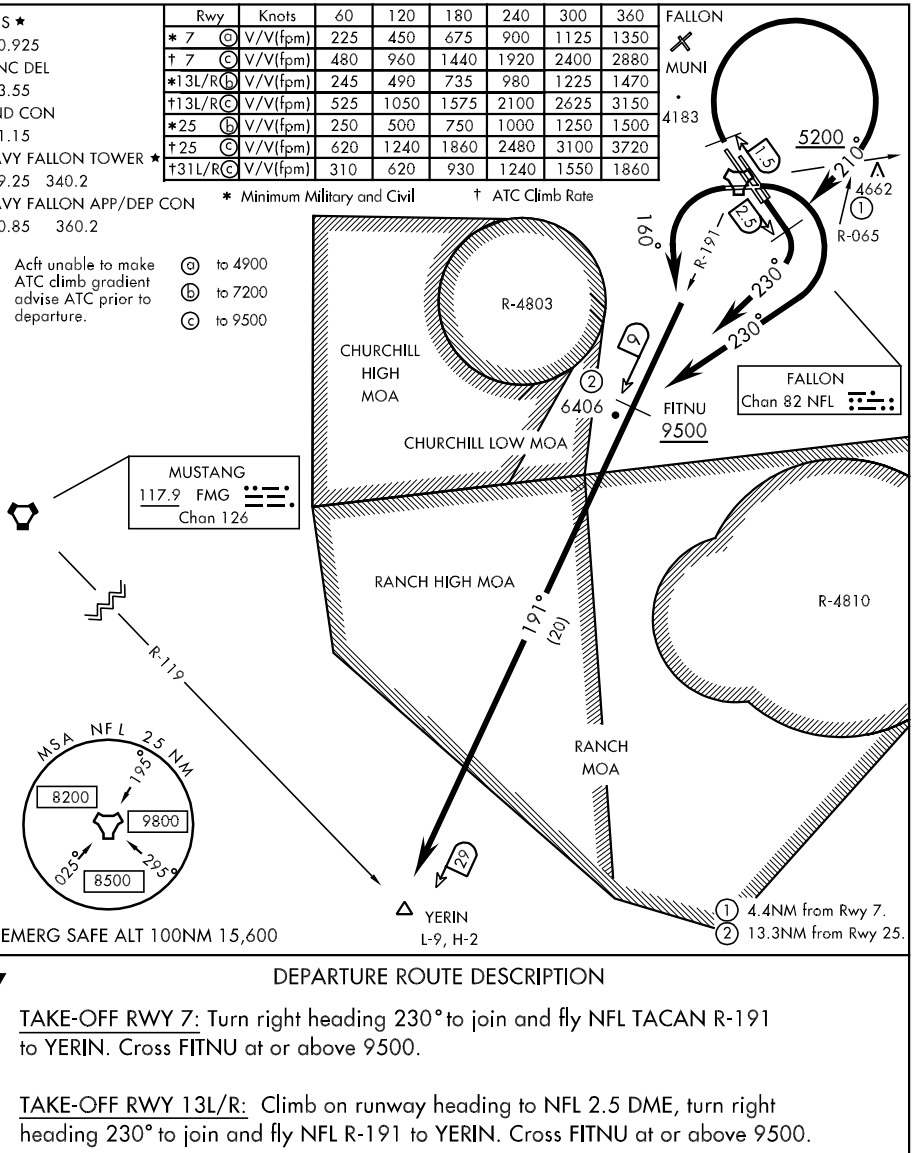
ATIS ★
370.925
CLNC DEL
353.55
GND CON
251.15
NAVY FALLON TOWER ★
119.25 340.2
NAVY FALLON APP/DEP CON
120.85 360.2

Rwy	Knots	60	120	180	240	300	360
* 7 ⓒ	V/V(fpm)	225	450	675	900	1125	1350
† 7 ⓒ	V/V(fpm)	480	960	1440	1920	2400	2880
*13L/R ⓑ	V/V(fpm)	245	490	735	980	1225	1470
†13L/R ⓒ	V/V(fpm)	525	1050	1575	2100	2625	3150
*25 ⓑ	V/V(fpm)	250	500	750	1000	1250	1500
†25 ⓒ	V/V(fpm)	620	1240	1860	2480	3100	3720
†31L/R ⓒ	V/V(fpm)	310	620	930	1240	1550	1860

* Minimum Military and Civil † ATC Climb Rate

Acft unable to make ATC climb gradient advise ATC prior to departure.

ⓐ to 4900
ⓑ to 7200
ⓒ to 9500



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn right heading 230° to join and fly NFL TACAN R-191 to YERIN. Cross FITNU at or above 9500.

TAKE-OFF RWY 13L/R: Climb on runway heading to NFL 2.5 DME, turn right heading 230° to join and fly NFL R-191 to YERIN. Cross FITNU at or above 9500.

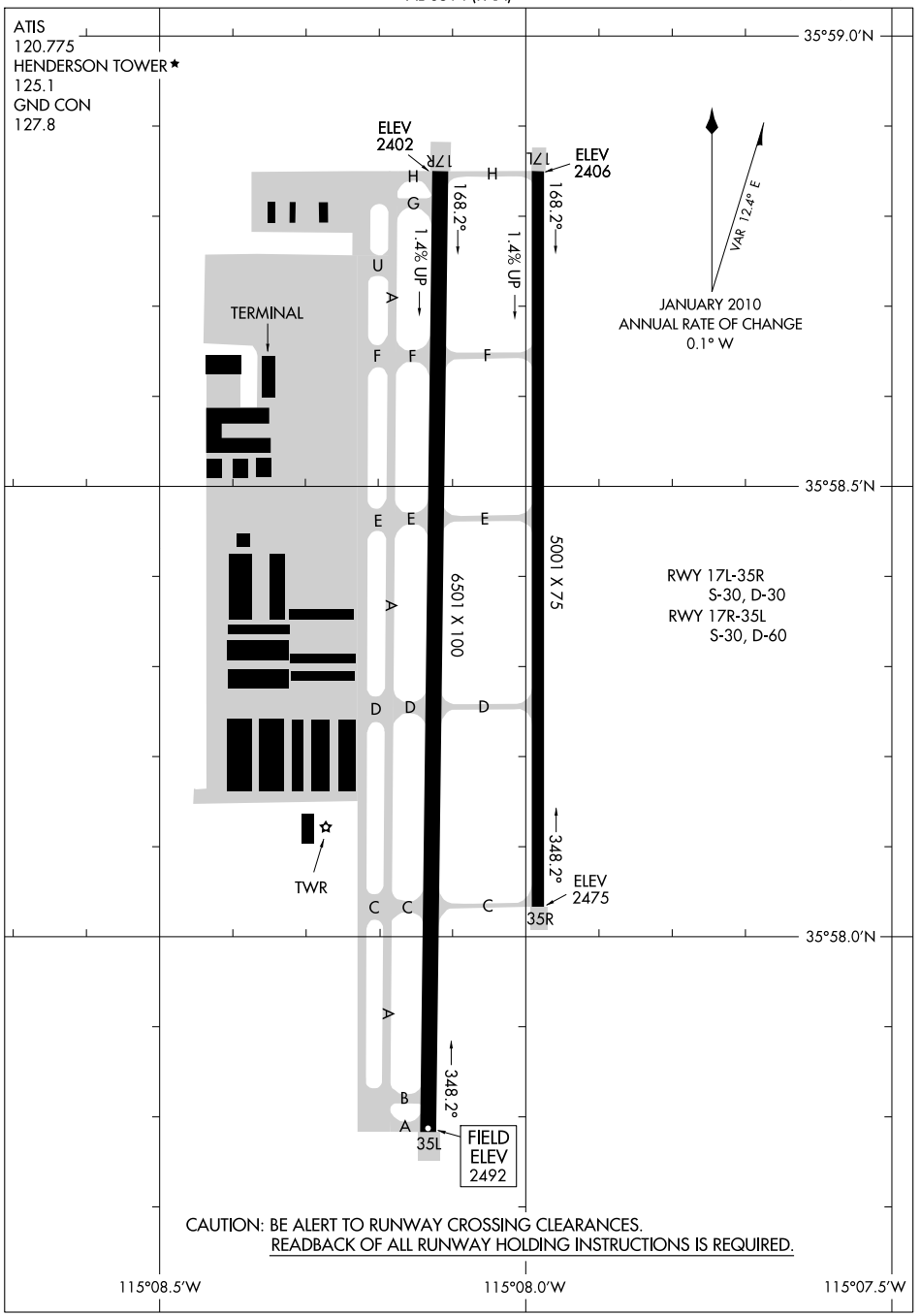
TAKE-OFF RWY 25: Turn left heading 160° to join and fly NFL R-191 to YERIN. Cross FITNU at or above 9500.

TAKE-OFF RWY 31L/R: Climb on runway heading to NFL 1.5 DME, turn right heading 210° to join and fly NFL R-191 to YERIN. Cross NFL R-065 at or above 5200. Cross FITNU at or above 9500.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

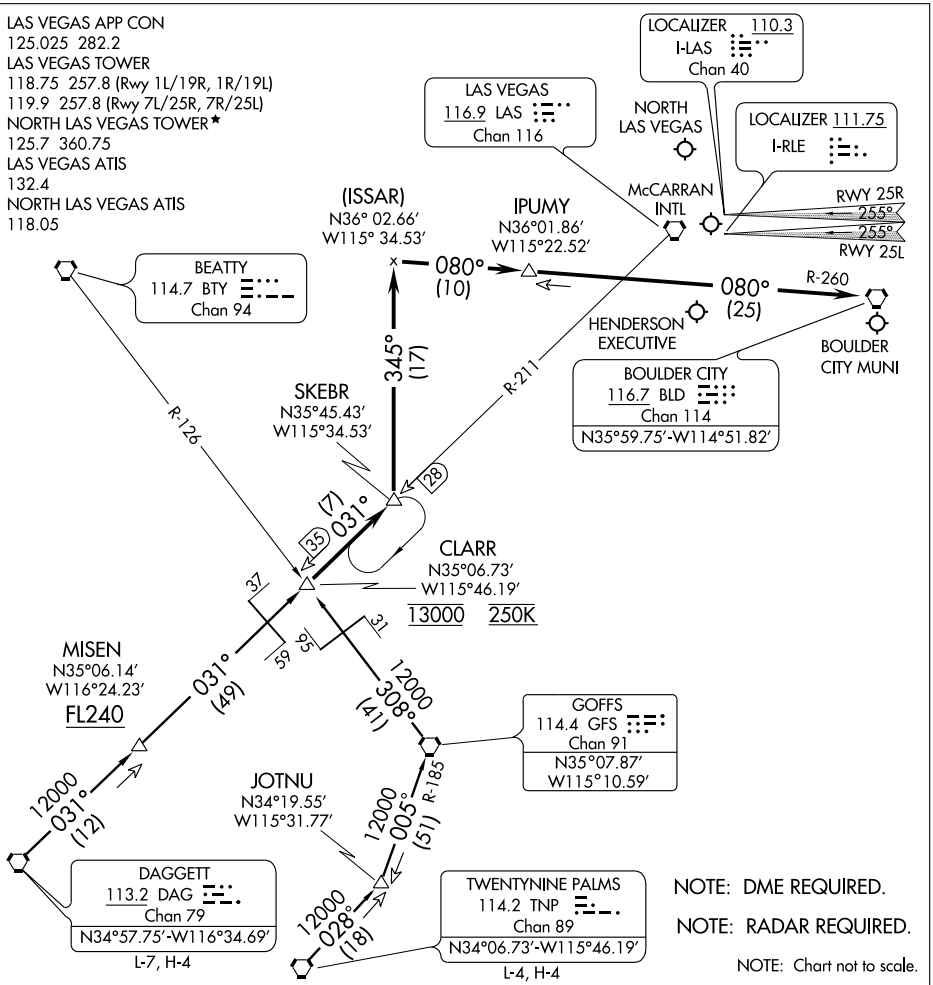
LAS VEGAS/HENDERSON EXECUTIVE (HND)
LAS VEGAS, NEVADA
AL-6514 (FAA)



SW-4, 21 OCT 2010 to 18 NOV 2010

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

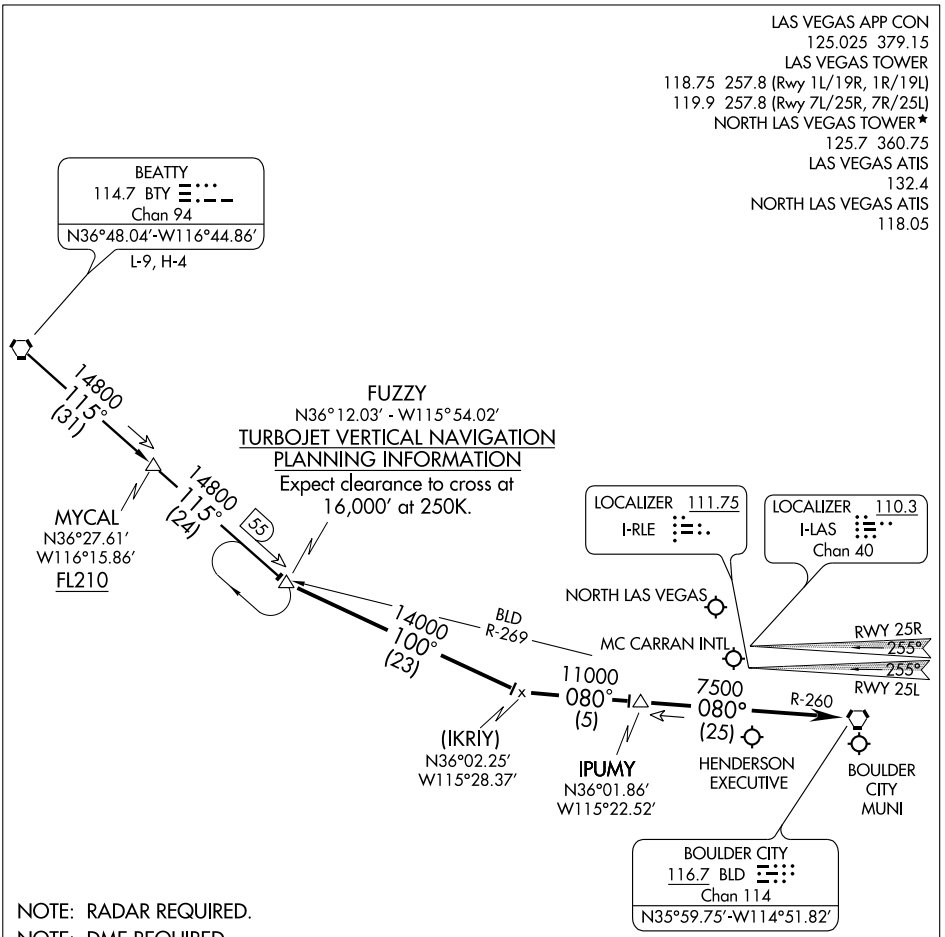
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

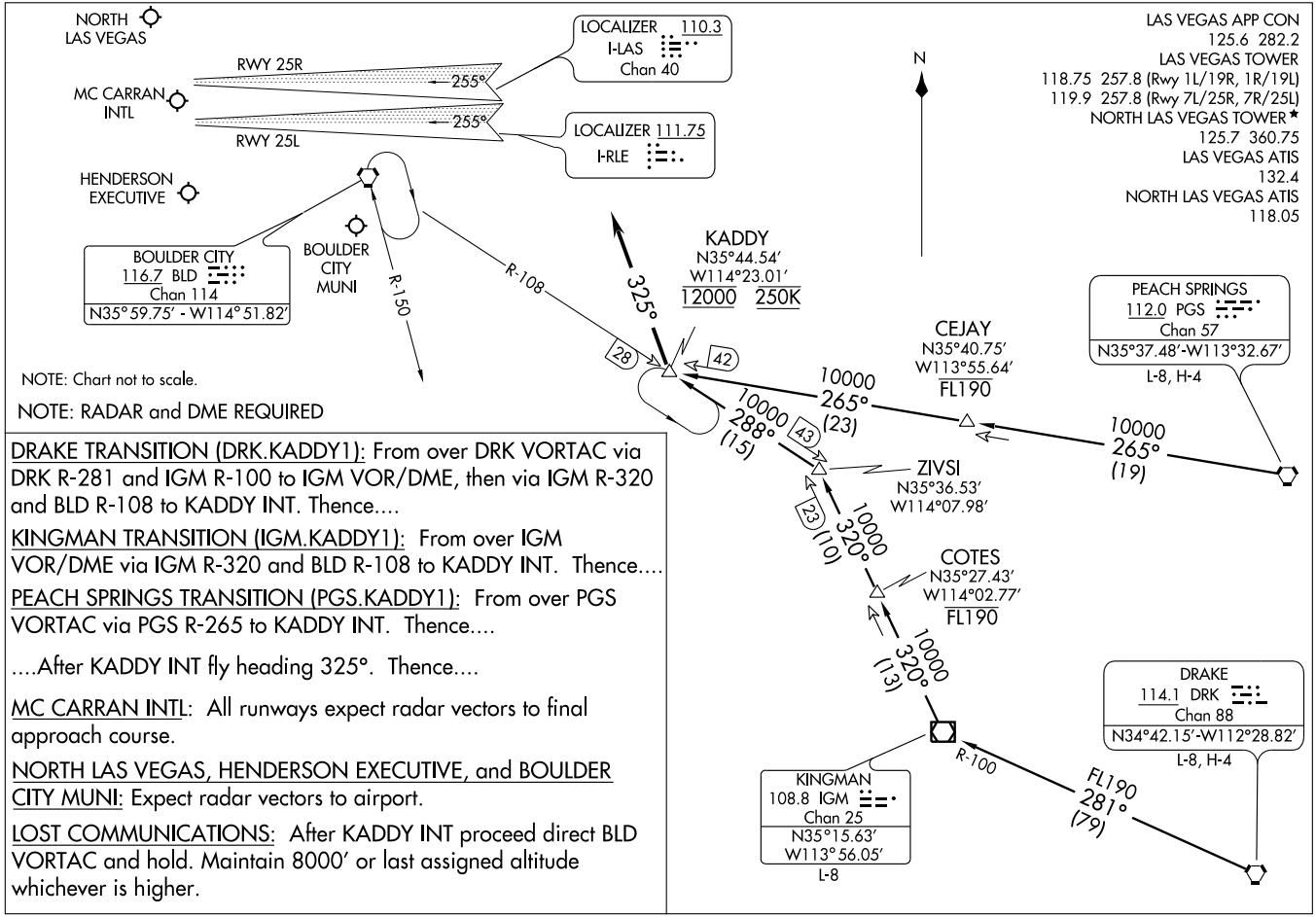
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
347°	TDZE	N/A
	Apt Elev	2497

AL-6514 (FAA)

RNAV (GPS)-B

LAS VEGAS/HENDERSON EXECUTIVE (HND)

If local altimeter setting not received, use McCarran Intl altimeter setting.
DME/DME RNP- 0.3 NA.

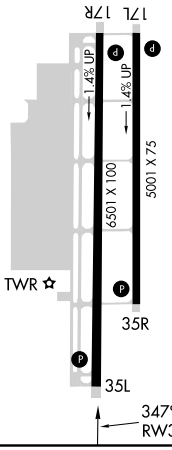
MISSED APPROACH: Climb to 6000 direct LAMVE and via 091° track to BLD VORTAC and hold.

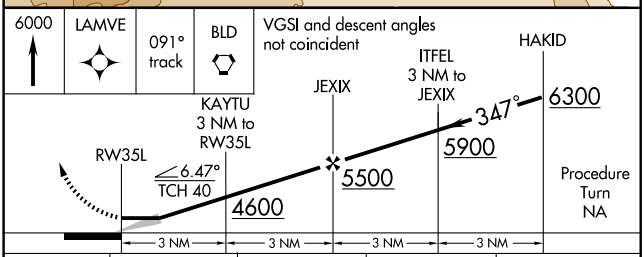
ATIS	LAS VEGAS APP CON	HENDERSON TOWER★	GND CON	UNICOM
120.775	118.4 307.25	125.1 (CTAF) L	127.8	122.95

Procedure NA for arrivals at SKEBR via V394 southwestbound.

LAMVE
091°
(13.6)
3585
BOULDER CITY
BLD
3789
150°
330°
5 NM
4142
2998 ± ∧
RW35L
5092
KAYTU
3 NM to
RW35L
∧ 2939±
3219±
∧ 4280±
4553
5695
4113
(FAF)
JEXIX
5500
347°
(3)
4240
ITFEL
3 NM to
JEXIX
4292
5900
347°
(3)
SKEBR
8100
076°
(15.4)
4184
(IAF)
JERAR
6300
076°
(6)
(IF)
HAKID
MSA RW35L 25 NM
11300
4622
∧ 4977 ±
4879
7026
5043

ELEV 2497
REIL all Rwys L
MIRL Rwys 17L-35R and 17R-35L L





CATEGORY	A	B	C	D
CIRCLING	3400-1¼ 903 (1000-1¼)		NA	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BLD 116.7 Chan 114	APP CRS 247°	Rwy Idg N/A TDZE N/A Apt Elev 2497

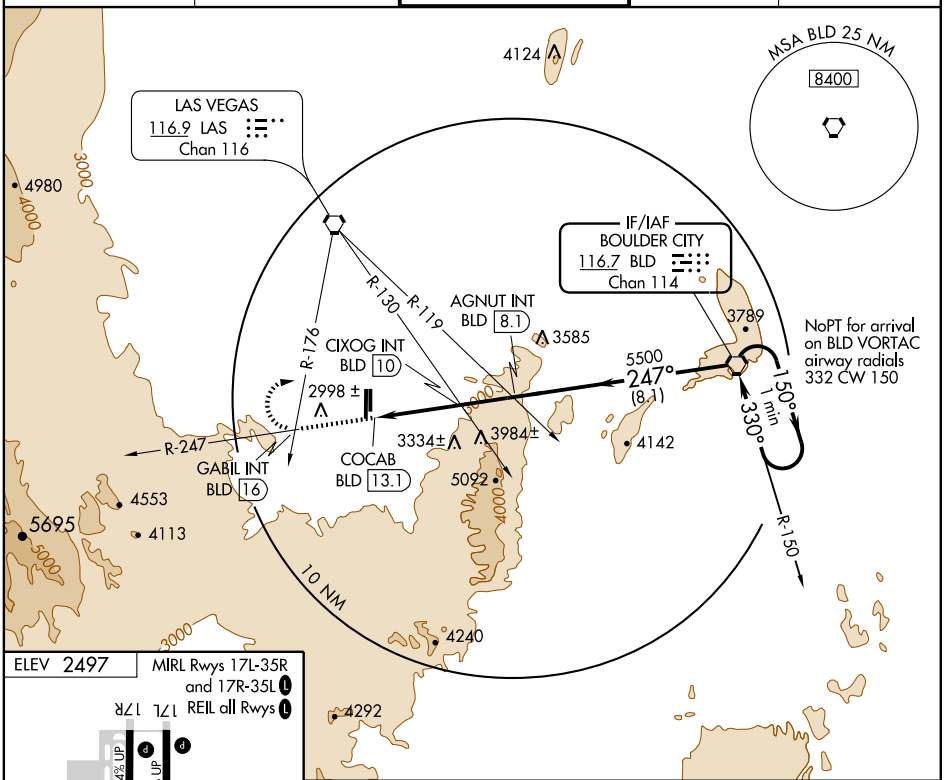
VOR-C

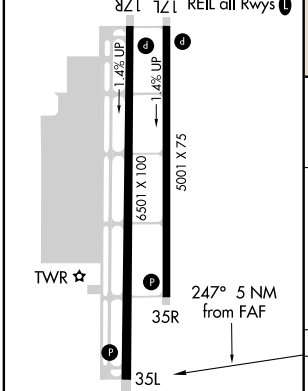
LAS VEGAS/HENDERSON EXECUTIVE (HND)

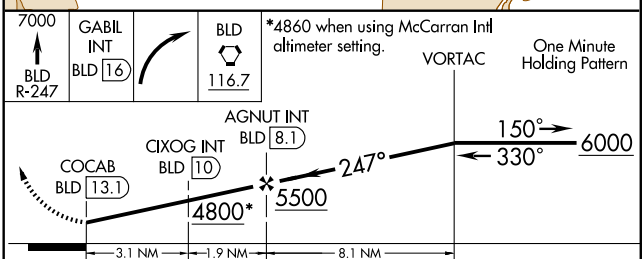
If local altimeter setting not received use McCarran Intl altimeter setting and increase all MDAs 60 feet. Circling to Rwy 35L and 35R NA at night.

MISSED APPROACH: Climb to 7000 via BLD R-247 to GABIL Int/ BLD 16 DME, and a right turn direct BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	HENDERSON TOWER ★	GND CON	UNICOM
120.775	118.4 307.25	125.1 (CTAF) L	127.8	122.95







CATEGORY	A	B	C	D
CIRCLING	4800-1¼ 2303 (2400-1¼)	4800-1½ 2303 (2400-1½)	4800-3 2303 (2400-3)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CIXOG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

CIRCLING	3620-1¼ 1123 (1200-1¼)	3620-1½ 1123 (1200-1½)	3620-3 1123 (1200-3)	NA

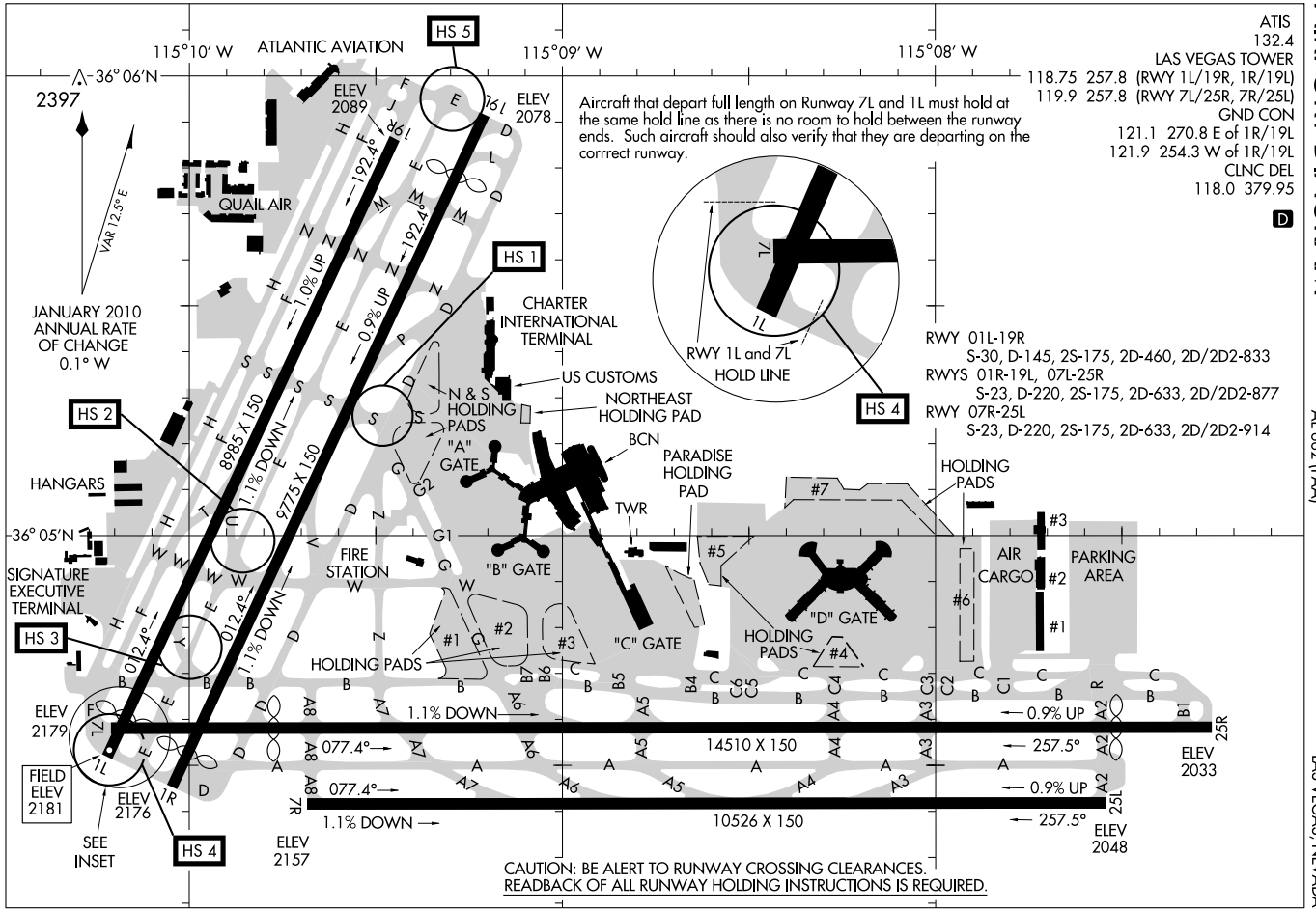
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

LAS VEGAS/McCARRAN INTL (LAS)

LAS VEGAS, NEVADA



AL-662 (FAA)

AIRPORT DIAGRAM

10266

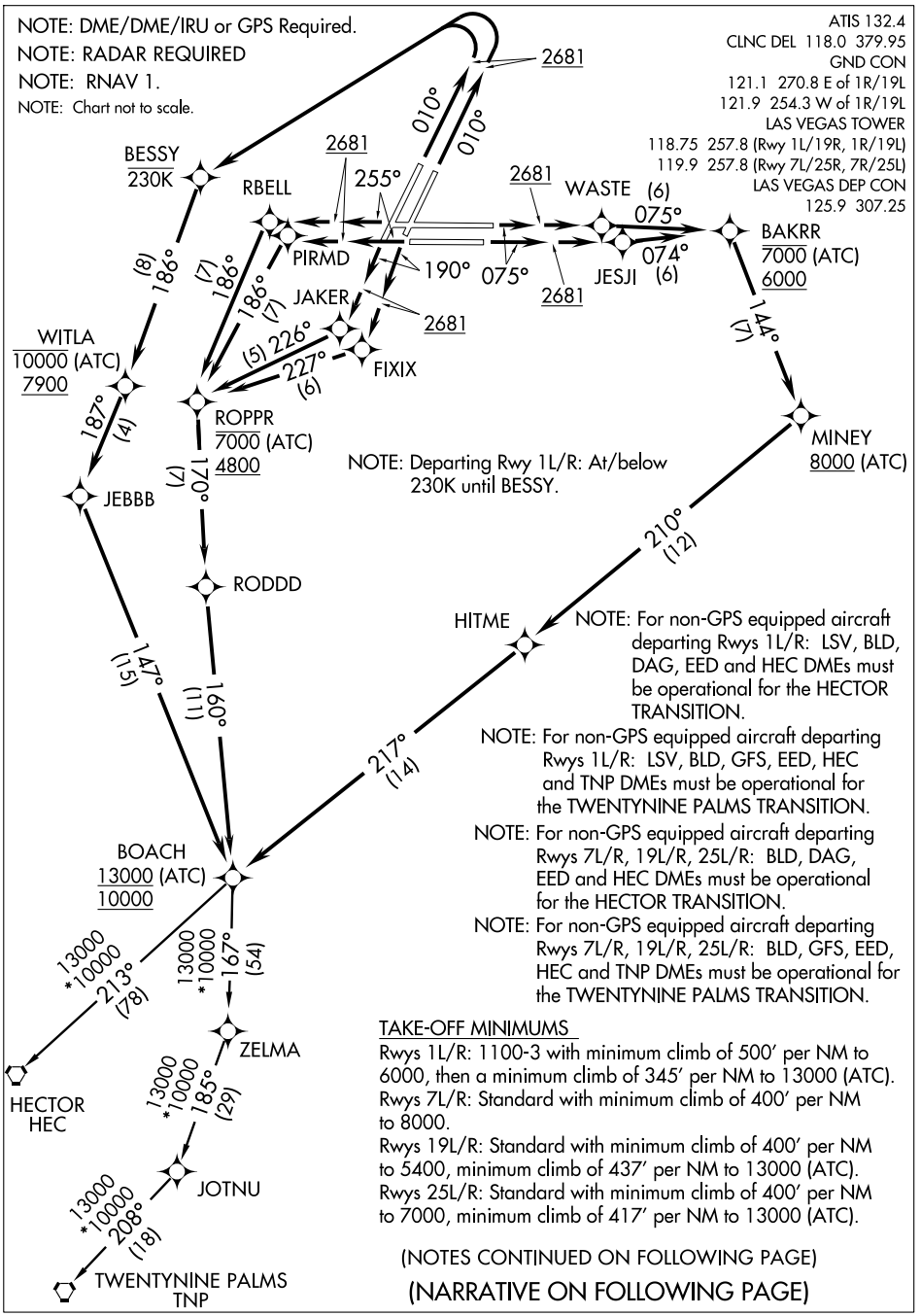
LAS VEGAS/McCARRAN INTL (LAS)

LAS VEGAS, NEVADA

BOACH THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS/MC CARRAN INTL (LAS)
LAS VEGAS, NEVADA



TAKE-OFF MINIMUMS

Rwys 1L/R: 1100-3 with minimum climb of 500′ per NM to 6000, then a minimum climb of 345′ per NM to 13000 (ATC).
Rwys 7L/R: Standard with minimum climb of 400′ per NM to 8000.
Rwys 19L/R: Standard with minimum climb of 400′ per NM to 5400, minimum climb of 437′ per NM to 13000 (ATC).
Rwys 25L/R: Standard with minimum climb of 400′ per NM to 7000, minimum climb of 417′ per NM to 13000 (ATC).

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

BOACH THREE DEPARTURE (RNAV)
(BOACH3.BOACH) 10266
LAS VEGAS, NEVADA
LAS VEGAS/MC CARRAN INTL (LAS)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to 2681', then left turn direct BESSY, then on track 186° to cross WITLA at or below 10000(ATC)/7900, then on track 187° to JEBBB, then on track 147° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 217° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 217° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (BOACH3.HEC)

TWENTYNINE PALMS TRANSITION (BOACH3.TNP)

TAKE-OFF OBSTACLE NOTES

RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

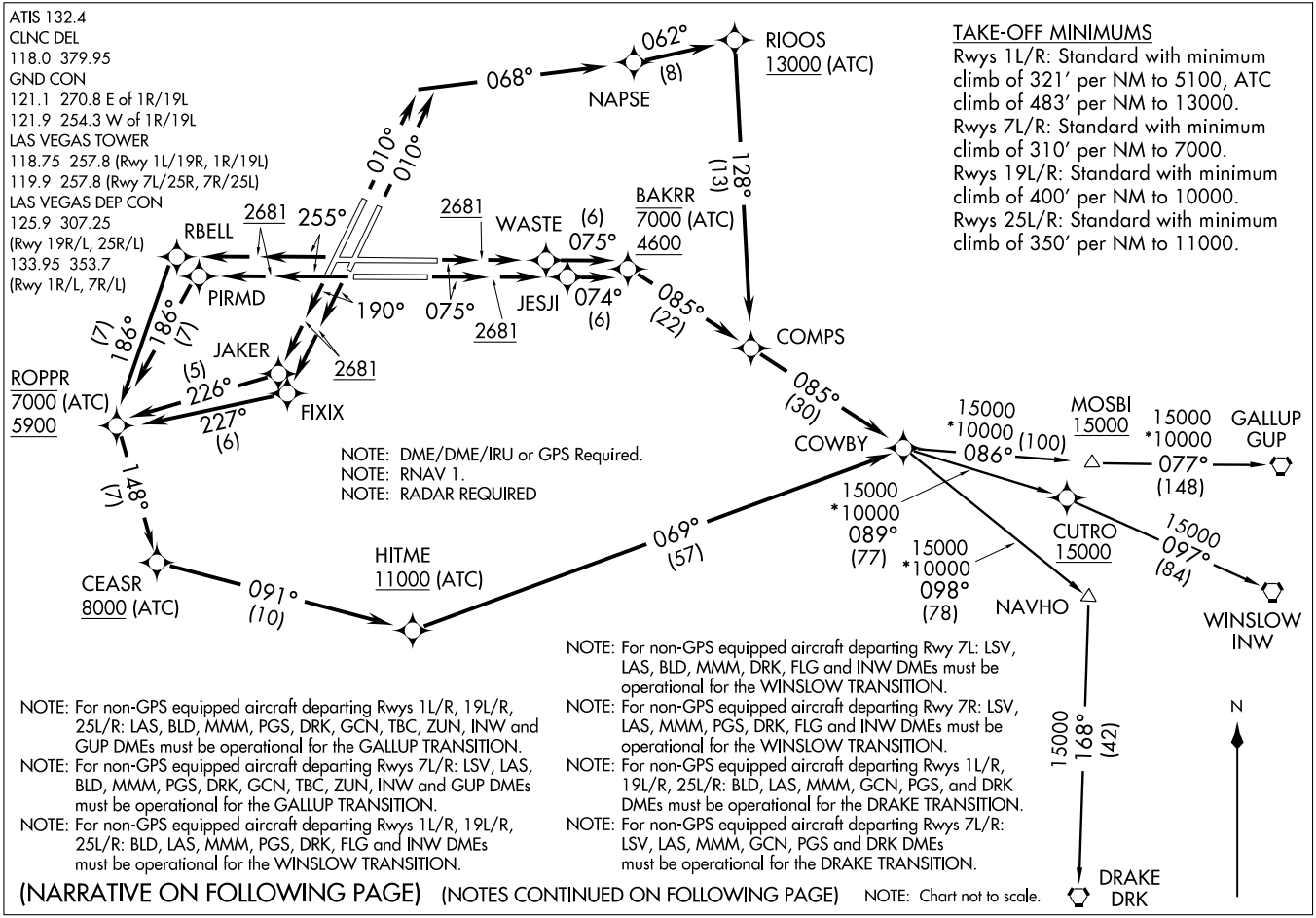
SW-4, 21 OCT 2010 to 18 NOV 2010

COWBY THREE DEPARTURE (RNAV)

(COWBY3.COWBY) 10266

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA



(NARRATIVE ON FOLLOWING PAGE) (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

(COWBY3.COWBY) 10266

COWBY THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to intercept course 068° to NAPSE, then on track 062° to cross RIOOS at or above 13000 (ATC), then on track 128° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/4600, then on track 085° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/4600, then on track 085° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

DRAKE TRANSITION (COWBY3.DRK)
GALLUP TRANSITION (COWBY3.GUP)
WINSLOW TRANSITION (COWBY3.INW)

TAKE-OFF OBSTACLE NOTES

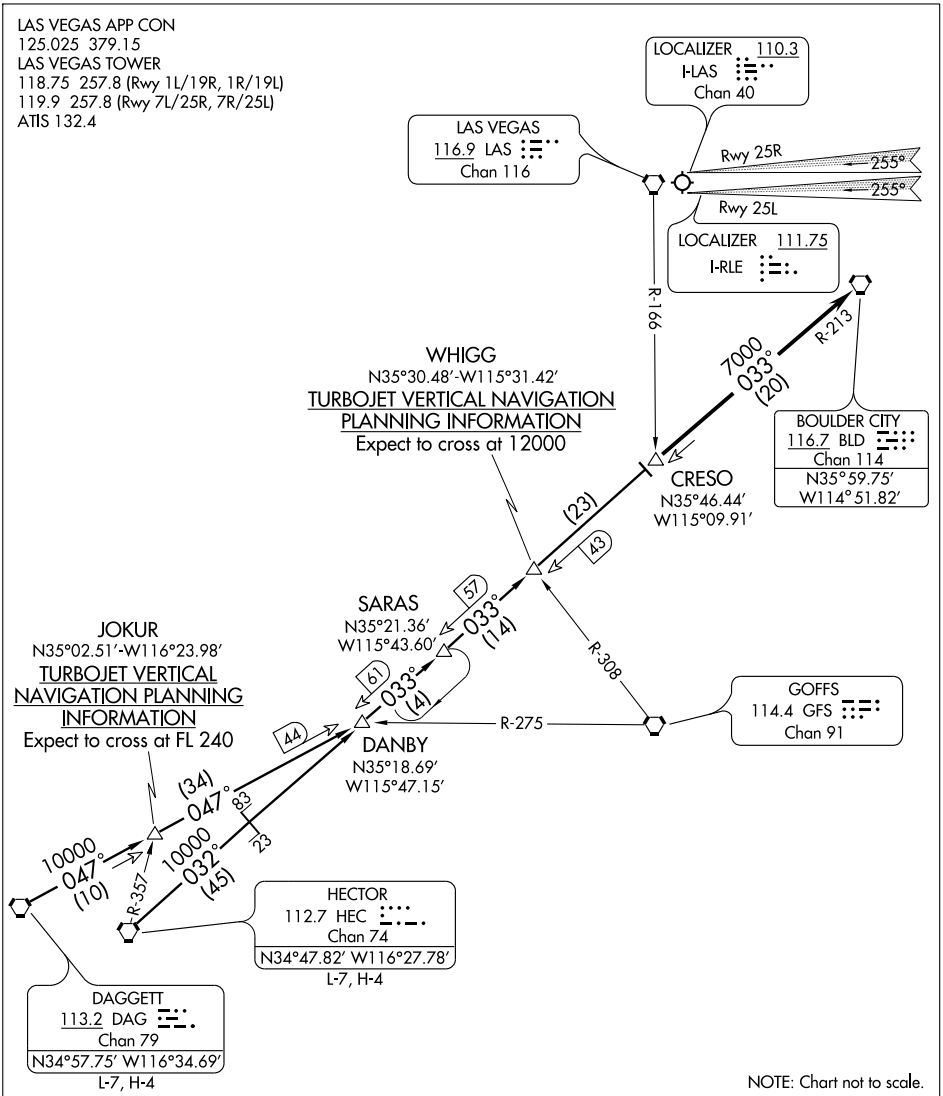
RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

CRESO THREE ARRIVAL

ST-662 (FAA)

MC CARRAN INTL
LAS VEGAS, NEVADA



DAGGETT TRANSITION (DAG.CRESO3): From over DAG VORTAC via DAG R-047 and BLD R-213 to CRESO INT/DME, thence....

HECTOR TRANSITION (HEC.CRESO3): From over HEC VORTAC via HEC R-032 and BLD R-213 to CRESO INT/DME, Thence....

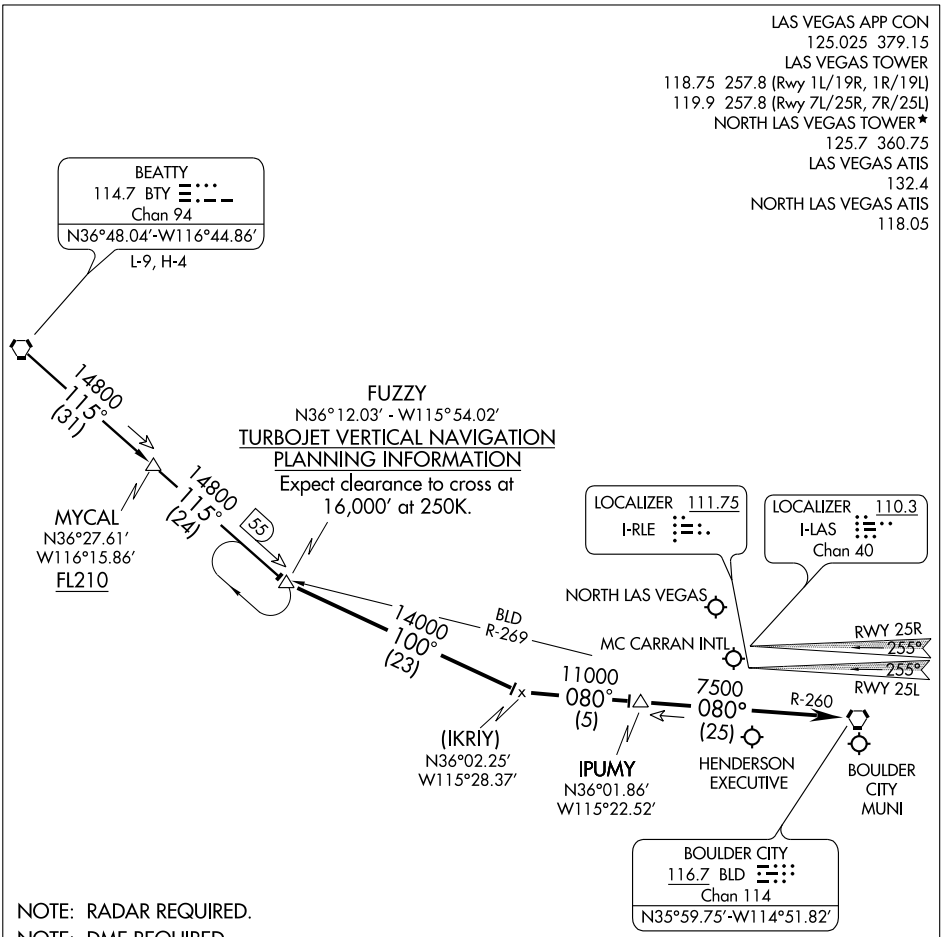
....From over CRESO INT/DME via BLD R-213 to BLD VORTAC. Runways 1, 7 and 19 expect vectors to final approach course. From BLD VORTAC, expect ILS approach Runway 25L.

CRESO THREE ARRIVAL
(CRESO.CRESO3) 09351
LAS VEGAS, NEVADA
MC CARRAN INTL
SW-4, 21 OCT 2010 to 18 NOV 2010

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

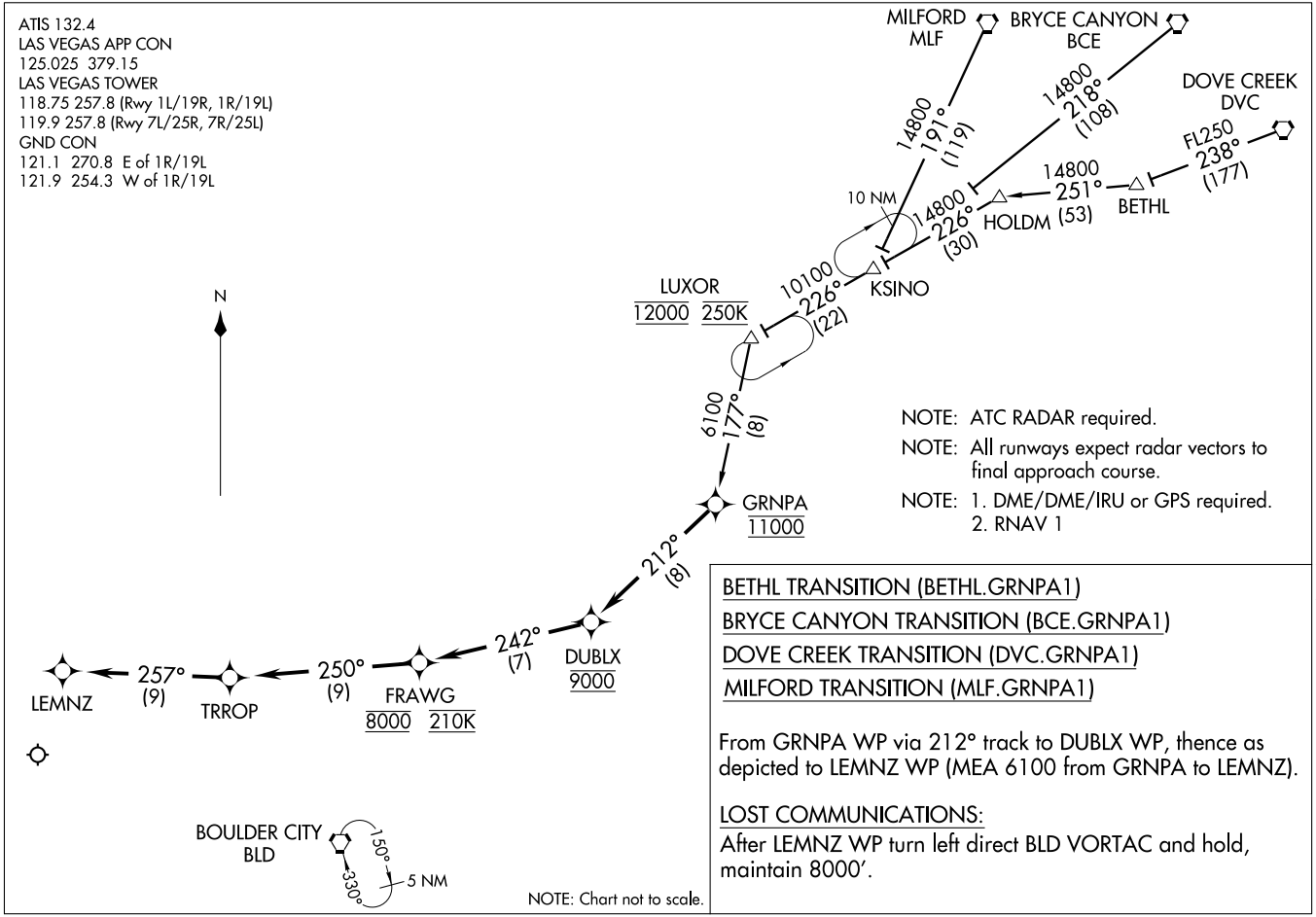
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

GRNPA ONE ARRIVAL (RNAV)

(GRNPA.GRNPA1) 09351

ATIS 132.4
LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L



NOTE: Chart not to scale.

NOTE: ATC RADAR required.

NOTE: All runways expect radar vectors to final approach course.

NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1

BETHL TRANSITION (BETHL.GRNPA1)

BRYCE CANYON TRANSITION (BCE.GRNPA1)

DOVE CREEK TRANSITION (DVC.GRNPA1)

MILFORD TRANSITION (MLF.GRNPA1)

From GRNPA WP via 212° track to DUBLX WP, thence as depicted to LEMNZ WP (MEA 6100 from GRNPA to LEMNZ).

LOST COMMUNICATIONS:

After LEMNZ WP turn left direct BLD VORTAC and hold, maintain 8000'.

GRNPA ONE ARRIVAL (RNAV)
(GRNPA.GRNPA1) 09351

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

LAS VEGAS, NEVADA
MC CARRAN INTL

TAKE-OFF OBSTACLE NOTES

RWY 1L: Multiple buildings 3954′ from DER, 1 NM left of centerline, up to 283′ AGL/2409′ MSL.
Pole 450′ from DER, 283′ left of centerline, 38′ AGL/2118′ MSL.
Obstacle light on wind sock 248′ from DER, 224′ right of centerline, 50′ AGL/2104′ MSL.
Pole 1029′ from DER, 715′ left of centerline, 85′ AGL/2124′ MSL.
Tree 1536′ from DER, 502′ left of centerline, 100′ AGL/2132′ MSL.

RWY 1R: Sign 1331′ from DER, 448′ right of centerline, 60′ AGL/2120′ MSL
Building 599′ from DER, 541′ right of centerline, 70′ AGL/2096′ MSL
Multiple buildings 4878′ from DER, 1.2 NM left of centerline, up to 283′ AGL/2409′ MSL.

RWY 25R: Light pole 3115′ from DER, 1033′ right of centerline, 109′ AGL/2301′ MSL.
Light on pole 1.5 NM from DER, 2836′ left of centerline, 124′ AGL/2457′ MSL.
Road 1.7 NM from DER, 2965′ left of centerline, 139′ AGL/2469′ MSL.
Light on pole 1100′ from DER, 508′ left of centerline, 47′ AGL/2226′ MSL.
Building 1822′ from DER, 652′ left of centerline, 46′ AGL/2238′ MSL.
Building 2202′ from DER, 596′ left of centerline, 44′ AGL/2246′ MSL.
Rod on building 534′ from DER, 369′ left of centerline, 33′ AGL/2202′ MSL.
Road 678′ from DER, 16′ right of centerline, 35′ AGL/2201′ MSL.
Light on localizer antenna 533′ from DER, 32′ AGL/2195′ MSL.

RWY 25L: Pole 2860′ from DER, 813′ left of centerline, 57′ AGL/2236′ MSL.
Sign 3672′ from DER, 1302′ left of centerline, 57′ AGL/2256′ MSL.
Antenna on building 1002′ from DER, 251′ left of centerline, 34′ AGL/2183′ MSL.
Pole 3677′ from DER, 145′ left of centerline, 67′ AGL/2249′ MSL.

RWY 7L: Tree 1257′ from DER, 789′ left of centerline, 85′ AGL/2077′ MSL.
Light pole 747′ from DER, 441′ right of centerline, 62′ AGL/2057′ MSL.
Tree 1007′ from DER, 557′ right of centerline, 70′ AGL/2062′ MSL.

RWY 7R: Light on wind sock 102′ from DER, 300′ right of centerline, 30′ AGL/2051′ MSL.

RWY 19L: Pole 1394′ from DER, 533′ right of centerline, 36′ AGL/2236′ MSL.
Sign 2181′ from DER, 1062′ right of centerline, 50′ AGL/2256′ MSL.
Rod on building 2921′ from DER, 581′ right of centerline, 50′ AGL/2262′ MSL.
Pole 2633′ from DER, 319′ right of centerline, 40′ AGL/2246′ MSL.

RWY 19R: Pole 1135′ from DER, 619′ right of centerline, 65′ AGL/2249′ MSL.
Pole 756′ from DER, 618′ right of centerline, 50′ AGL/2231′ MSL.
Sign 2182′ from DER, 125′ right of centerline, 50′ AGL/2256′ MSL.
Pole 1396′ from DER, 403′ left of centerline, 55′ AGL/2236′ MSL.
Rod on building 197′ from DER, 441′ right of centerline, 30′ AGL/2202′ MSL.
Rod on building 2922′ from DER, 356′ left of centerline, 50′ AGL/2262′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-CUA	APP CRS	Rwy Idg 1L	8401
110.1	010°	TDZE	2176
Chan 38		Apt Elev	2181

ILS or LOC/DME RWY 1L

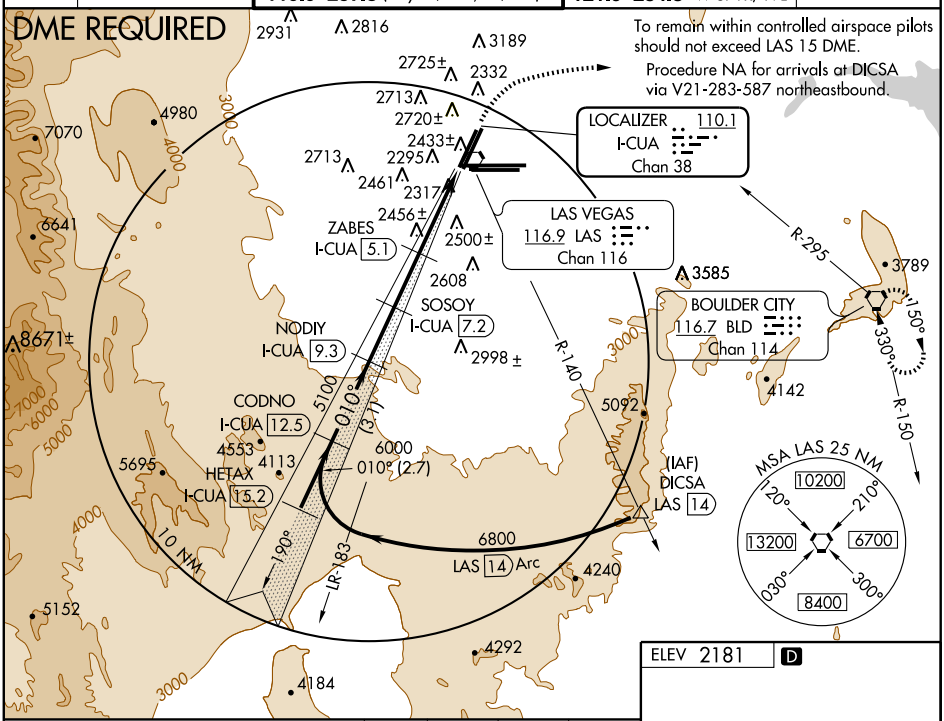
LAS VEGAS/MC CARRAN INTL (LAS)

T A Inoperative table does not apply to S-LOC 1L Cat C.

MALSF

MISSED APPROACH: Climb to 3200, then climbing right turn to 6000 via 070° heading and BLD R-295 to BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



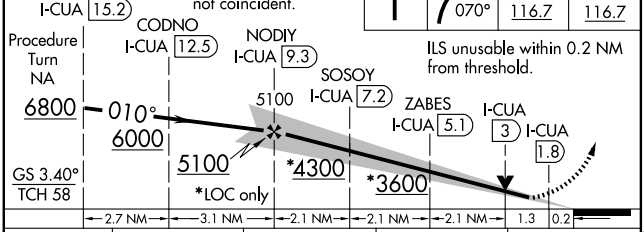
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

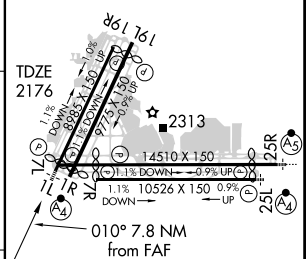
Use I-CUA DME when on the localizer course.

VGSI and ILS glidepath not coincident.

3200	6000	BLD	BLD
	070°	R-295	116.7
		116.7	



ILS unusable within 0.2 NM from threshold.



CATEGORY	A	B	C	D
S-ILS 1L	2460-1 284 (300-1)			NA
S-LOC 1L	2720-1 544 (600-1)		2720-1½ 544 (600-1½)	NA
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	NA

REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

LOC I-RLE	APP CRS				
111.75	255°	Rwy Idg 25L	10526	Rwy Idg 25R	12755
		TDZE	2069	TDZE	2067
		Apt Elev	2181	Apt Elev	2181

ILS or LOC RWY 25L

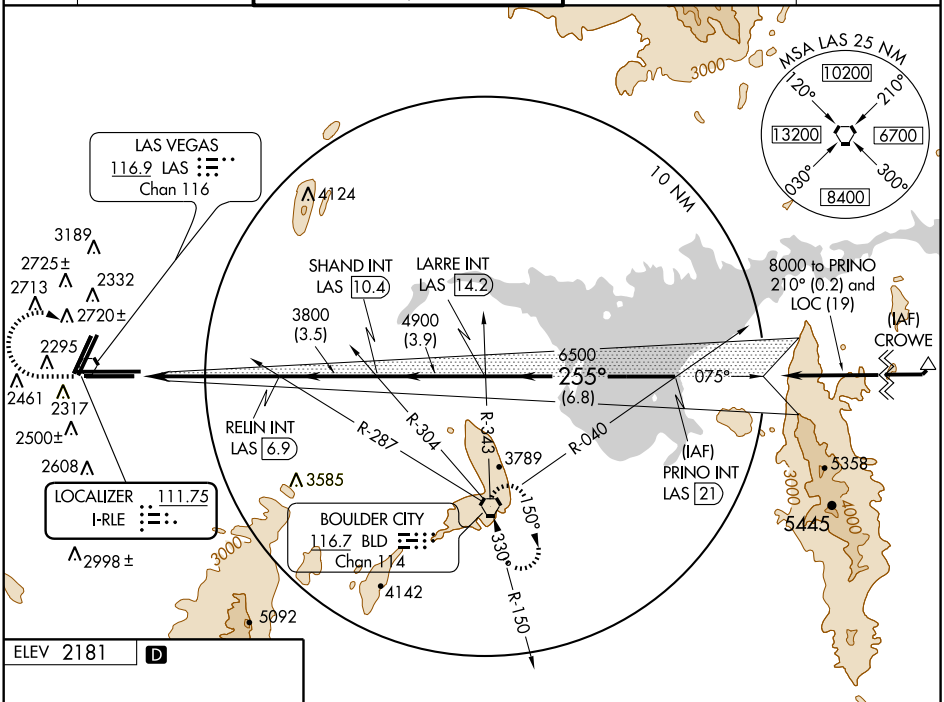
LAS VEGAS/MC CARRAN INTL (LAS)

T A Inoperative table does not apply to S-LOC 25L Cat C and Sidestep 25R Cats A and B.

MALSF Rwy 25L (A4) MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 3000 then climbing right turn to 6000 direct BLD VORTAC and hold.

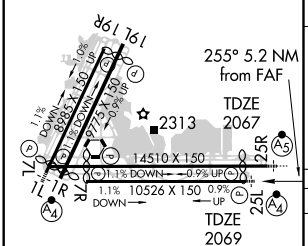
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



SW-4, 21 OCT 2010 to 18 NOV 2010

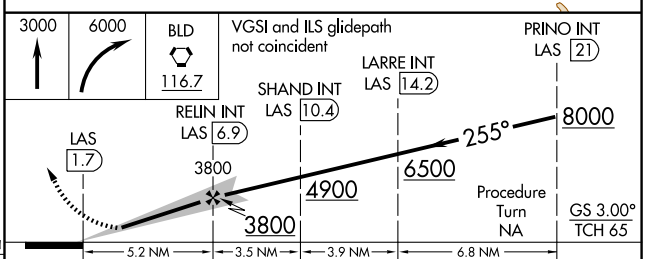
SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 2181 D



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 25L	2269-¾ 200 (100-¾)				
S-LOC 25L	2540-¾ 471 (400-¾)		2540-1¼ 471 (400-1¼)	2540-1½ 471 (400-1½)	2540-1¾ 471 (400-1¾)
SIDESTEP RWY 25R	2540-1 473 (400-1)			2540-1½ 473 (400-1½)	
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)	3540-3 1359 (1400-3)

LOC/DME I-LAS	APP CRS	Rwy Idg 25R	Rwy Idg 25L
110.3	255°	12755	10526
Chan 40		TDZE 2067	TDZE 2069
		Apt Elev 2181	Apt Elev 2181

ILS or LOC RWY 25R

LAS VEGAS/MC CARRAN INTL (LAS)

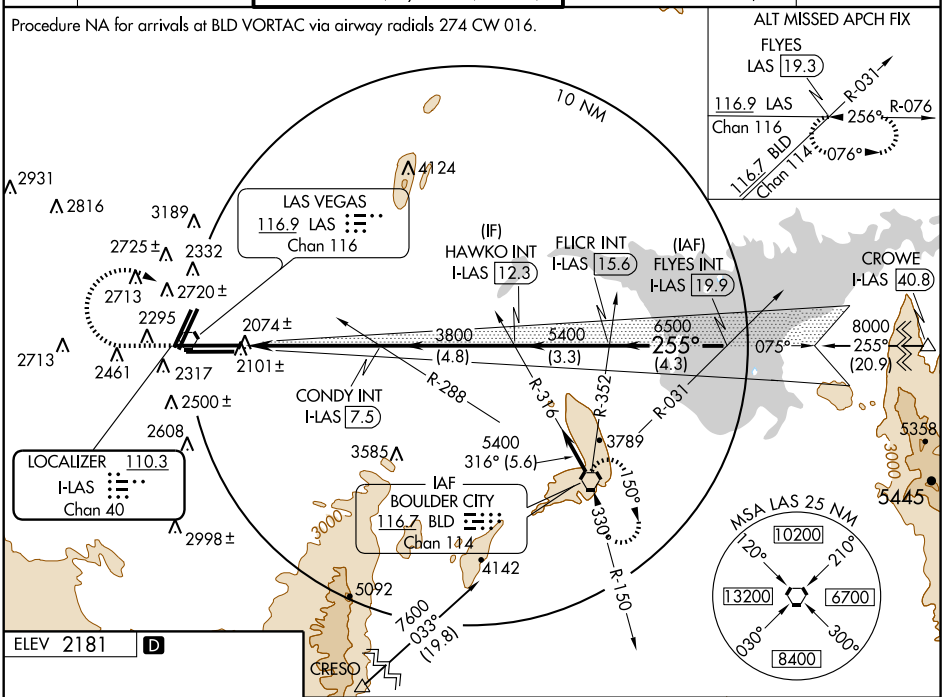
Inoperative table does not apply to Sidestep 25L.
For inoperative MALSR, increase S-ILS Cat E visibility ¼ mile, and S-LOC Cat E visibility ½ mile.

MALSR Rwy 25R (A5) | MALSF Rwy 25L (A4)

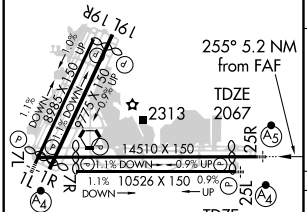
MISSED APPROACH: Climb to 3200, then climbing right turn to 6000 direct BLD VORTAC and hold.

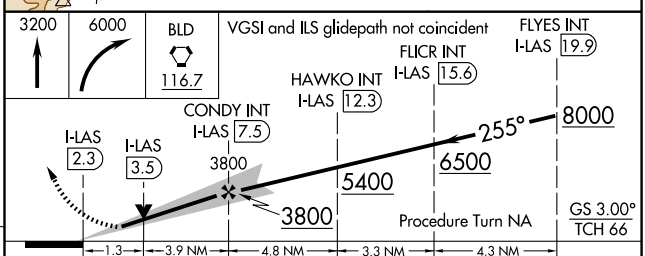
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95

Procedure NA for arrivals at BLD VORTAC via airway radials 274 CW 016.



ELEV 2181 D





REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

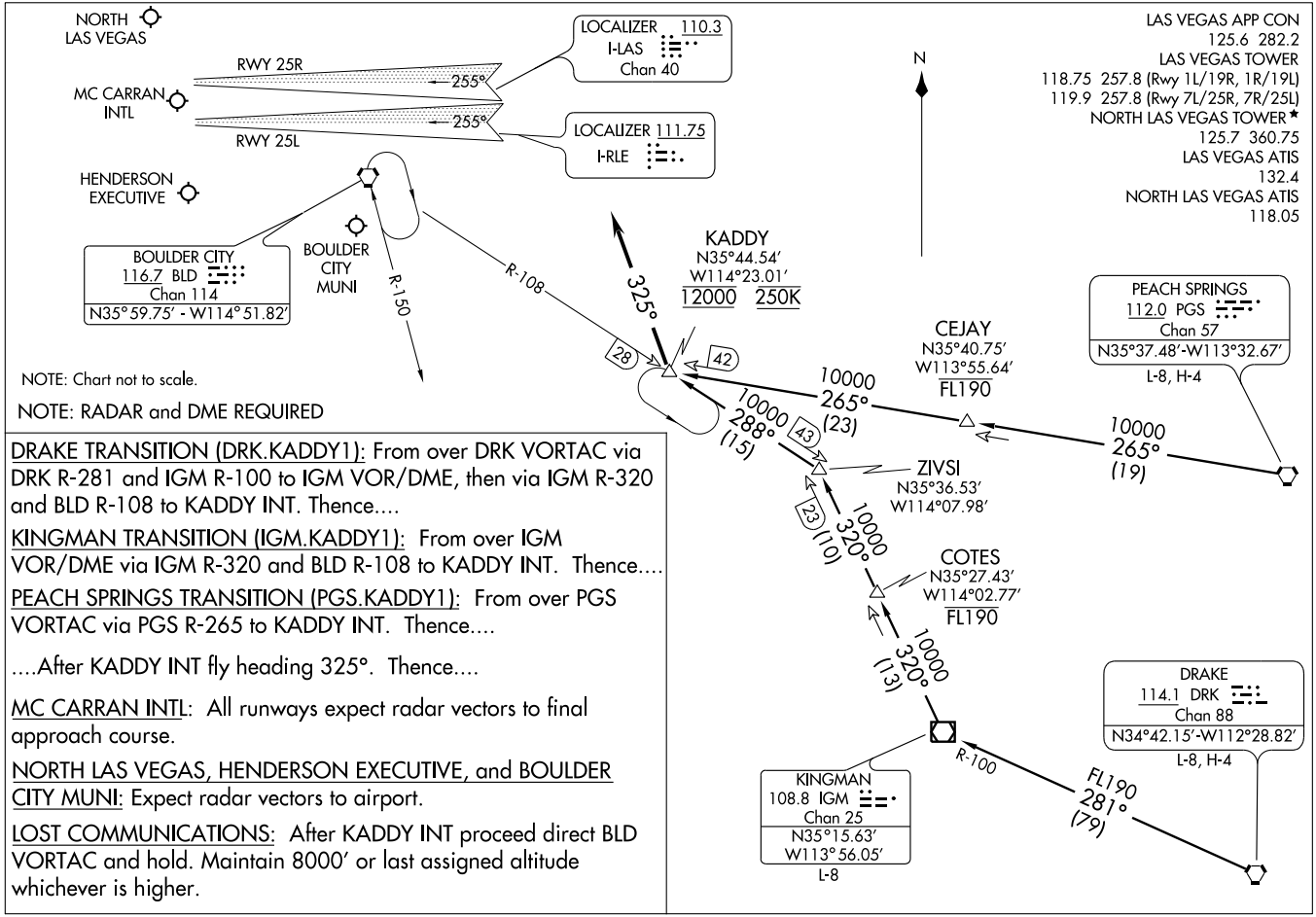
CATEGORY	A	B	C	D	E
S-ILS 25R	2340-½ 273 (200-½)				
S-LOC 25R	2540-½ 473 (400-½)		2540-¾ 473 (400-¾)	2540-1 473 (400-1)	2540-1¼ 473 (400-1¼)
SIDESTEP RWY 25L	2540-1 471 (400-1)		2540-1½ 471 (400-1½)	2540-2 471 (400-2)	
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3040-2¾ 859 (900-2¾)	3540-3 1359 (1400-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

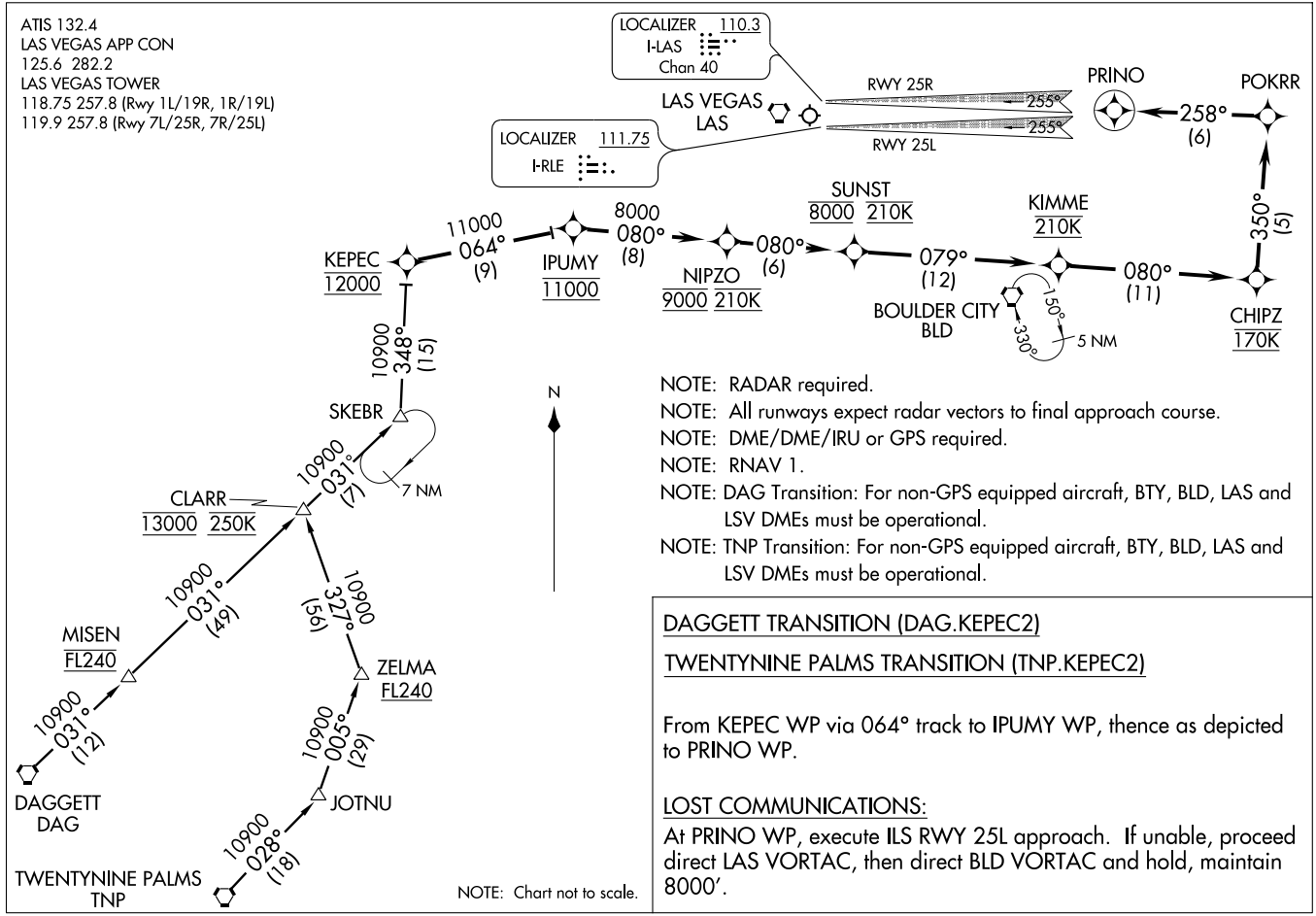
LAS VEGAS, NEVADA

ST-662 (FAA)

KEPEC TWO ARRIVAL (RNAV)

(KEPEC.KEPEC2) 09351

ATIS 132.4
LAS VEGAS APP CON
125.6 282.2
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)



NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: All runways expect radar vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: DAG Transition: For non-GPS equipped aircraft, BTY, BLD, LAS and LSV DMEs must be operational.

NOTE: TNP Transition: For non-GPS equipped aircraft, BTY, BLD, LAS and LSV DMEs must be operational.

DAGGETT TRANSITION (DAG.KEPEC2)

TWENTYNINE PALMS TRANSITION (TNP.KEPEC2)

From KEPEC WP via 064° track to IPUMY WP, thence as depicted to PRINO WP.

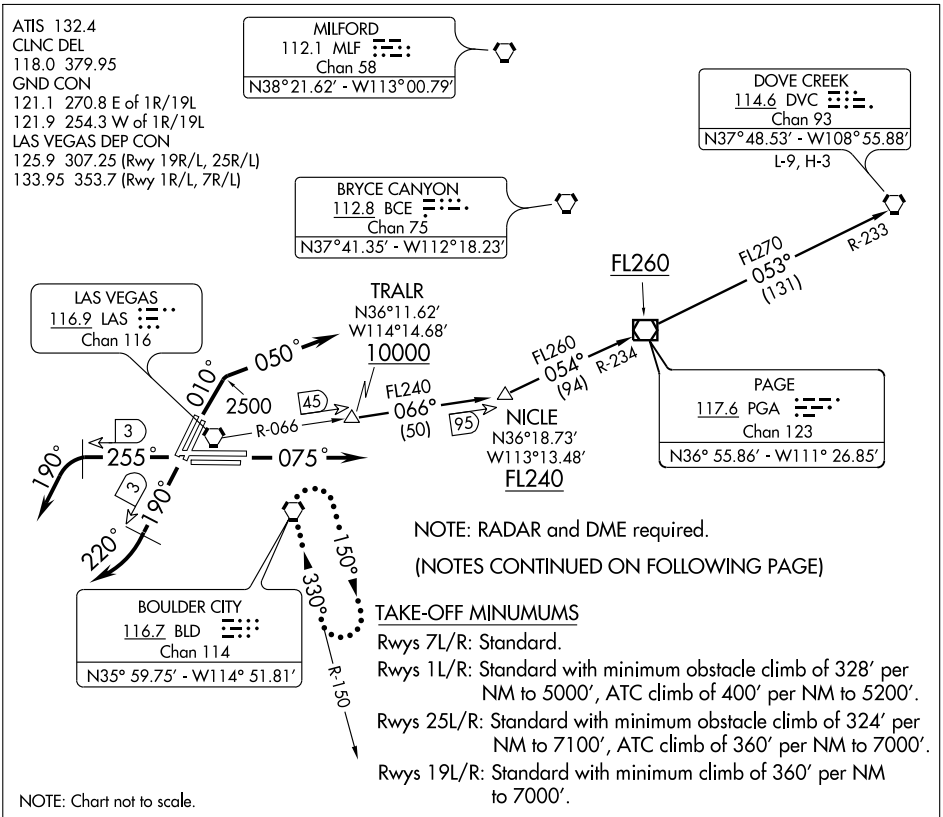
LOST COMMUNICATIONS:

At PRINO WP, execute ILS RWY 25L approach. If unable, proceed direct LAS VORTAC, then direct BLD VORTAC and hold, maintain 8000'.

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

KEPEC TWO ARRIVAL (RNAV)
(KEPEC.KEPEC2) 09351



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 010° to 2500, then climbing right turn via heading 050°, thence ....

TAKE-OFF RUNWAYS 7L/R: Climb via heading 075°, thence ....

TAKE-OFF RUNWAYS 19L/R: Climb via heading 190° until LAS VORTAC 3 DME, then right turn via heading 220°, thence ....

TAKE-OFF RUNWAYS 25L/R: Climb via heading 255° until LAS VORTAC 3 DME, then left turn via heading 190°, thence ....

.... via radar vector to transition or assigned route, maintain 7000', expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000', proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

DOVE CREEK TRANSITION (LAS3.DVC): From over TRALR INT via LAS R-066 to NICLE INT, then via PGA R-234 to PGA VOR/DME, then via PGA R-053 and DVC R-233 to DVC VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES

RWY 1L: Multiple buildings 3954′ from DER, 1 NM left of centerline, up to 283′ AGL/2409′ MSL.
Pole 450′ from DER, 283′ left of centerline, 38′ AGL/2118′ MSL.
Obstacle light on wind sock 248′ from DER, 224′ right of centerline, 50′ AGL/2104′ MSL.
Pole 1029′ from DER, 715′ left of centerline, 85′ AGL/2124′ MSL.
Tree 1536′ from DER, 502′ left of centerline, 100′ AGL/2132′ MSL.

RWY 1R: Sign 1331′ from DER, 448′ right of centerline, 60′ AGL/2120′ MSL
Building 599′ from DER, 541′ right of centerline, 70′ AGL/2096′ MSL
Multiple buildings 4878′ from DER, 1.2 NM left of centerline, up to 283′ AGL/2409′ MSL.

RWY 25R: Light pole 3115′ from DER, 1033′ right of centerline, 109′ AGL/2301′ MSL.
Light on pole 1.5 NM from DER, 2836′ left of centerline, 124′ AGL/2457′ MSL.
Road 1.7 NM from DER, 2965′ left of centerline, 139′ AGL/2469′ MSL.
Light on pole 1100′ from DER, 508′ left of centerline, 47′ AGL/2226′ MSL.
Building 1822′ from DER, 652′ left of centerline, 46′ AGL/2238′ MSL.
Building 2202′ from DER, 596′ left of centerline, 44′ AGL/2246′ MSL.
Rod on building 534′ from DER, 369′ left of centerline, 33′ AGL/2202′ MSL.
Road 678′ from DER, 16′ right of centerline, 35′ AGL/2201′ MSL.
Light on localizer antenna 533′ from DER, 32′ AGL/2195′ MSL.

RWY 25L: Pole 2860′ from DER, 813′ left of centerline, 57′ AGL/2236′ MSL.
Sign 3672′ from DER, 1302′ left of centerline, 57′ AGL/2256′ MSL.
Antenna on building 1002′ from DER, 251′ left of centerline, 34′ AGL/2183′ MSL.
Pole 3677′ from DER, 145′ left of centerline, 67′ AGL/2249′ MSL.

RWY 7L: Tree 1257′ from DER, 789′ left of centerline, 85′ AGL/2077′ MSL.
Light pole 747′ from DER, 441′ right of centerline, 62′ AGL/2057′ MSL.
Tree 1007′ from DER, 557′ right of centerline, 70′ AGL/2062′ MSL.

RWY 7R: Light on wind sock 102′ from DER, 300′ right of centerline, 30′ AGL/2051′ MSL.

RWY 19L: Pole 1394′ from DER, 533′ right of centerline, 36′ AGL/2236′ MSL.
Sign 2181′ from DER, 1062′ right of centerline, 50′ AGL/2256′ MSL.
Rod on building 2921′ from DER, 581′ right of centerline, 50′ AGL/2262′ MSL.
Pole 2633′ from DER, 319′ right of centerline, 40′ AGL/2246′ MSL.

RWY 19R: Pole 1135′ from DER, 619′ right of centerline, 65′ AGL/2249′ MSL.
Pole 756′ from DER, 618′ right of centerline, 50′ AGL/2231′ MSL.
Sign 2182′ from DER, 125′ right of centerline, 50′ AGL/2256′ MSL.
Pole 1396′ from DER, 403′ left of centerline, 55′ AGL/2236′ MSL.
Rod on building 197′ from DER, 441′ right of centerline, 30′ AGL/2202′ MSL.
Rod on building 2922′ from DER, 356′ left of centerline, 50′ AGL/2262′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

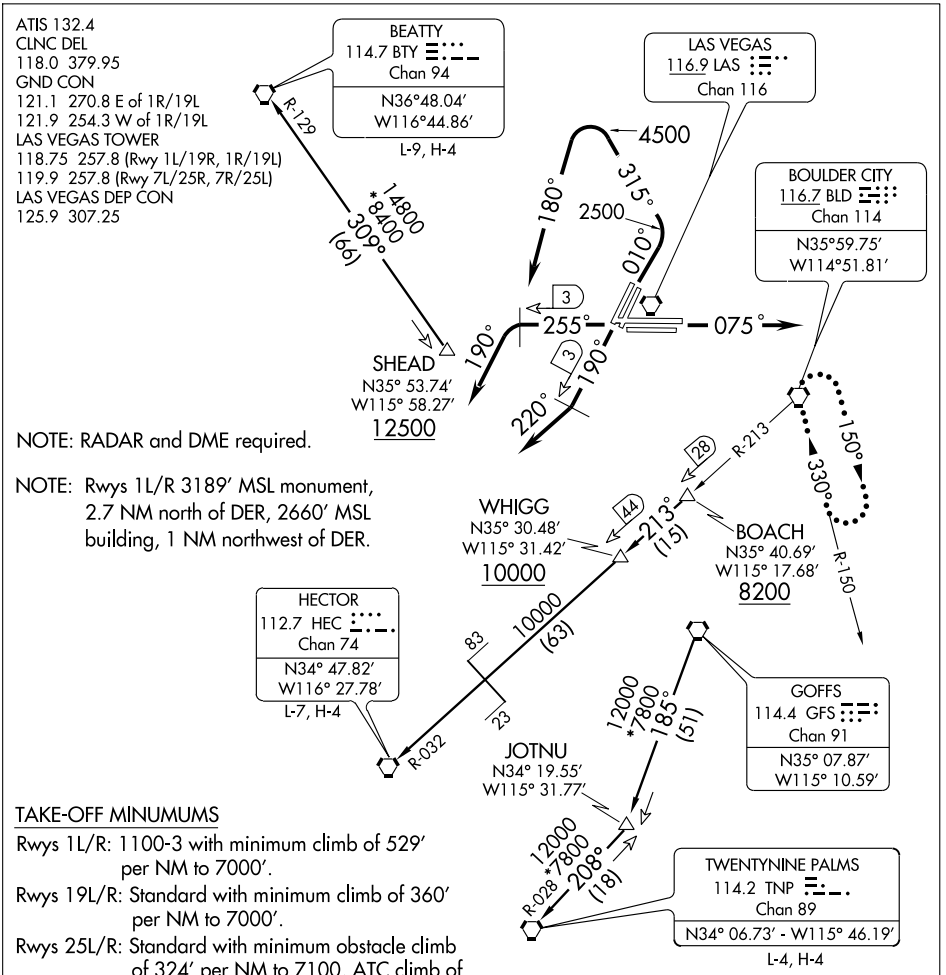
LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

MCCARRAN THREE DEPARTURE



TAKE-OFF MINUMUMS

Rwys 1L/R: 1100-3 with minimum climb of 529' per NM to 7000'.

Rwys 19L/R: Standard with minimum climb of 360' per NM to 7000'.

Rwys 25L/R: Standard with minimum obstacle climb of 324' per NM to 7100, ATC climb of 360' per NM to 7000.

Rwys 7L/R: Standard with minimum ATC climb of 440' per NM to 7000'.

TAKE-OFF OBSTACLE NOTES

RWY 1L: Pole 450' from DER, 283' left of centerline, 38' AGL/2118' MSL.
Obstacle light on wind sock 248' from DER, 224' right of centerline, 50' AGL/2104' MSL.
Pole 1029' from DER, 715' left of centerline, 85' AGL/2124' MSL.
Tree 1536' from DER, 502' left of centerline, 100' AGL/2132' MSL.

RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL
Building 599' from DER, 541' right of centerline, 70' AGL/2096' MSL

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 010° to 2500', then climbing left turn via heading 315° to 4500', then climbing left turn heading 180°, thence ....

TAKE-OFF RUNWAYS 7L/R: Climb via heading 075°, thence ....

TAKE-OFF RUNWAYS 19L/R: Climb via heading 190° until LAS VORTAC 3 DME, then right turn via heading 220°, thence ....

TAKE-OFF RUNWAYS 25L/R: Climb via heading 255° until LAS VORTAC 3 DME, then left turn via heading 190°, thence ....

....via radar vectors to transition or assigned route, maintain 7000', expect clearance to filed altitude 2 minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000', proceed direct BLD VORTAC, then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

BEATTY TRANSITION (MCCRN3.BTY): From over SHEAD INT via BTY R-129 to BTY VORTAC.

HECTOR TRANSITION (MCCRN3.HEC): From over BOACH INT via BLD R-213 and HEC R-032 to HEC VORTAC.

TWENTY NINE PALMS TRANSITION (MCCRN3.TNP): From over GFS VORTAC via GFS R-185 to JOTNU INT, then via TNP R-028 to TNP VORTAC.

TAKE-OFF OBSTACLE NOTES (CONTINUED)

RWY 25R: Light pole 3115' from DER, 1033' right of centerline, 109' AGL/2301' MSL.
Light on pole 1.5 NM from DER, 2836' left of centerline, 124' AGL/2457' MSL.
Light pole 1.7 NM from DER, 2965' left of centerline, 139' AGL/2469' MSL.
Light on pole 1100' from DER, 508' left of centerline, 47' AGL/2226' MSL.
Building 1822' from DER, 652' left of centerline, 46' AGL/2238' MSL.
Building 2202' from DER, 596' left of centerline, 44' AGL/2246' MSL.
Rod on building 534' from DER, 369' left of centerline, 33' AGL/2202' MSL.
Road 678' from DER, 16' right of centerline, 35' AGL/2201' MSL.
Light on localizer antenna 533' from DER, 32' AGL/2195' MSL.

RWY 25L: Pole 2860' from DER, 813' left of centerline, 57' AGL/2236' MSL.
Sign 3672' from DER, 1302' left of centerline, 57' AGL/2256' MSL.
Antenna on building 1002' from DER, 251' left of centerline, 34' AGL/2183' MSL.
Pole 3677' from DER, 145' left of centerline, 67' AGL/2249' MSL.

RWY 7L: Tree 1257' from DER, 789' left of centerline, 85' AGL/2077' MSL.
Light pole 747' from DER, 441' right of centerline, 62' AGL/2057' MSL.
Tree 1007' from DER, 557' right of centerline, 70' AGL/2062' MSL.

RWY 7R: Light on wind sock 102' from DER, 300' right of centerline, 30' AGL/2051' MSL.

RWY 19L: Pole 1394' from DER, 533' right of centerline, 36' AGL/2236' MSL.
Sign 2181' from DER, 1062' right of centerline, 50' AGL/2256' MSL.
Rod on building 2921' from DER, 581' right of centerline, 50' AGL/2262' MSL.
Pole 2633' from DER, 319' right of centerline, 40' AGL/2246' MSL.

RWY 19R: Pole 1135' from DER, 619' right of centerline, 65' AGL/2249' MSL.
Pole 756' from DER, 618' right of centerline, 50' AGL/2231' MSL.
Sign 2182' from DER, 125' right of centerline, 50' AGL/2256' MSL.
Pole 1396' from DER, 403' left of centerline, 55' AGL/2236' MSL.
Rod on building 197' from DER, 441' right of centerline, 30' AGL/2202' MSL.
Rod on building 2922' from DER, 356' left of centerline, 50' AGL/2262' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

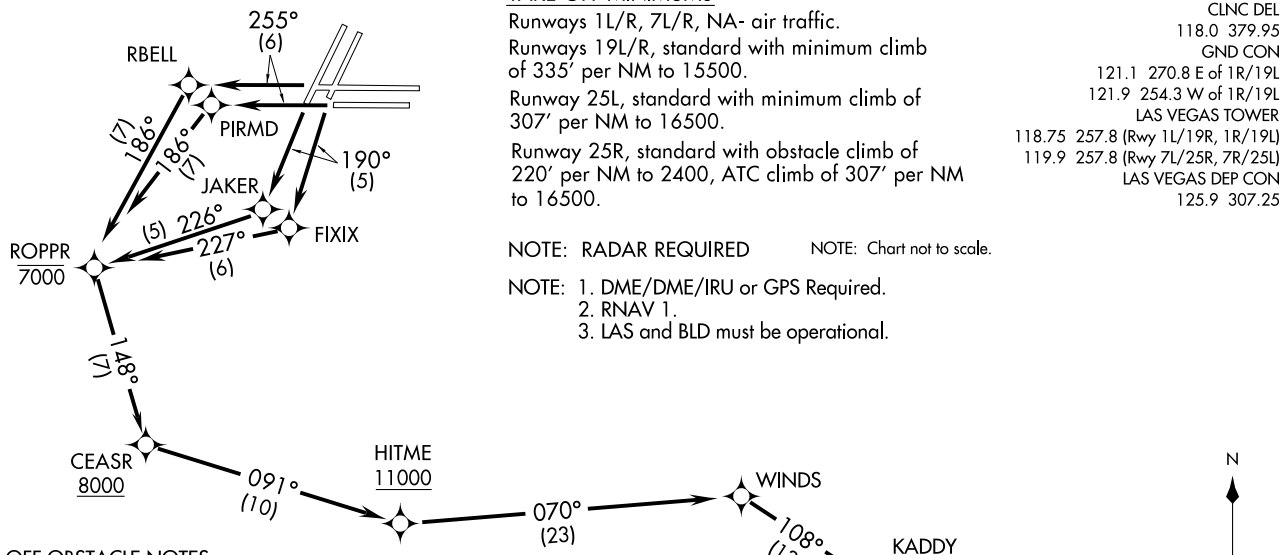
PRFUM TWO DEPARTURE (RNAV)

(PRFUM2.PRFUM) 09351

LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SL-662 (FAA)



TAKE-OFF MINIMUMS

Runways 1L/R, 7L/R, NA- air traffic.

Runways 19L/R, standard with minimum climb of 335′ per NM to 15500.

Runway 25L, standard with minimum climb of 307′ per NM to 16500.

Runway 25R, standard with obstacle climb of 220′ per NM to 2400, ATC climb of 307′ per NM to 16500.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.
3. LAS and BLD must be operational.

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25

TAKE-OFF OBSTACLE NOTES

RWY 19L: Multiple poles, sign, and building 1394 feet from departure end of rwy, 320 feet right of centerline, up to 51′ AGL/2256′ MSL.

RWY 19R: Multiple poles, sign, and building 197 feet from departure end of rwy, 125 feet right of centerline, up to 51′ AGL/2256′ MSL.
Multiple poles and building 1396 feet from departure end of rwy, 356 feet left of centerline, up to 47′ AGL/2262′ MSL.

RWY 25L: Multiple poles, sign, and building 1003 feet from departure end of rwy, 251 feet left of centerline, up to 63′ AGL/2256′ MSL.

RWY 25R: Multiple poles and road 675 feet from departure end of rwy, 17 feet right of centerline, up to 100′ AGL/2301′ MSL.
Multiple poles and buildings 533 feet from departure end of rwy, 1 foot left of centerline, up to 150′ AGL/2469′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19L: Climb via 190° course to FIXIX WP, then via 227° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 19R: Climb via 190° course to JAKER WP, then via 226° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 25L: Climb via 255° course to PIRMD WP, then via 186° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 255° course to RBELL WP, then via 186° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

DRAKE TRANSITION (PRFUM2.DRK)

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8681
CH 42800	010°	TDZE	2170
W01A		Apt Elev	2181

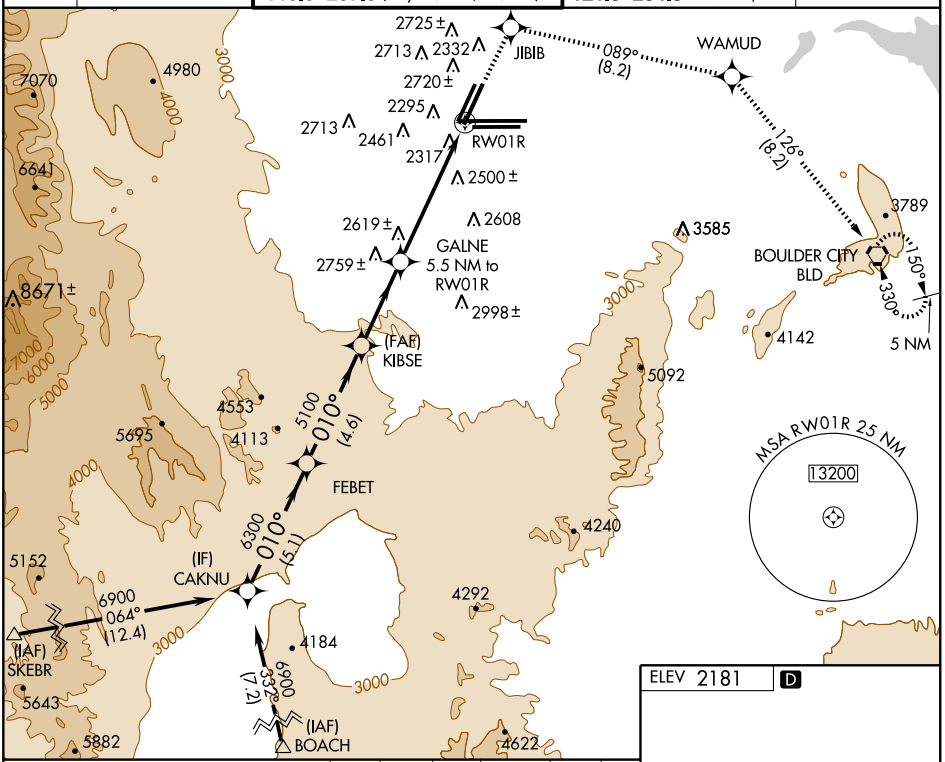
RNAV (GPS) RWY 1R

LAS VEGAS/MC CARRAN INTL (LAS)

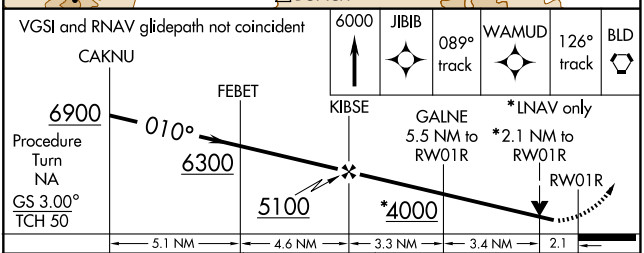
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct JIBIB and via 089° track to WAMUD and via 126° track to BLD VORTAC and hold.

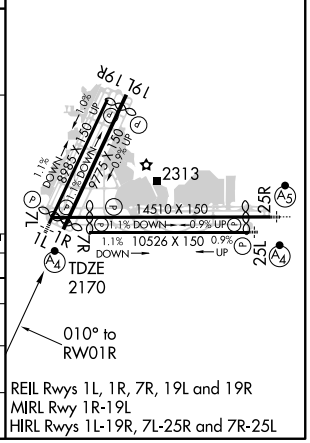
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



VGSI and RNAV glidepath not coincident



CATEGORY	A	B	C	D
LPV DA	2693-1¾ 523 (600-1¾)			
LNAV/VNAV DA	NA			
LNAV MDA	2920-1 750 (800-1)	2920-1¼ 750 (800-1¼)	2920-2¼ 750 (800-2¼)	2920-2½ 750 (800-2½)
CIRCLING	3020-1¾ 839 (900-1¾)		3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8745
200°	TDZE	2113
	Apt Elev	2181

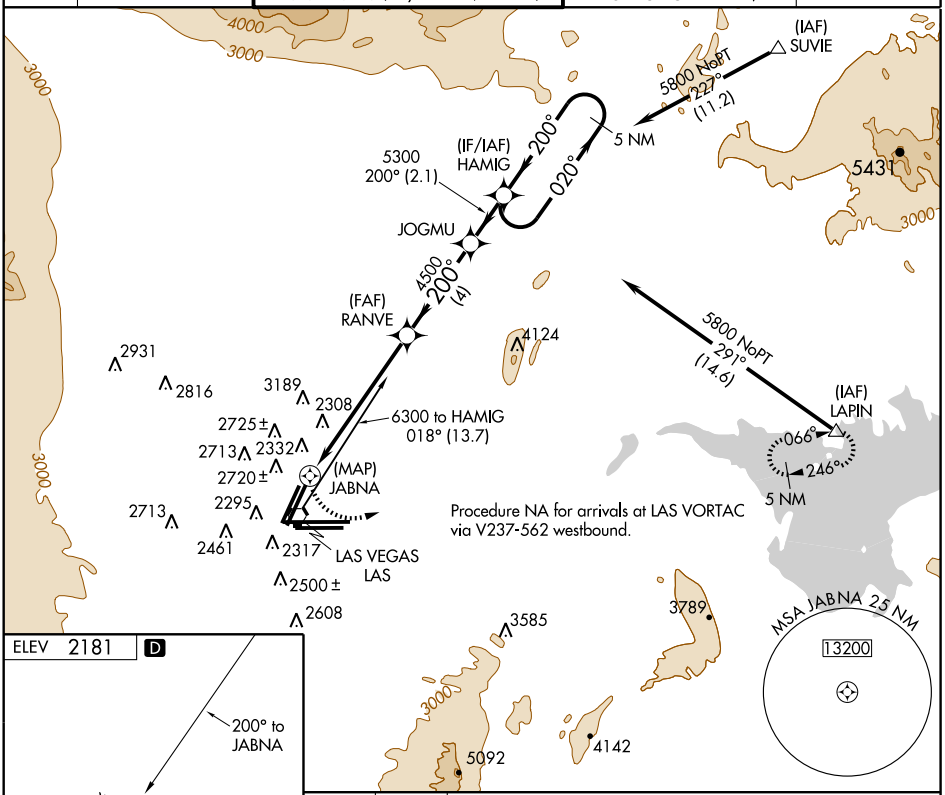
RNAV (GPS) RWY 19L

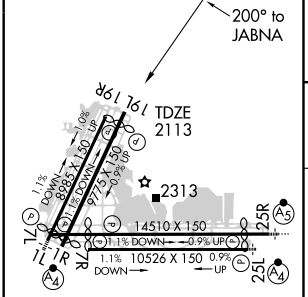
LAS VEGAS/MC CARRAN INTL (LAS)

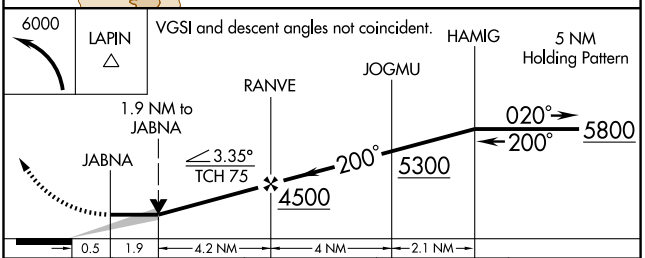
T A If local altimeter setting not received, use North Las Vegas altimeter setting and increase all MDAs 40 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using North Las Vegas altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct LAPIN and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95







CATEGORY	A	B	C	D
LNAV MDA	2920-1 807 (800-1)	2920-1¼ 807 (800-1¼)	2920-2¼ 807 (800-2¼)	2920-2½ 807 (800-2½)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3080-2¾ 899 (900-2¾)	3080-3 899 (900-3)

REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8397
201°	TDZE	2117
	Apt Elev	2181

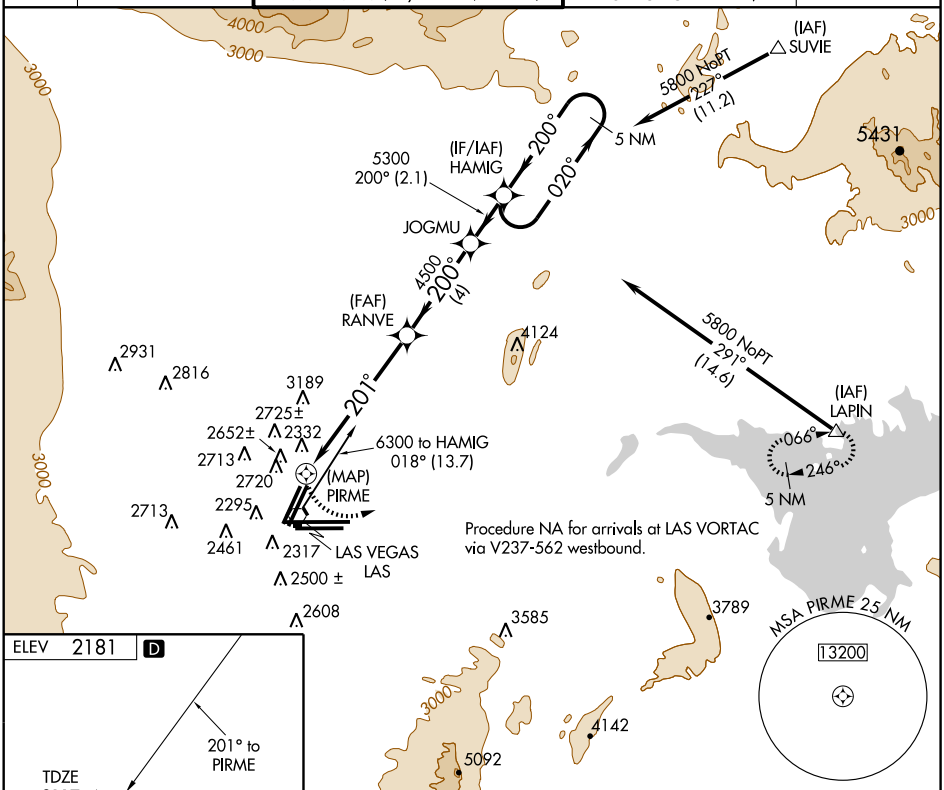
RNAV (GPS) RWY 19R

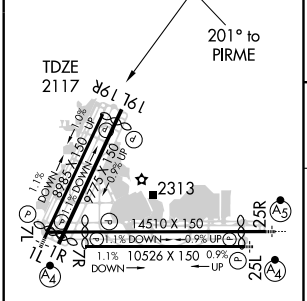
LAS VEGAS/MC CARRAN INTL (LAS)

T A If local altimeter setting not received, use North Las Vegas altimeter setting and increase all MDAs 40 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

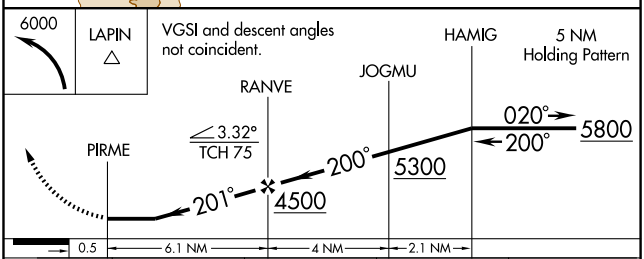
MISSED APPROACH: Climbing left turn to 6000 direct LAPIN and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95





REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L



CATEGORY	A	B	C	D
LNAV MDA	2980-1 863 (800-1)	2980-1¼ 863 (800-1¼)	2980-2½ 863 (800-2½)	2980-2¾ 863 (800-2¾)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3080-2¾ 899 (900-2¾)	3080-3 899 (900-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SHEAD SIX DEPARTURE (RNAV)

(SHEAD6.SHEAD) 10266

SHEAD SIX DEPARTURE (RNAV)

(SHEAD6.SHEAD) 10266

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SL-662 (FAA)

N

TAKE-OFF MINIMUMS

Rwys 1L/R: 1100-3 with minimum climb of 500′ per NM to 6000.
Rwys 7L/R: Standard with minimum climb of 400′ per NM to 8000.
Rwys 19L/R: Standard with minimum climb of 483′ per NM to 9000.
Rwys 25L/R: Standard with minimum climb of 470′ per NM to 9000.

NOTE: Rwys 1L/R do not exceed 230 KIAS until BESSY.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED
NOTE: For non-GPS equipped aircraft departing Rwys 1L/R, 19L/R, 25L/R: LSV, BLD, BTY and TPH DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R: BLD, BTY and TPH DMEs must be operational.

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25

COALDALE
OAL

FL250
318°
(48)

KENNO

FL250
314°
(51)

FL210
302°
(10)

BIKKR

DBIGE
FL210 (ATC)

FL210
302°
(45)

SHEAD
14000 (ATC)

TARRK
11000 (ATC)

(16)
256°

(12)
256°

MDDOG
9000 (ATC)
8800

BESSY
230K

188°
(14)

2681

010°

010°

2681

255°

RBELL

2681

WASTE (6)
BAKRR
7000(ATC)
6000

075°

PIRMD

190°

075°

2681

JESJI (6)

074°

144°
(7)

(7)
186°

186°
(7)

JAKER

2681

(5) 226°

227°
(6)

FIXIX

MINEY
8000 (ATC)

ROPPR
7000 (ATC)
6500

210°
(7)

210°
(12)

261°
(44)

HITME

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to 2681', then left turn direct BESSY, then on track 188° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (SHEAD6.OAL)
KENNO TRANSITION (SHEAD6.KENNO)

TAKE-OFF OBSTACLE NOTES

RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

STAAV FOUR DEPARTURE (RNAV)

(STAAV4.STAAV) 09351

LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

STAAV FOUR DEPARTURE (RNAV)

(STAAV4.STAAV) 09351

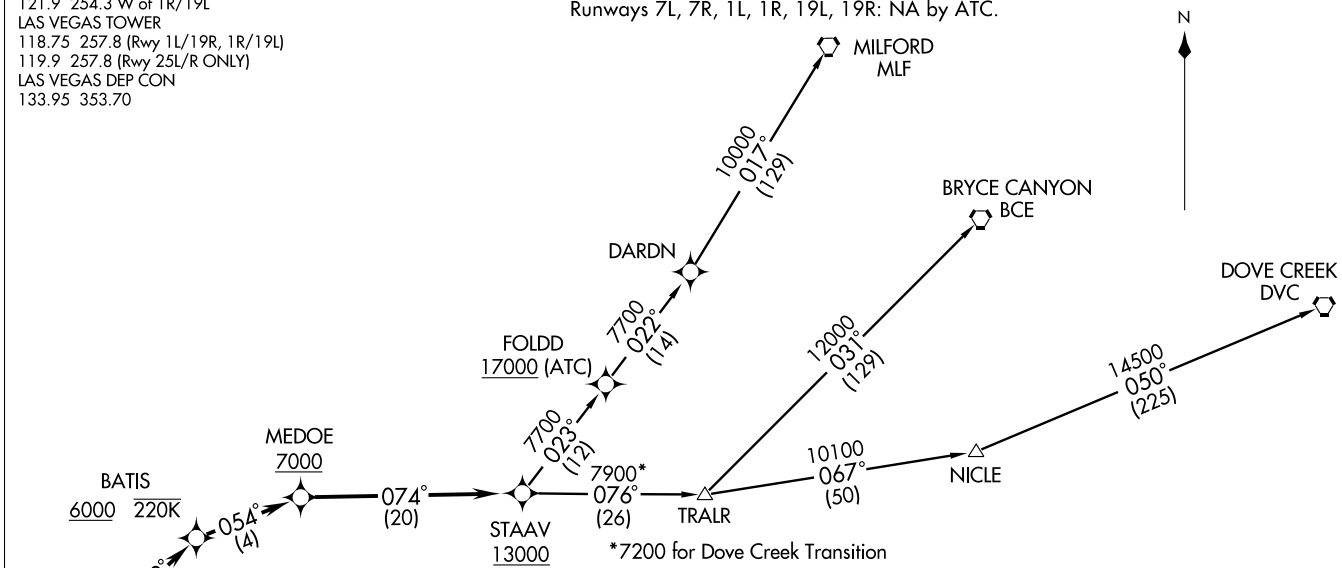
LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SI-662 (FAA)

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 25L/R ONLY)
LAS VEGAS DEP CON
133.95 353.70

TAKE-OFF MINIMUMS
Runway 25L: Standard. ATC climb of 330' per NM to 13000.
Runway 25R: 300-2 or Standard with minimum climb of 313' per NM to 4500.
ATC climb of 330' per NM to 13000.
Runways 7L, 7R, 1L, 1R, 19L, 19R: NA by ATC.



*7200 for Dove Creek Transition

NOTE: DME/DME/IRU or GPS required.
NOTE: For Non-GPS equipped aircraft, LAS and BLD DME's must be operational.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Takeoff Rwy 25L, 25R, do not exceed 220K until BATIS.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2680', then direct LEELN, then via 332° track to cross TOMIS at or above 5000', then via 032° track to cross BATIS at or above 6000', then via 054° track to cross MEDOE at or above 7000', then via 074° track to cross STAAV at or above 13000, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2660', then direct POOLZ, then via 333° track to cross TOMIS at or above 5000', then via 032° track to cross BATIS at or above 6000', then via 054° track to cross MEDOE at or above 7000', then via 074° track to cross STAAV at or above 13000, thence....

... via (transition) maintain FL190, expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (STAAV4.BCE)
DOVE CREEK TRANSITION (STAAV4.DVC)
MILFORD TRANSITION (STAAV4.MLF)

SW-4, 21 OCT 2010 to 18 NOV 2010

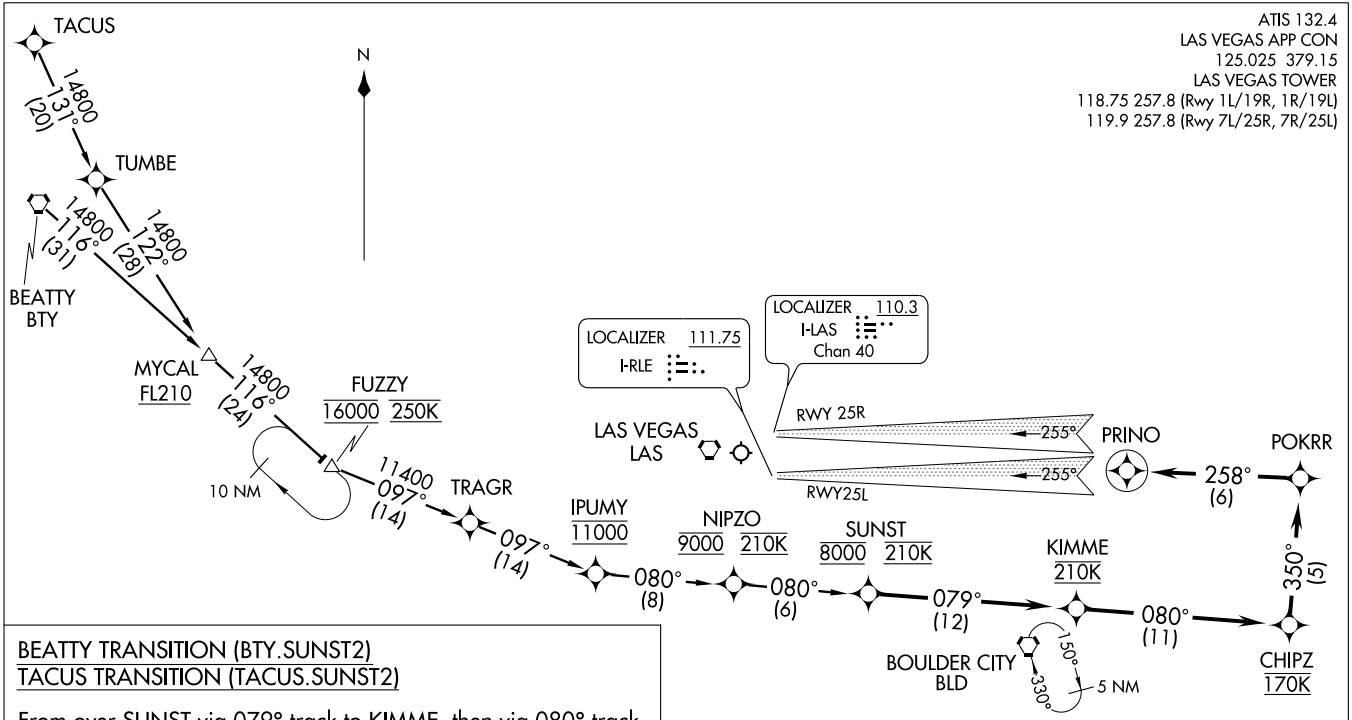
TAKE-OFF OBSTACLE NOTES

Rwy 25R: Lt. pole 3115' from DER, 1033' right of centerline, 92' AGL/2301' MSL.
Multiple Lt. poles beginning 1.6 NM from DER, 2836' left of centerline, up to 130' AGL/2469' MSL.
OL on sign 884' from DER, 710' left of centerline, 34' AGL/2233' MSL.
Multiple trees beginning 953' from DER, 522' right of centerline, up to 44' AGL/2237' MSL.
Multiple trees beginning 954' from DER, 546' left of centerline, up to 40' AGL/2245' MSL.
OL DME 533' from DER, 445' left of centerline, 18' AGL/2207' MSL.
Bldg 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL.
Road 669' from DER, 477' left of centerline, 29' AGL/2208' MSL.
Rod on bldg 534' from DER, 369' left of centerline, 13' AGL/2202' MSL.
Road 678' from DER, 17' right of centerline, 15' AGL/2201' MSL.
OL on LOC 534' from DER, 1' from centerline, 6' AGL/2195' MSL.

Rwy 25L: Pole 2861' from DER, 813' left of centerline, 36' AGL/2236' MSL.
Sign 3672' from DER, 1303' left of centerline, 37' AGL/2256' MSL.
RR 2564' from DER, 773' left of centerline, 17' AGL/2223' MSL.
Tree 2838' from DER, 1008' left of centerline, 21' AGL/2230' MSL.
Ant. on bldg 1003' from DER, 251' left of centerline, 13' AGL/2183' MSL.
Pole 3677' from DER, 145' left of centerline, 40' AGL/2249' MSL.
Bldg 4719' from DER, 1757' left of centerline, 61' AGL/2290' MSL.
Bldg 4953' from DER, 1697' left of centerline, 61' AGL/2291' MSL.
Bldg 4612' from DER, 1400' left of centerline, 54' AGL/2281' MSL.

SUNST TWO ARRIVAL (RNAV)

(SUNST.SUNST2) 09351



BEATTY TRANSITION (BTY.SUNST2)
TACUS TRANSITION (TACUS.SUNST2)

From over SUNST via 079° track to KIMME, then via 080° track to CHIPZ, then left turn via 350° track to POKRR, then left turn via 258° track to PRINO. Expect radar vectors to final approach course.

LOST COMMUNICATIONS

At PRINO execute Rwy 25L ILS approach, if unable proceed direct to LAS VORTAC, then direct BLD VORTAC and hold, maintain 8000'.

NOTE: RADAR required.

NOTE: All runways expect radar vectors to final approach.

NOTE: DME/DME/IRU, or GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

SUNST TWO ARRIVAL (RNAV)
(SUNST.SUNST2) 09351

LAS VEGAS, NEVADA
MC CARRAN INTL

TRALR THREE DEPARTURE (RNAV)

(TRALR3.TRALR) 10210

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8
(Rwy 1L/19R, 1R/19L)
119.9 257.8
(Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25 (Rwy 19R/L, 25R/L)
133.95 353.7 (Rwy 1R/L, 7R/L)

TAKE-OFF MINIMUMS
Rwy 1L/R: Standard with minimum climb of 321′ per NM to 5100, ATC climb of 483′ per NM to 13000.
Rwys 7L/R: Standard with minimum climb of 310′ per NM to 7000.
Rwys 19L/R: Standard with minimum climb of 400′ per NM to 14000.
Rwys 25L/R: Standard with minimum climb of 350′ per NM to 14000.

N

ROPPR
7000 (ATC)
5900

JAKER

PIRMD

RBELL

FIXIX

CEASR
8000 (ATC)

FORGE

WILLW
14000 (ATC)

NAPSE

TINNK

RIOOS
13000 (ATC)

WASTE

JESJI

BAKRR
7000 (ATC)
4600

TRALR

NICLE

MILFORD
MLF

BRYCE CANYON
BCE

DOVE CREEK
DVC

2681

(7) 186°

(5) 226°

227° (6)

148° (7)

076° (9)

046° (111)

049° (34)

063° (35)

067° (50)

074° (6)

075°

190°

255°

010°

068°

058° (6)

074° (2)

074° (20)

009° (143)

031° (129)

050° (225)

13000

FL200
*11000

15000
*10000

17000
*10900

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R: LAS, BLD, MMM, MLF, and BCE DMEs must be operational for the BRYCE CANYON TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R, 19L/R, 25L/R: BLD, MLF, and BCE DMEs must be operational for the BRYCE CANYON TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, 19L/R, 25L/R: BLD, LAS, MMM, PGS, GCN, PGA, BCE, DVC, HVE, and CEZ DMEs must be operational for the DOVE CREEK TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R: BLD, MMM, PGS, GCN, PGA, BCE, DVC, HVE, and CEZ DMEs must be operational for the DOVE CREEK TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, 19L/R, 25L/R: BLD, LAS, MMM, ILC, CDC, and MLF DMEs must be operational for the MILFORD TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R: BLD, MMM, ILC, CDC, and MLF DMEs must be operational for the MILFORD TRANSITION.

(NARRATIVE ON FOLLOWING PAGE) (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

(TRALR3.TRALR) 10210

TRALR THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to intercept course 068° to NAPSE, then on track 058° to TINNK, then on track 074° to cross RIOOS at or above 13000(ATC), then on track 074° to TRALR, thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/4600, then on track 063° to TRALR, thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/4600, then on track 063° to TRALR, thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (TRALR3.BCE)
DOVE CREEK TRANSITION (TRALR3.DVC)
MILFORD TRANSITION (TRALR3.MLF)

TAKE-OFF OBSTACLE NOTES

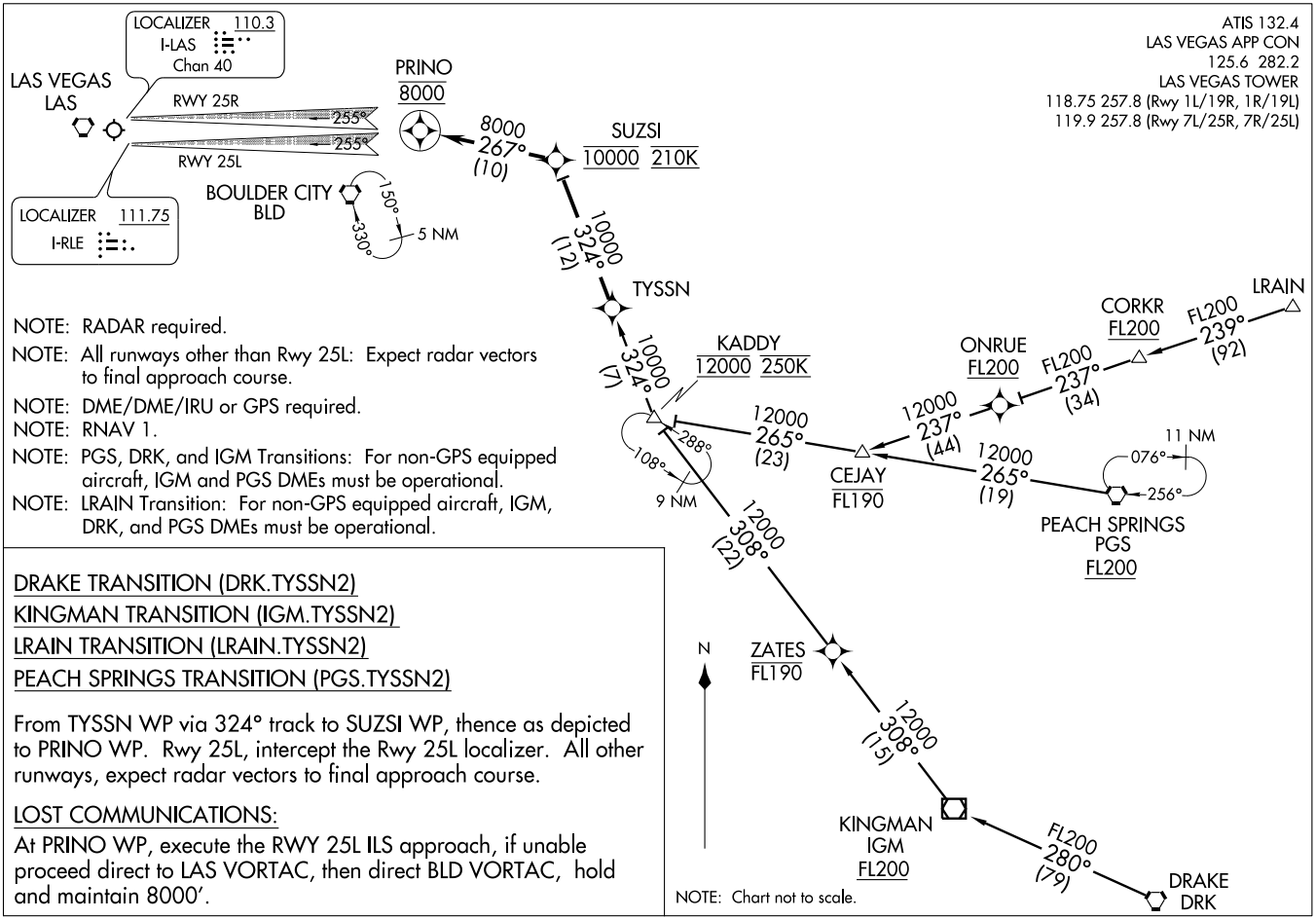
RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

TYSSN TWO ARRIVAL (RNAV)

(TYSSN.TYSSN2) 09351

LAS VEGAS, NEVADA
MC CARRAN INTL



NOTE: RADAR required.

NOTE: All runways other than Rwy 25L: Expect radar vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: PGS, DRK, and IGM Transitions: For non-GPS equipped aircraft, IGM and PGS DMEs must be operational.

NOTE: LRAIN Transition: For non-GPS equipped aircraft, IGM, DRK, and PGS DMEs must be operational.

DRAKE TRANSITION (DRK.TYSSN2)

KINGMAN TRANSITION (IGM.TYSSN2)

LRAIN TRANSITION (LRAIN.TYSSN2)

PEACH SPRINGS TRANSITION (PGS.TYSSN2)

From TYSSN WP via 324° track to SUZSI WP, thence as depicted to PRINO WP. Rwy 25L, intercept the Rwy 25L localizer. All other runways, expect radar vectors to final approach course.

LOST COMMUNICATIONS:

At PRINO WP, execute the RWY 25L ILS approach, if unable proceed direct to LAS VORTAC, then direct BLD VORTAC, hold and maintain 8000'.

NOTE: Chart not to scale.

(TYSSN.TYSSN2) 09351

TYSSN TWO ARRIVAL (RNAV)

ST-662 (FAA)

MC CARRAN INTL
LAS VEGAS, NEVADA

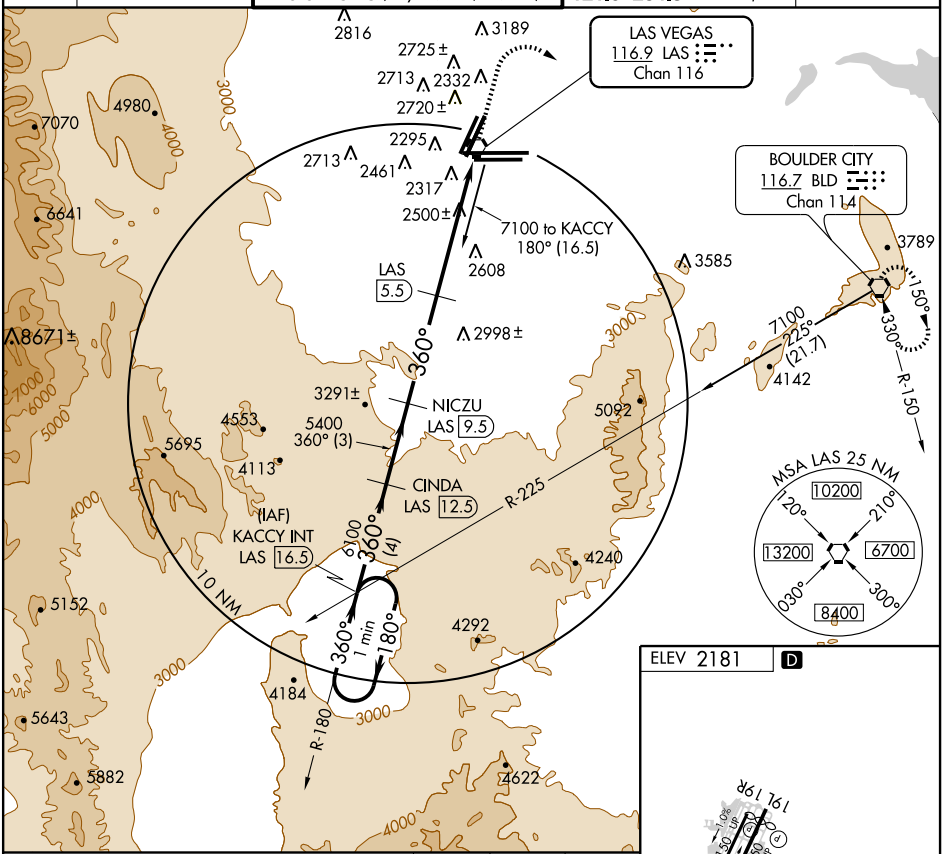
VORTAC LAS 116.9 Chan 116	APP CRS 360°	Rwy Idg N/A TDZE N/A Apt Elev 2181

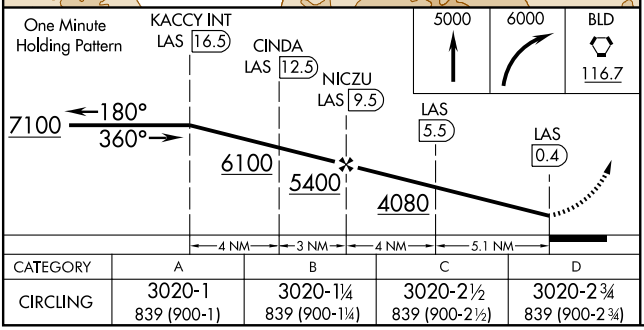
VOR/DME-A

LAS VEGAS/MC CARRAN INTL (LAS)

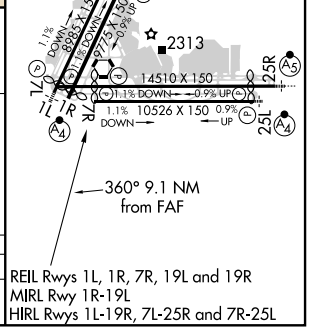
MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95





CATEGORY	A	B	C	D
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LAS	APP CRS	Rwy 25L Idg	10526	Rwy 25R Idg	12755
116.9	262°	TDZE	2069	TDZE	2067
Chan 116		Apt Elev	2181	Apt Elev	2181

VOR RWY 25L/R

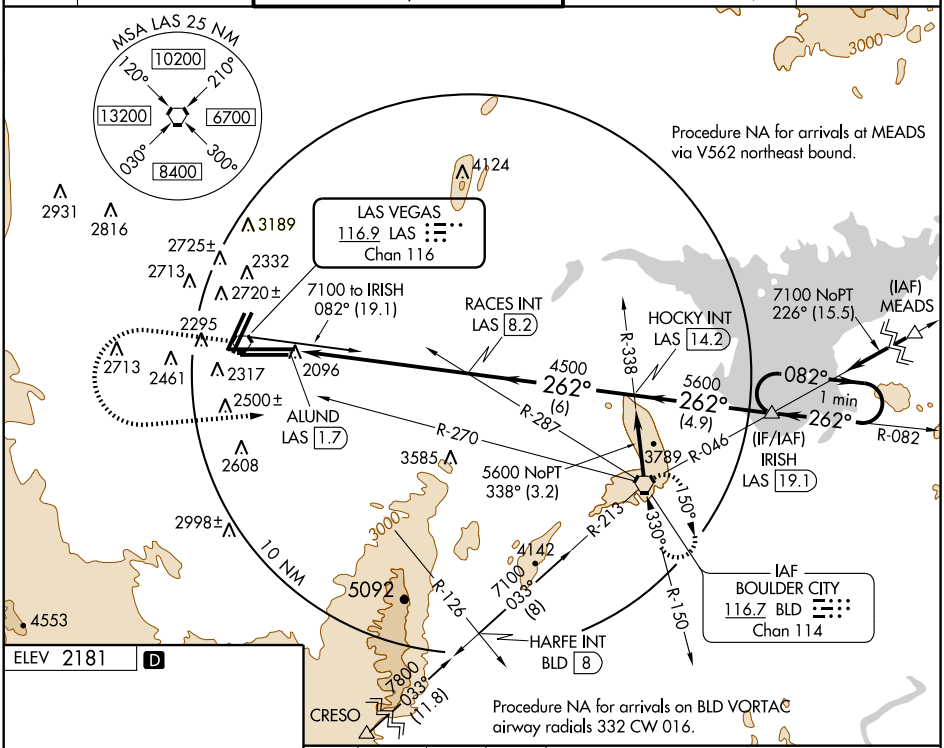
LAS VEGAS/MC CARRAN INTL (LAS)

T Inoperative table does not apply to MALSR Rwy 25R.
A Inoperative table does not apply to MALSF Rwy 25L
Cat. C.

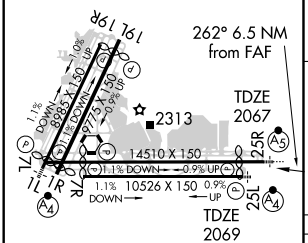
MALSF Rwy 25L (A4) MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 via heading 070° and BLD R-270 to BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95

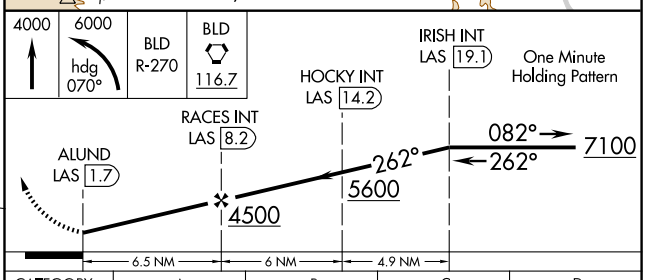


ELEV 2181 D



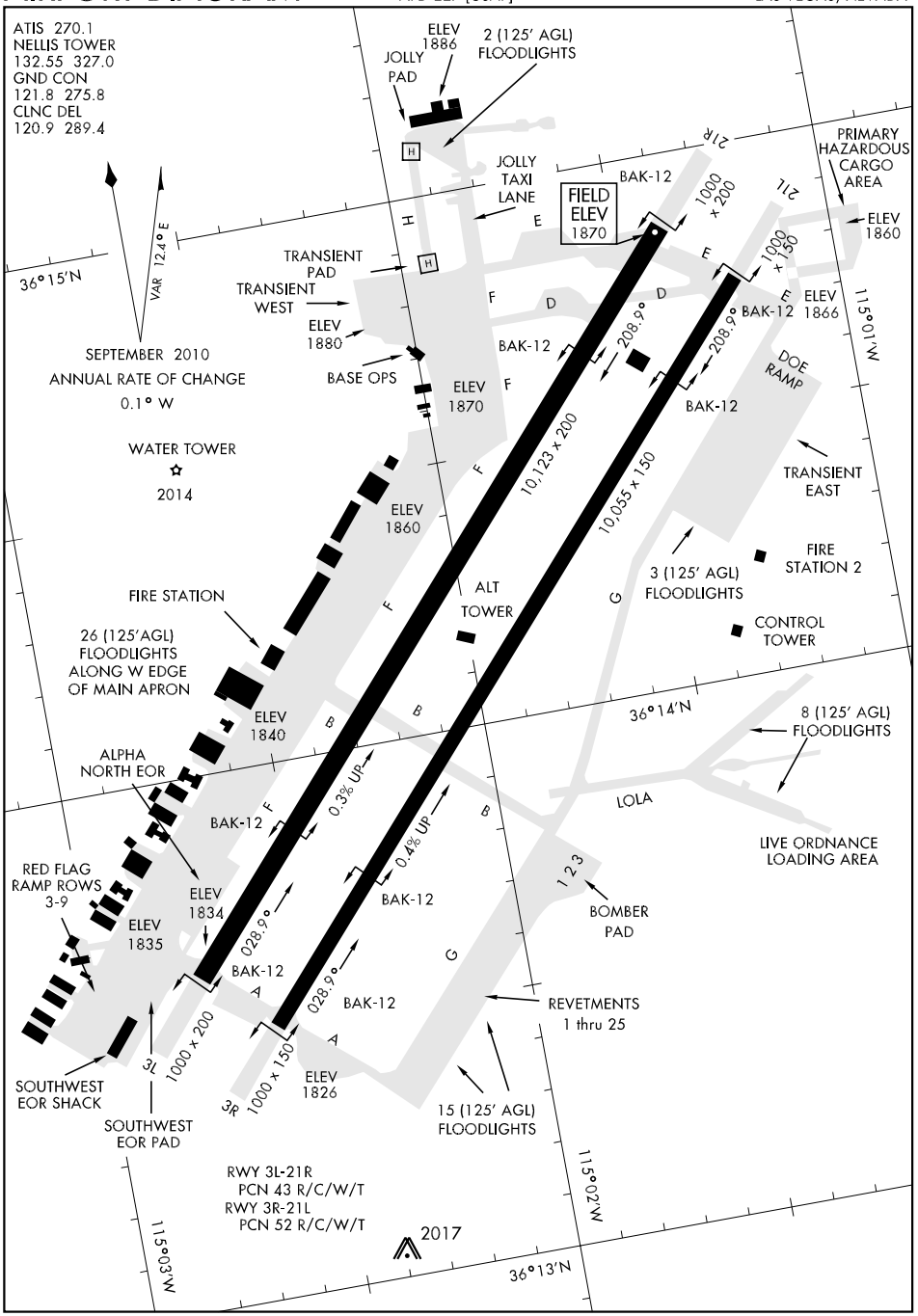
REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-25R	2720-1 653 (600-1)		2720-1¾ 653 (600-1¾)	2720-2 653 (600-2)
S-25L	2720-¾ 651 (600-¾)		2720-1¾ 651 (600-1¾)	2720-2 651 (600-2)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3040-2¾ 859 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

DREAM TWO DEPARTURE (DREAM 2 • DREAM)

NELLIS AFB (KLSV)
LAS VEGAS, NEVADA

ATIS 270.1
CLNC DEL
120.9 289.4
GND CON
121.8 275.8
NELLIS TOWER
132.55 327.0
NELLIS DEP CON
135.1 385.4

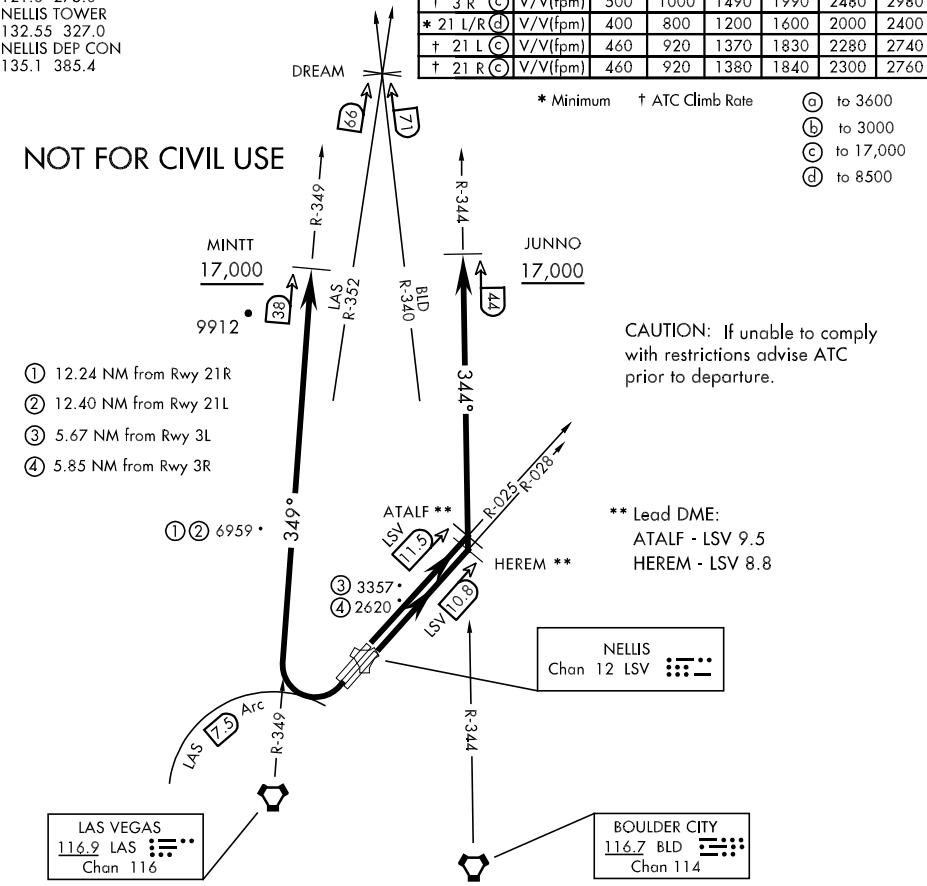
SHL-227 [USAF]

Rwy	Knots	60	120	180	240	300	360
* 3 L (a)	V/V(fpm)	300	600	900	1200	1500	1800
* 3 R (b)	V/V(fpm)	240	480	720	960	1200	1400
† 3 L (c)	V/V(fpm)	500	1000	1500	2000	2490	2990
† 3 R (c)	V/V(fpm)	500	1000	1490	1990	2480	2980
* 21 L/R (d)	V/V(fpm)	400	800	1200	1600	2000	2400
† 21 L (c)	V/V(fpm)	460	920	1370	1830	2280	2740
† 21 R (c)	V/V(fpm)	460	920	1380	1840	2300	2760

* Minimum † ATC Climb Rate

(a) to 3600
(b) to 3000
(c) to 17,000
(d) to 8500

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-025 then direct ATALF, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-028 then direct HEREM, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000. Then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LAS VORTAC R-349 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-349 between 5000 and 6000, do not proceed West of LAS R-349. Cross MINTT at above 17,000, then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

FYTTR ONE DEPARTURE (FYTTR1 • FYTTR)

SHL-227 [USAF]

LAS VEGAS, NEVADA

ATIS
270.1
CLNC DEL
120.9 289.4
GND CON
121.8 275.8
NELLIS TOWER
132.55 327.0
NELLIS CONTROL
119.35 254.4
NELLIS DEP CON
135.1 385.4

Rwy	Knots	60	120	180	240	300	360
3 L/R ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
21L/R ⓑ	V/V(fpm)	390	780	1170	1560	1950	2340

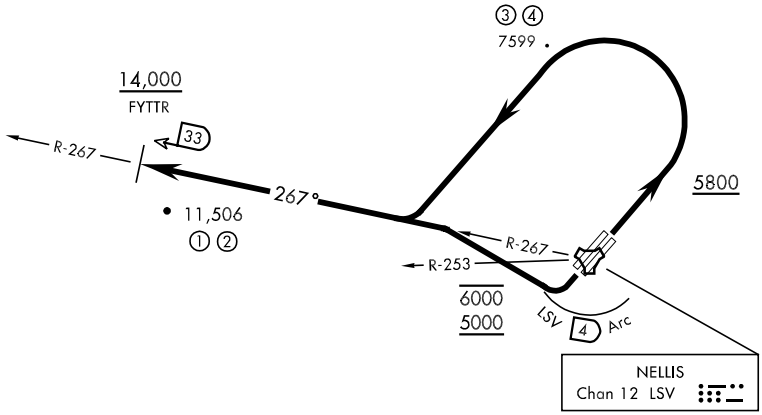
Minimum Climb Rate

ⓐ to 9600
ⓑ to 13,500

RADAR REQUIRED FOR RWY 3L/R DEPARTURES

① 29.81 NM from Rwy 21L
② 29.67 NM from Rwy 21R
③ 15.43 NM from Rwy 3L
④ 15.57 NM from Rwy 3R

CAUTION: If unable to comply with restrictions advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Fly runway heading until reaching 5800, then climbing left turn to intercept LSV TACAN R-267 outbound. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LSV TACAN R-267 outbound, remain within LSV 4 DME until joining LSV R-267, cross LSV R-253 between 5000 and 6000. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
*** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb-in-hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

Knots	60	120	180	240	300	360
V/V(fpm) †	470	940	1410	1880	2350	2820

† CAUTION: Missed Approach Minimum climb rate to 13,200 Controlling obstacle 7599'

NOT FOR CIVIL USE

RADAR OR DME REQUIRED

MISSED APPROACH requires ATC Radar monitoring.

8599 15,000 (IAF) ARCOE LSV 30

9920 15,000 RONKY LSV 25

7320 TROPP LSV 21

9720

6999

11,918

3000

8000

20 NM

R-355 175° 355° LSV 39

Max holding alt FL190
Minimum navaid reception at ARCOE 15,000 MSL.

12,500 OLNIE LSV 21

5599

R-360

LR-021 R-027

LSV 21 Arc

SHEET LSV 13.2

KRYSS LSV 21

207° 027° 207° 3639

ROTSE LSV /RADAR 7.2

4754

LOCALIZER 109.1 I-DIQ

2322 2246

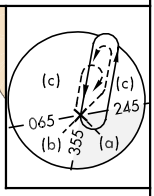
JELIR LSV 4.1 2705

ROCKX LSV 2.5 3189 4099

NELLIS Chan 12 LSV

MSA LSV 25 NM
190° 100° 360°
11,100
13,000
6700

EMERG SAFE ALT 100 NM 14,000



15,000 hdg 209° ROCKX LSV 2.5 ARCOE LSV 30

The difference between the VGSI TCH (54 ft) and the procedure TCH (50 ft) is greater than 3 ft.

†† Loc Only

TACAN SESDE .6 JELIR 4.1 1.8 ROTSE 7.2 /RADAR 4200 SHEET 13.2 Intcp Lczr 207° 5000 KRYSS R-027 21 207° 8600

†† 3180 4200 GS 3.00° TCH 50

.5 3.5 NM 3.1 NM

ELEV 1870

207° from FAF

1921 1889 21R 21L 2116 1951 2014

TDZE 1866

0.3% DOWN 10,123 × 200 0.4% DOWN 10,055 × 150

3L 3R 2017

HIRL all Rwy

CATEGORY	C	D	E
S-ILS 21L *	2066/24 200 (200-½)		
S-LOC 21L **	2440/50 574 (600-1)	2440/60 574 (600-1¼)	2440-1½ 574 (600-1½)
CIRCLING ***	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LSV Chan 12	026°	10,055	1830	1870

JAL-227 [USAF]

NELLIS AFB (KLSV)

* When ALS inop, increase CAT CDE vis to 3 miles.
** When ALS inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½miles, CAT E vis to 1¾ miles.

ALSF-1

† MISSED APPROACH: Climb to 9000 on LSV TACAN R-028 to VETTT and hold, continue climb in hold to 9000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

*** Circling not autherized E of Rwy 3R-21L.

† CAUTION: Minimum Climb Rate to 4600'

Knots	60	120	180	240	300	360
V/V(fpm)	290	580	870	1160	1450	1740

Controlling Obstacle 4098'

VETTT LSV 31

LSV 40

208°

028°

Max holding alt 15,000

R-028

RADAR REQUIRED

7133

6999

4109

2514

2946

5431

2250

1879

11,918

NELLIS Chan 12 LSV

ENGLA LSV 8

HUSTS LSV 15.6

WEBSO LSV 5.6

026°

(IAF) LUCIL LSV 21

CAUTION:
Large tower (1149') left of course at 8 DME. Numerous buildings with high intensity lighting.

Max holding 265 KIAS

Max holding alt 16,000

026°

206°

R-206

20 NM

MSA LSV 25 NM

190°

100°

360°

11,100

13,000

6700

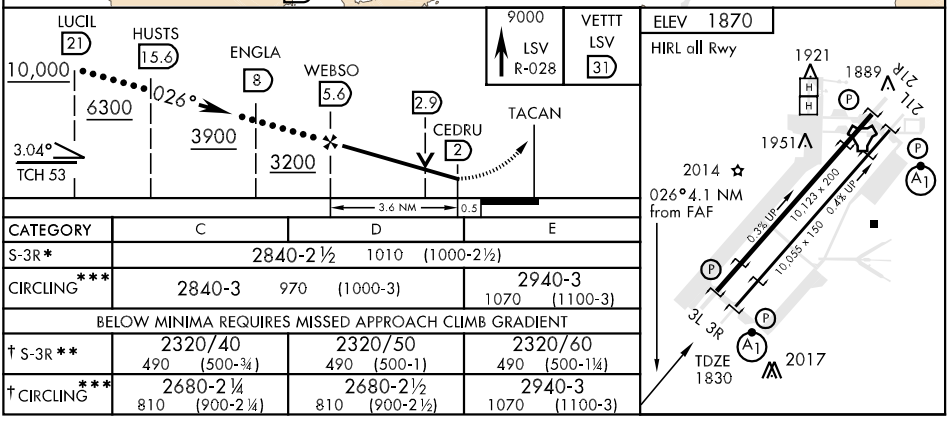
EMERG SAFE ALT
100 NM 14,000

LSV 28

NOT FOR CIVIL USE

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	C	D	E
S-3R*	2840-2½ 1010 (1000-2½)		
CIRCLING***	2840-3 970 (1000-3)		2940-3 1070 (1100-3)
BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT			
† S-3R**	2320/40 490 (500-¾)	2320/50 490 (500-1)	2320/60 490 (500-1¼)
†CIRCLING***	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HI-TACAN Y RWY 21L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LSV Chan 12	207°	10,055	1866	1870

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

** Circling not authorized E of Rwy 3R-21L.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000..

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

MISSED APPROACH requires ATC Radar monitoring.

Minimum navaid reception at ARCOE 15,000 MSL

ARCOE LSV 30

Max holding 310 KIAS

LSV 39

8599 9920 7320 9720 5599 4754 2705 3639 2882 2322 2639 2246 2178 2116 4099 3189

R-355 R-018 R-027 R-280 R-333

(IAF) DUDBE LSV 17

HOKUM LSV 13

JENAR LSV 7

HULPU LSV 13

8800

6999

100° 207°

13 Arc

15,000 10,000

(LEAD DME) LSV 15

JOGEV LSV 3.5

ROCKX LSV 2.5

NELLIS Chan 12 LSV

† CAUTION: Missed Approach climb rate to 10,300

Knots	60	120	180	240	300	360
V/S(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

MSA LSV 2.5 NM

11,100 190° 100° 13,000 6700 360°

20 NM

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VGSI and descent angle not coincident.

15,000 hdg 209° ROCKX LSV 2.5 ARCOE LSV 30

ELEV 1870

207° to TACAN

1921 1889 1951 2014 2017

TDZE 1866

0.3% DOWN 0.4% DOWN

10,125 × 200 10,035 × 150

3L 3R

HULPU 13

JENAR 7

TACAN

JOGEV 3.5

KITCH .7 1.9

207° 5300 4500 3180

3.54° TCH 54

.5 NM 2.8 NM 3.5 NM

CATEGORY	C	D	E
S-21L *	2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

HI-TACAN Z RWY 21L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LSV Chan 12	207°	10,055	1866	1870

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

Minimum navaid reception at ARCOE 15,000 MSL.

MISSED APPROACH requires ATC Radar monitoring.

R-355 LSV 39

(IAF) ARCOE LSV 30 15,000

175° 355°

Max holding 310 KIAS
Max holding alt FL190

RONKY LSV 25 15,000

R-360 175°

OLNIE LSV 21 12,500

TROPP LSV 21

LSV 21 Arc

R-022 R-027

207°

KUTME LSV 21

JENAR LSV 7

NELLIS Chan 12 LSV

JOGEV LSV 3.5

ROCKX LSV 2.5

8599 9920 9720 7133 6999 4109 2946 5431 3189 2480 2100 3000 4000

† CAUTION:
Missed Approach Climb Rate to 10,300.

Knots	60	120	180	240	300	360
V/V(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

20 NM

(c) (c) 245 065 (b) 355 (a)

MSA LSV 25 NM
11,100 190° 100°
13,000 6700
360°

15,000 hdg 209° | ROCKX LSV 2.5 | ARCOE LSV 30

VGSI and descent angle not coincident.

KUTME R-027 21

JENAR 7 JOGEV 3.5 1.9 KITCH .7 TACAN

207° 8800 4500 3180

3.54° TCH 54

0.5 6.3 NM

ELEV 1870

207° to TACAN

1921 1889 2IR 2L TDZE 1866 1951 2014

0.3% DOWN 0.4% DOWN

10,125 × 200 10,035 × 150

3L 3R 2017

CATEGORY	C	D	E
S-21L *	2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Z RWY 21L

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	

AL-227 [USAF]

NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

*** Circling not authorized E of Rwy 3R-21L.

NOT FOR CIVIL USE
RADAR OR
DME REQUIRED

† CAUTION: Missed Approach
Minimum climb rate to 13,200

Knots	60	120	180	240	300	360
V/V(fpm)	470	940	1410	1880	2350	2820

Controlling obstacle 7599'

Minimum navaid reception at ARCOE 15,000 MSL.

MISSED APPROACH requires ATC Radar monitoring.

Max holding alt 14,000
Max holding 265 KIAS

EMERG SAFE ALT 100 NM 14,000

The difference between the VGSI TCH (54 ft) and the procedure TCH (50 ft) is greater than 3 ft.

ELEV 1870

15,000 hdg 209°

ROCKX LSV 2.5

ARCOE LSV 30

†† Loc Only

ROTSE 7.2 /RADAR 4200

SHEET LSV 13.2 Intcp Lczr

KRYSS LSV 21 8900

JELIR LSV 4.1

TACAN

SESDE .6

1.8

††3180

4200

5000

GS 3.00°
TCH 50

0.5 — 3.5 NM — 3.1 NM

207° to TACAN

TDZE 1866

0.3% DOWN

0.4% DOWN

10,125 x 200

10,035 x 150

3L 3R

2017

HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 21L *	2066/24 200 (200-½)				
S-LOC 21L **	2440/24 574 (600-½)		2440/50 574 (600-1)	2440/60 574 (600-1¼)	2440-1½ 574 (600-1½)
CIRCLING ***	2480-1 610 (700-1)	2680-1¼ 810 (900-1¼)	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME Y RWY 21L

NELLIS AFB (KLSV)

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	AL-227 [USAF]

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 8000, track 206° to intercept the LAS VORTAC R-018 to LAS and hold, continue climb in hold to 8000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

† CAUTION: Missed Approach Minimum Climb Rate to 8000

Knots	60	120	180	240	300	360
V/V(fpm)	450	950	1350	1800	2250	2700

ATC Minimum Climb Rate

LAS VEGAS VORTAC DME not usable for missed approach holding.

FOR USE BY NELLIS AFB ASSIGNED AIRCRAFT ONLY

(IAF) ACOSU BLD 34.4

154°

207°

BALBE LAS 24

CARUB LAS 17.4

LATPE LAS 15.3

LOCALIZER 109.1 I-DIQ

018° R-018 198°

LAS VEGAS 116.9 LAS Chan 116

BOULDER CITY 116.7 BLD Chan 114

MSA LAS 25 NM
10,600
210°
120°
6600
13,000
300°
030°
8800

EMERG SAFE ALT 100 NM 14,000

20 NM

ELEV 1870

207° from FAF

TDZE 1866

8000 tr 206°

LAS R-018

LAS

VGSI and descent angle not coincident.

LAS VORTAC — ENIYO LAS 12.4 — LAS 13.6 — LATPE LAS 15.3 — CARUB LAS 17.4 — BALBE LAS 24 — BLD LR-352 — ACOSU BLD R-348 34.4

3160 — 4000 — 6100 — 7000 — 207° — 154° — 3.55° TCH 54

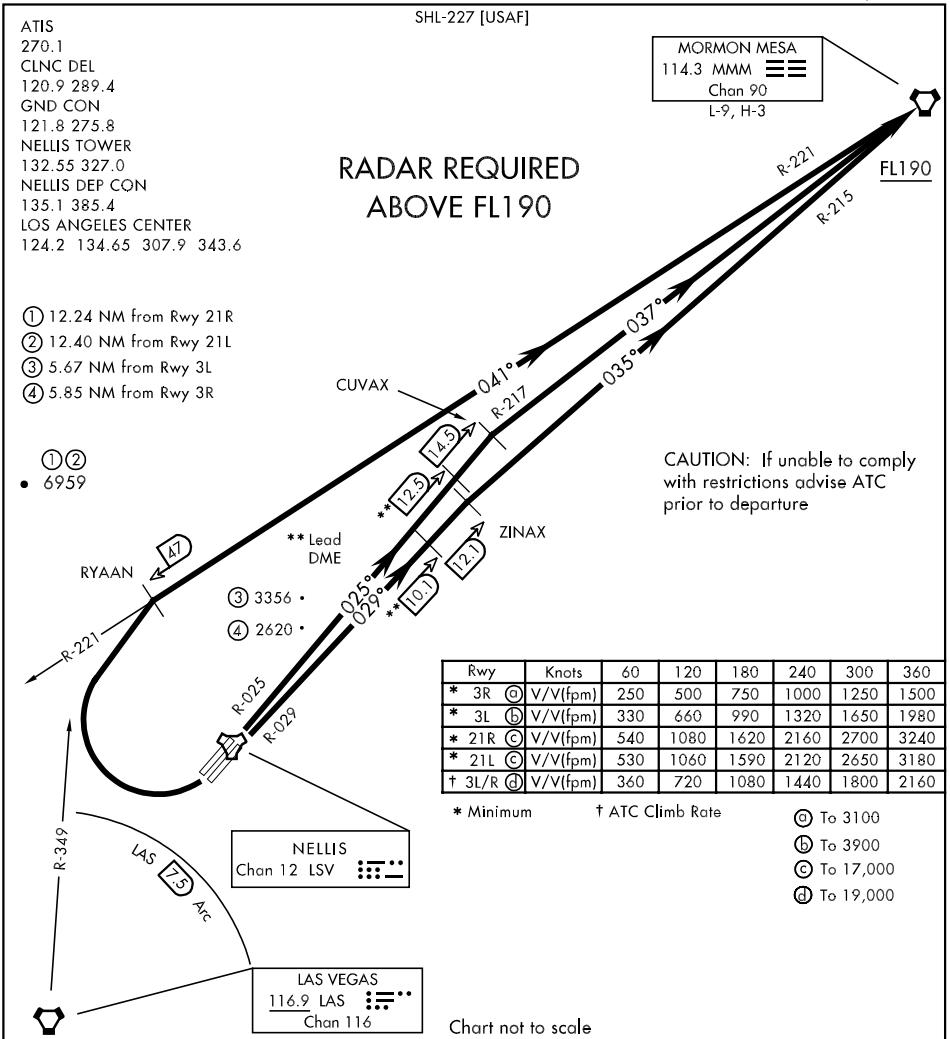
4 — 5 NM

CATEGORY	C	D	E
S-LOC 21L *	2420/50 554 (600-1)	2420/60 554 (600-1¼)	2420-1½ 554 (600-1½)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

MORMON MESA TWO DEPARTURE (MMM 2 • MMM)



Rwy	Knots	60	120	180	240	300	360
* 3R ⓐ	V/V(fpm)	250	500	750	1000	1250	1500
* 3L ⓑ	V/V(fpm)	330	660	990	1320	1650	1980
* 21R ⓒ	V/V(fpm)	540	1080	1620	2160	2700	3240
* 21L ⓒ	V/V(fpm)	530	1060	1590	2120	2650	3180
† 3L/R ⓓ	V/V(fpm)	360	720	1080	1440	1800	2160

* Minimum † ATC Climb Rate

ⓐ To 3100
ⓑ To 3900
ⓒ To 17,000
ⓓ To 19,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept LSV TACAN R-025 then direct CUVAX, intercept the MMM VORTAC R-217 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept LSV TACAN R-029 then direct ZINAX, intercept the MMM VORTAC R-215 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept MMM VORTAC R-221 prior to MMM 47 DME, remain North of the LAS VORTAC 7.5 DME, remain East of LAS R-349, intercept MMM R-221 then direct MMM, cross MMM at or above FL190 then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 21L

NELLIS AFB (KLSV)

TACAN LSV Chan 12	APCH CRS 207°	Rwy ldg 10,055 TDZE 1866 Arpt Elev 1870

AL-227 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized E of Rwy 3R-21L.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

Minimum NAVAID reception at ARCOE 15,000'.
MISSED APPROACH requires ATC Radar monitoring.

ARCOE LSV 30 · LSV 39 · Max holding 310 KIAS · 175° · 355° · R-355 · R-027
(IAF) KUTME LSV 21 · 207° · 027° · LSV 28 · Max holding alt 14,000
HULPU LSV 13 · Max holding 265 KIAS
JENAR LSV 7
JOGEV LSV 3.5
ROCKX LSV 2.5
NELLIS Chan 12 LSV

8599 · 9920 · 7320 · 8720 · 5599 · 6999 · 3639 · 4754 · 2322 · 2639 · 2882 · 2705 · 2246 · 2178 · 2116 · 4099 · 3189

6000 · 3000

† CAUTION: Missed Approach climb rate to 10,300'

Knots	60	120	180	240	300	360
V/V(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

MSA LSV 25 NM
190° · 100° · 11,100 · 13,000 · 6700 · 360°

20 NM

ELEV 1870

207° to TACAN

1921 · 1889 · 21R · 21L · TDZE 1866 · 1951 · 2014 · 0.3% DOWN · 0.4% DOWN · 10,128 x 200 · 10,055 x 150 · 3L 3R · 2017

15,000 hdg 209° · ROCKX LSV 2.5 · ARCOE LSV 30

VGSI and descent angle not coincident.

TACAN · KITCH .7 · 1.9 · JOGEV 3.5 · JENAR 7 · HULPU 13 · KUTME 21 · 207° · 8800 · 5000 · 4500 · 3180 · 3.54° TCH 54

.5 · 2.8 NM · 3.5 NM

CATEGORY	A	B	C	D	E
S-21L *	2480/24 614 (700-½)		2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2480-1 610 (700-1)	2680-1¼ 810 (900-1¼)	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070(1100-3)

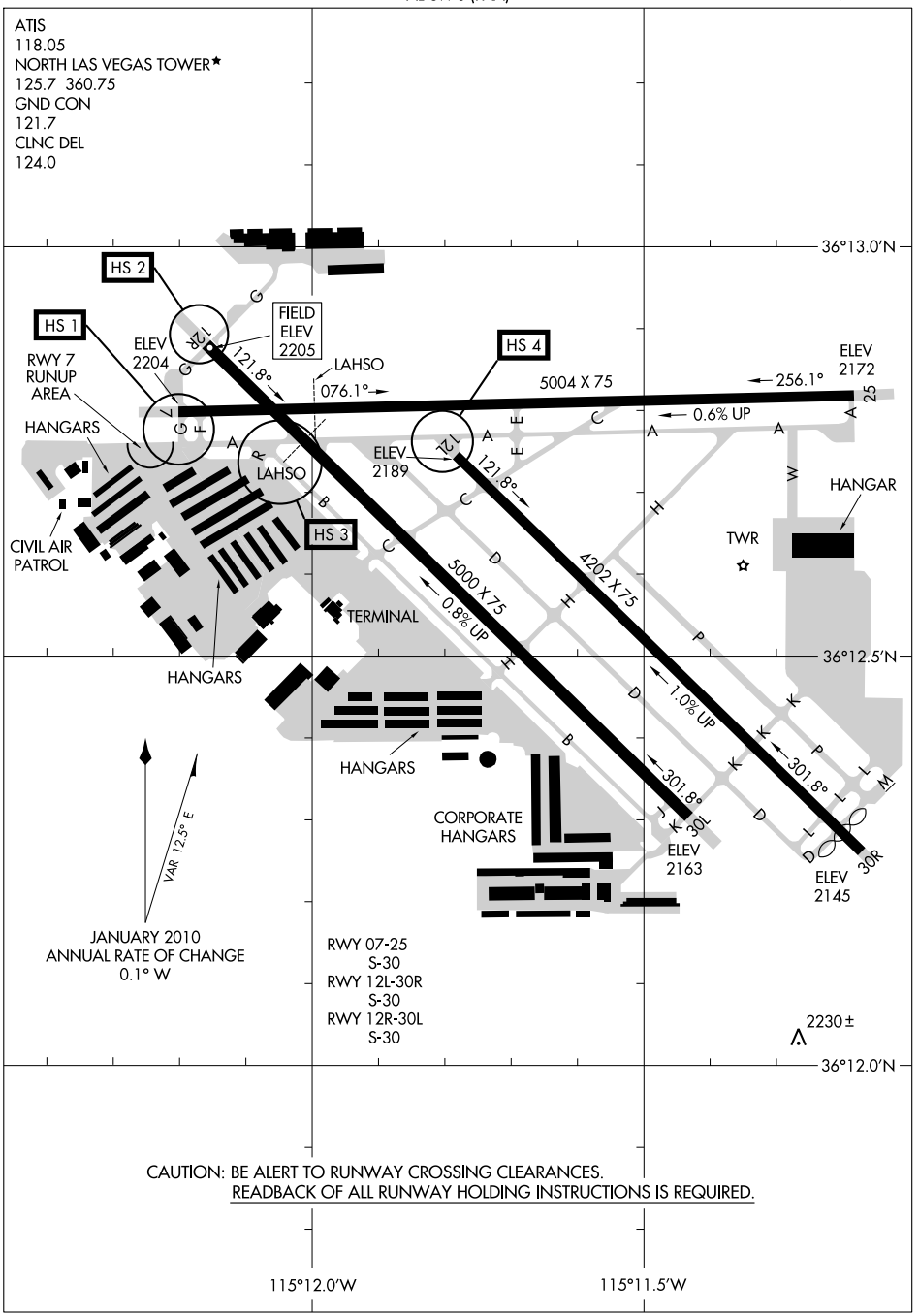
HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6970 (FAA)

LAS VEGAS/ NORTH LAS VEGAS (VGT)
LAS VEGAS, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAS VEGAS, NEVADA
LAS VEGAS/ NORTH LAS VEGAS (VGT)

10266

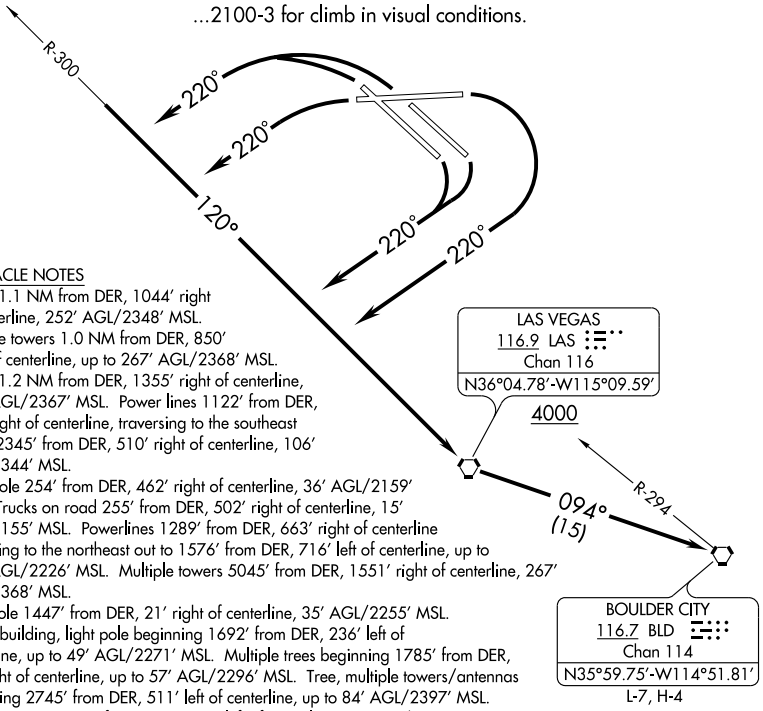
BOULDER CITY ONE DEPARTURE (OBSTACLE)

ATIS 118.05
GND CON 121.7
UNICOM 122.95
CTAF 125.7

TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 339′ per NM to 3600 or...
Rwy 12L: Standard with minimum climb of 393′ per NM to 3600 or...
Rwy 12R: Standard with minimum climb of 373′ per NM to 3600 or...
Rwy 25: Standard with minimum climb of 257′ per NM to 4500 or...
Rwy 30R: Standard with minimum climb of 354′ per NM to 4700 or...
Rwy 30L: Standard with minimum climb of 367′ per NM to 4700 or...

...2100-3 for climb in visual conditions.



TAKE-OFF OBSTACLE NOTES

Rwy 7: Tower 1.1 NM from DER, 1044′ right of centerline, 252′ AGL/2348′ MSL.

Rwy 12R: Multiple towers 1.0 NM from DER, 850′ right of centerline, up to 267′ AGL/2368′ MSL. Tower 1.2 NM from DER, 1355′ right of centerline, 270′ AGL/2367′ MSL. Power lines 1122′ from DER, 764′ right of centerline, traversing to the southeast out to 2345′ from DER, 510′ right of centerline, 106′ AGL/2344′ MSL.

Rwy 12L: Light pole 254′ from DER, 462′ right of centerline, 36′ AGL/2159′ MSL. Trucks on road 255′ from DER, 502′ right of centerline, 15′ AGL/2155′ MSL. Powerlines 1289′ from DER, 663′ right of centerline traversing to the northeast out to 1576′ from DER, 716′ left of centerline, up to 129′ AGL/2226′ MSL. Multiple towers 5045′ from DER, 1551′ right of centerline, 267′ AGL/2368′ MSL.

Rwy 25: Light pole 1447′ from DER, 21′ right of centerline, 35′ AGL/2255′ MSL.

Rwy 30L: Signs, building, light pole beginning 1692′ from DER, 236′ left of centerline, up to 49′ AGL/2271′ MSL. Multiple trees beginning 1785′ from DER, 78′ right of centerline, up to 57′ AGL/2296′ MSL. Tree, multiple towers/antennas beginning 2745′ from DER, 511′ left of centerline, up to 84′ AGL/2397′ MSL.

Rwy 30R: Antenna tower 4639′ from DER, 1736′ left of centerline, 84′ AGL/2327′ MSL. Anemometer 552′ from DER, 570′ left of centerline, 34′ AGL/2216′ MSL. Vent on building 1632′ from DER, 566′ right of centerline, 58′ AGL/2240′ MSL. Antenna on hangar 2012′ from DER, 195′ right of centerline, 61′ AGL/2247′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 12 L/R: Turn right.
TAKE-OFF RUNWAYS 25, 30L/R: Turn left.

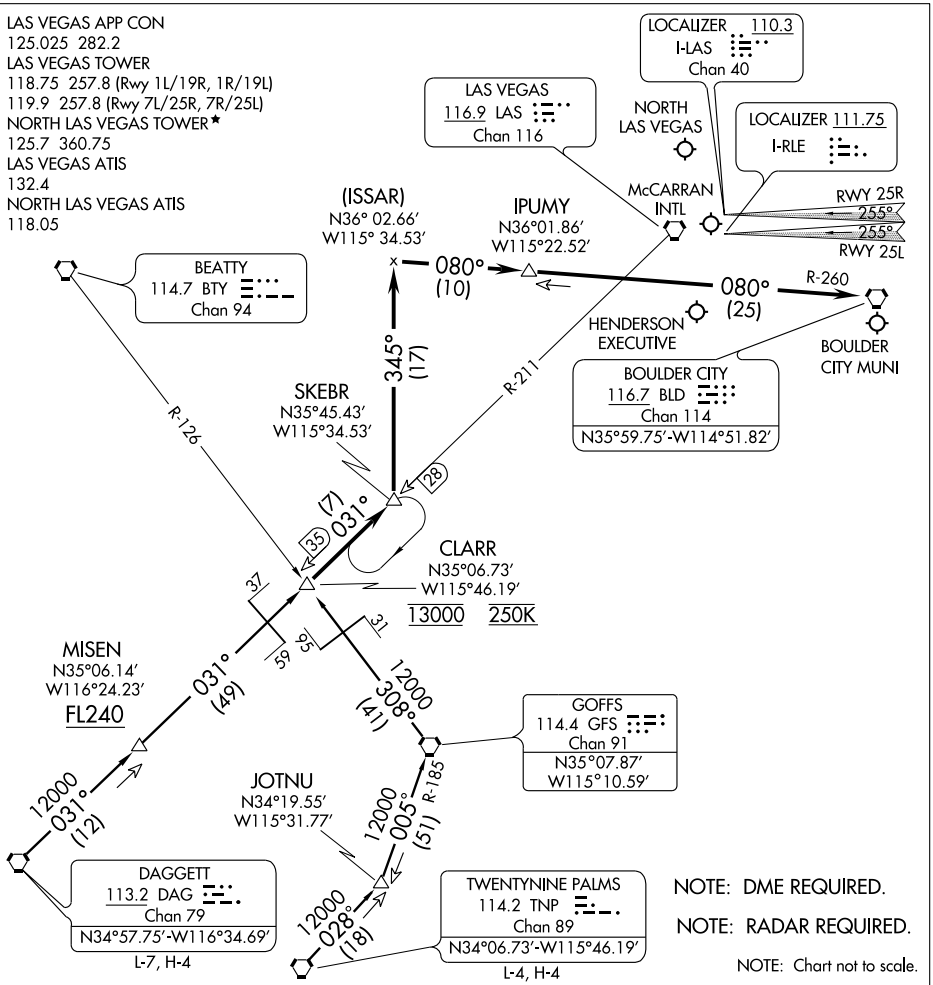
All aircraft climb to 6000 via heading 220° and LAS-300 to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-094 to BLD VORTAC.

RUNWAYS 7, 12L/R, 25, 30L/R: For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-294 to BLD VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

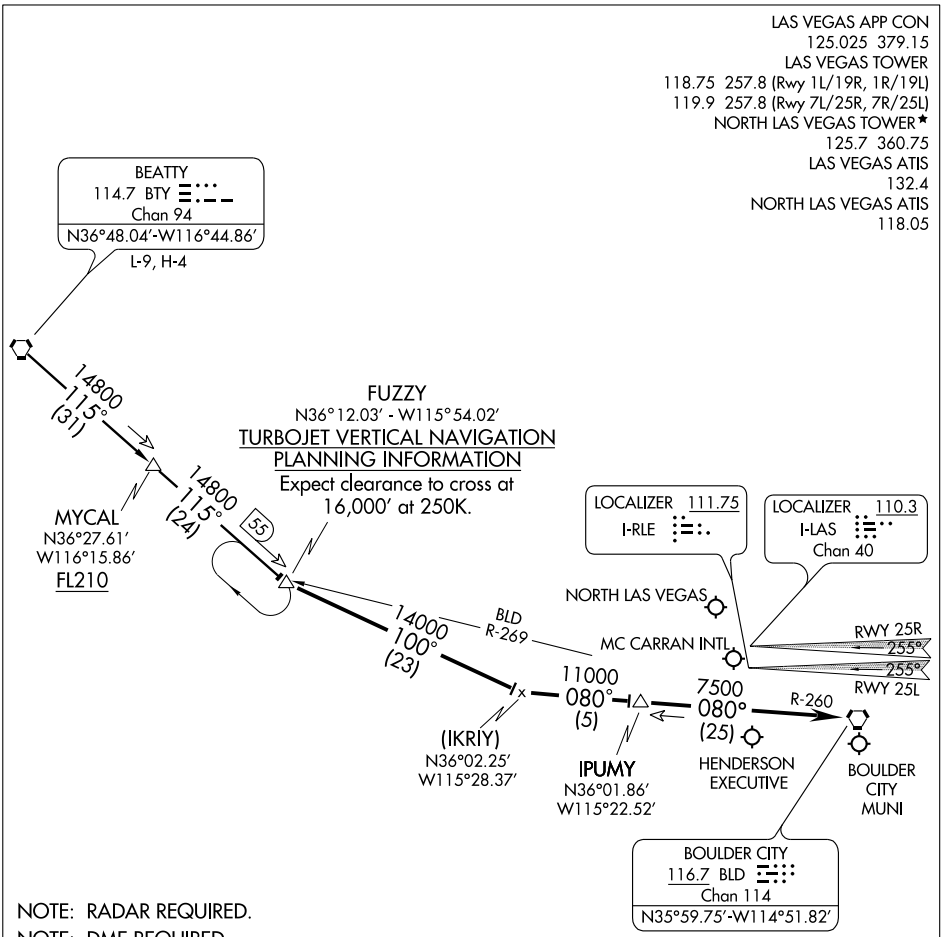
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

GPS RWY 12R

LAS VEGAS/ NORTH LAS VEGAS (VGT)

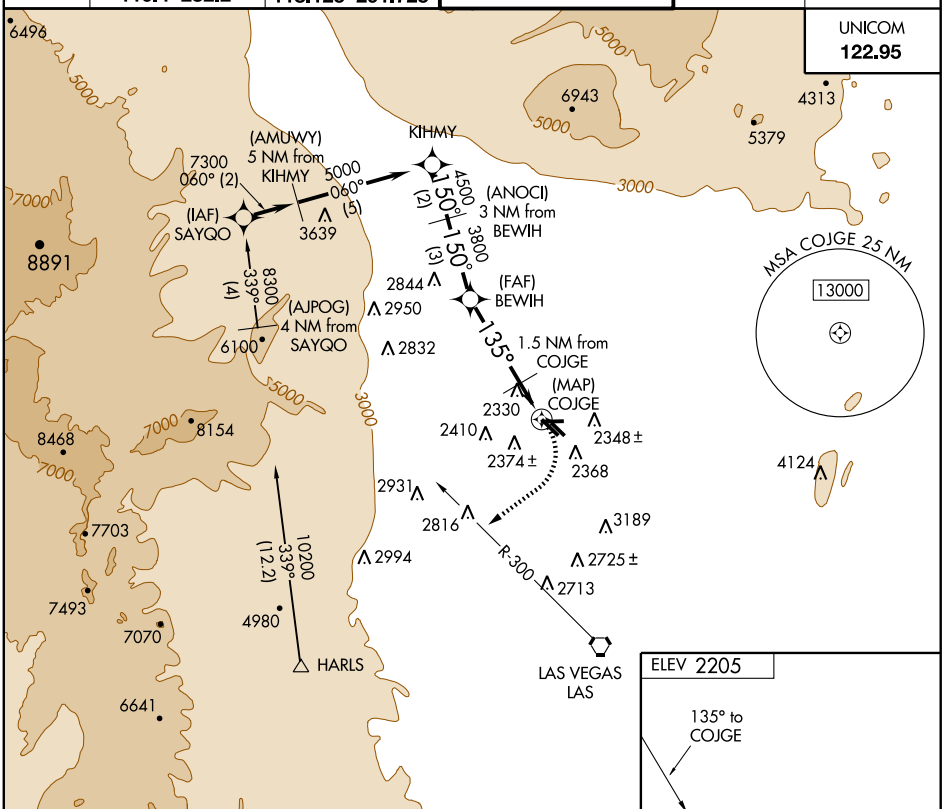
APP CRS	Rwy Idg	5000
135°	TDZE	2205
	Apt Elev	2205

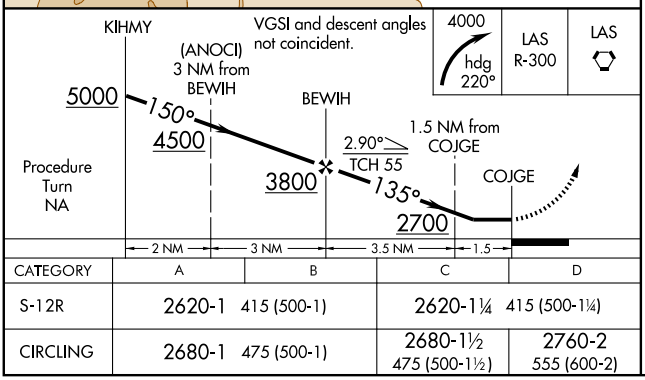
When local altimeter setting not received, use McCarran Intl altimeter setting and increase all MDA 40 feet and S-12R Cat D visibility ¼ mile. Circling to Rwy 12L-30R NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 220° and LAS R-300 to LAS VORTAC.

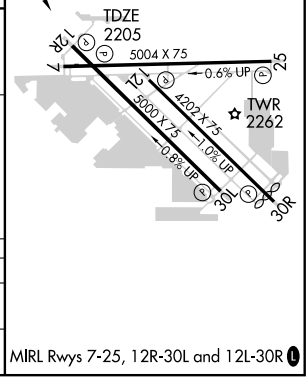
ATIS	LAS VEGAS APP CON Rwy 30	NELLIS APP CON Rwy 12	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	119.4 282.2	118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95





CATEGORY	A	B	C	D
S-12R	2620-1 415 (500-1)		2620-1¼ 415 (500-1¼)	
CIRCLING	2680-1 475 (500-1)		2680-1½ 475 (500-1½)	2760-2 555 (600-2)



MIRL Rwys 7-25, 12R-30L and 12L-30R L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

GPS RWY 30L

LAS VEGAS/ NORTH LAS VEGAS (VGT)

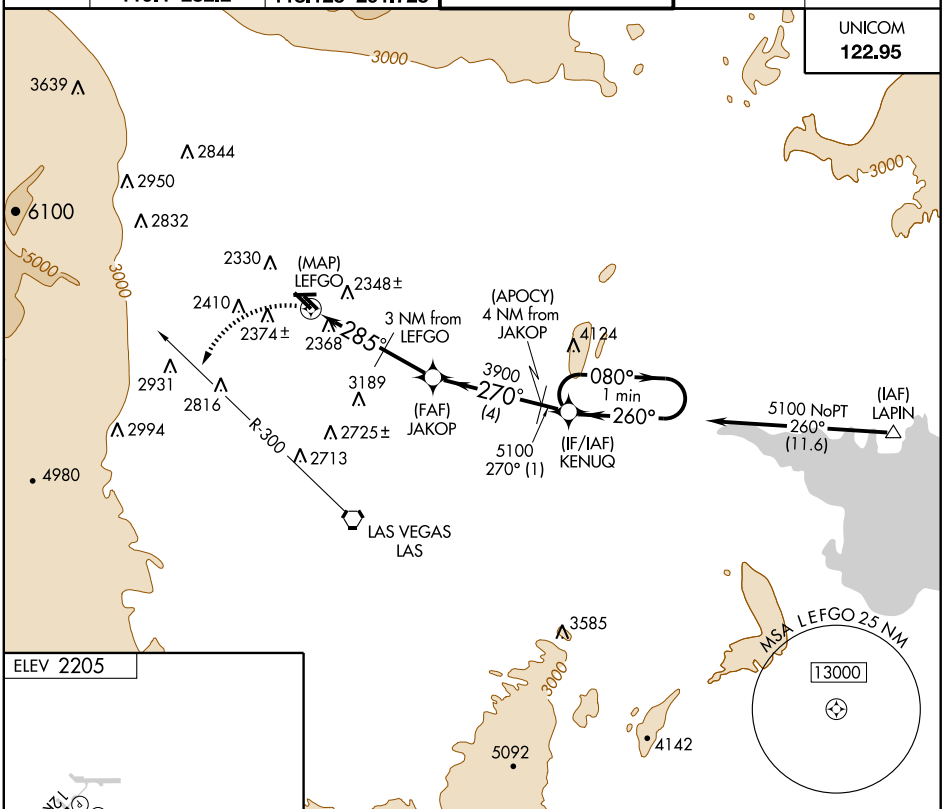
APP CRS	Rwy Idg	5000
285°	TDZE	2191
	Apt Elev	2205

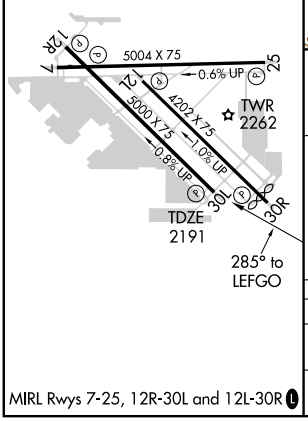
When local altimeter setting not received, use McCarron Intl altimeter setting and increase all MDA 40 feet and S-30L Cats C/D visibility ¼ mile. Circling to Rwy 12L-30R NA.

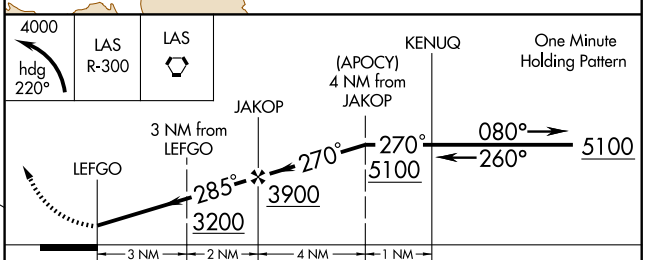
MISSED APPROACH: Climbing left turn to 4000 via heading 220° and LAS R-300 to LAS VORTAC.

ATIS	LAS VEGAS APP CON	NELLIS APP CON	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	Rwy 30 119.4 282.2	Rwy 12 118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95







CATEGORY	A	B	C	D
S-30L	2680-1	489 (500-1)	2680-1¼ 489 (500-1¼)	2680-1½ 489 (500-1½)
CIRCLING	2720-1	515 (600-1)	2720-1½ 515 (600-1½)	2760-2 555 (600-2)

MIRL Rwys 7-25, 12R-30L and 12L-30R L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-HWG	APP CRS	Rwy Idg	4202
110.7	120°	TDZE	2189
Chan 44		Apt Elev	2205

ILS or LOC RWY 12L

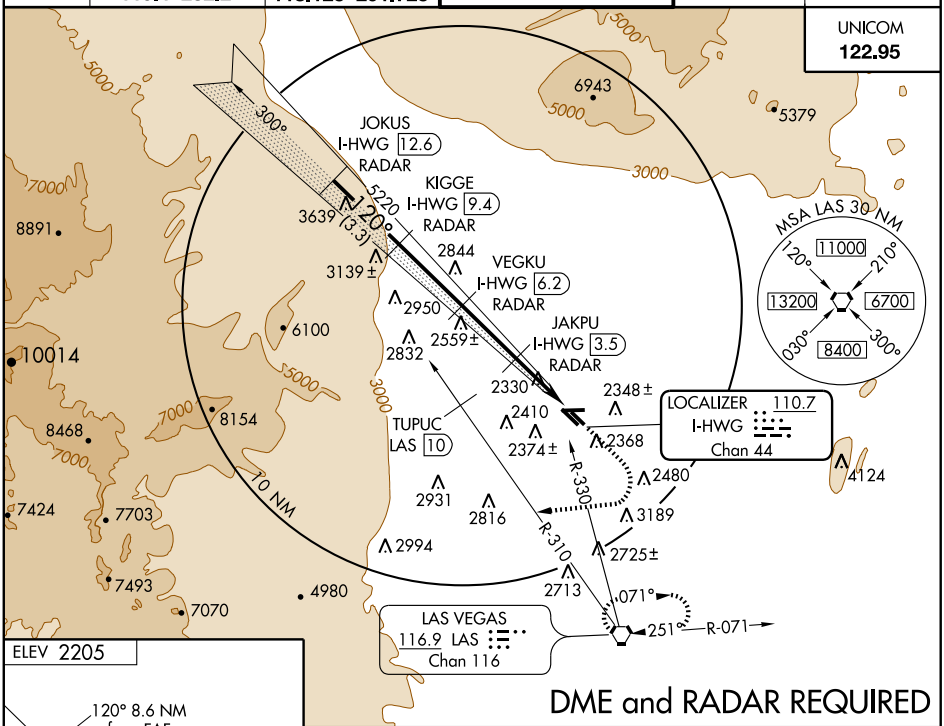
LAS VEGAS/NORTH LAS VEGAS (VGT)

When local altimeter setting not received, use McCarran Intl altimeter setting and increase DA to 2478, and visibility Cats A/B ¼ mile; increase all MDA 40 feet. DME and RADAR required.

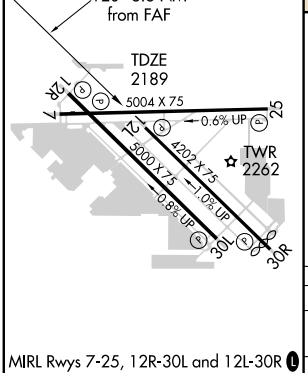
MISSED APPROACH: Climb to 2600, then climbing right turn heading 250° to 6000, intercept LAS R-310 outbound to TUPUC/LAS 10 DME then turn right via LAS R-330 inbound to LAS VORTAC and hold.

ATIS	LAS VEGAS APP CON	NELLIS APP CON	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	Rwy 30 119.4 282.2	Rwy 12 118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95

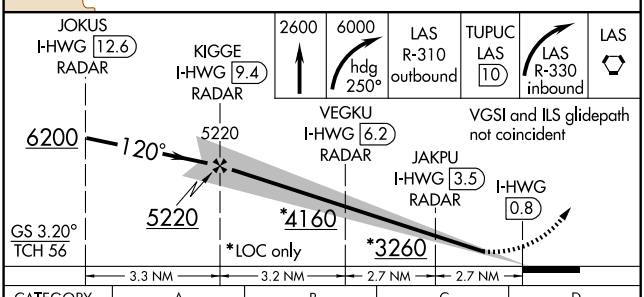


DME and RADAR REQUIRED



MIRL Rwys 7-25, 12R-30L and 12L-30R L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



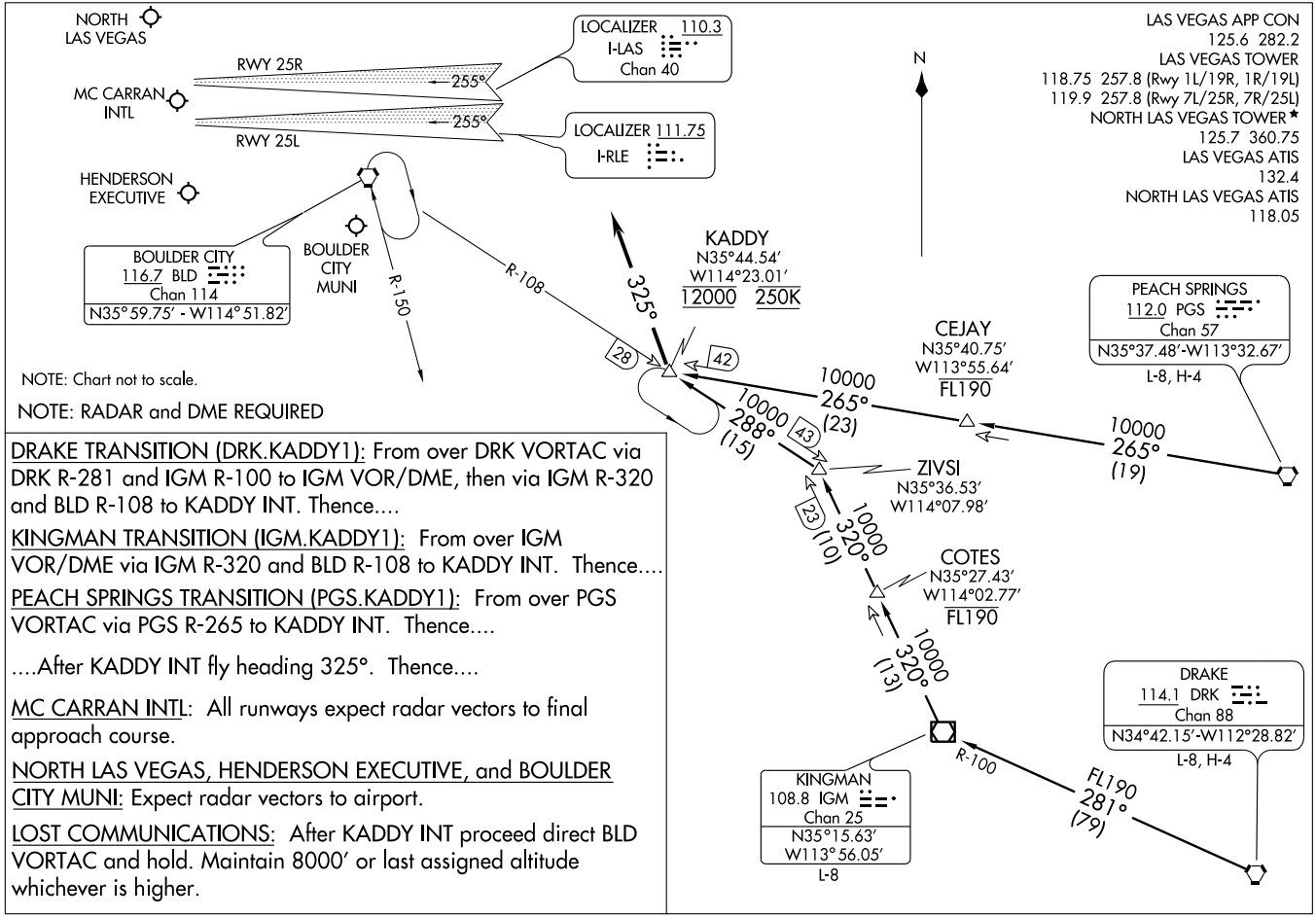
CATEGORY	A	B	C	D
S-ILS 12L	2456-1 267 (300-1)		NA	
S-LOC 12L	2580-1 391 (400-1)		NA	
CIRCLING	2680-1 475 (500-1)		NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
LAS VEGAS, NV			
NORTH LAS VEGAS (VGT)	25	12R-30L	4,000 feet
	30L	07-25	4,000 feet
OGDEN, UT			
OGDEN-HINCKLEY (OGD)	03	07-25	4,700 feet
	07	03-21	3,450 feet
	21	16-34	4,550 feet
	34	07-25	3,850 feet
PRESCOTT, AZ			
ERNEST A. LOVE FIELD (PRC)	21L	12-30	5,150 feet

21 OCT 2010 to 18 NOV 2010

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 118.05
GND CON 121.7
UNICOM 122.95
CTAF 125.7

TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 322′ per NM to 5000.
Rwy 12L: Standard with minimum climb of 393′ per NM to 5000.
Rwy 12R: Standard with minimum climb of 373′ per NM to 5000.
Rwy 25: Standard with minimum climb of 341′ per NM to 5000.
Rwy 30L: Standard with minimum climb of 315′ per NM to 5700.
Rwy 30R: Standard with minimum climb of 302′ per NM to 5700.

TAKE-OFF OBSTACLE NOTES

Rwy 7: Tower 1.1 NM from DER, 1044′ right of centerline, 252′ AGL/2348′ MSL.

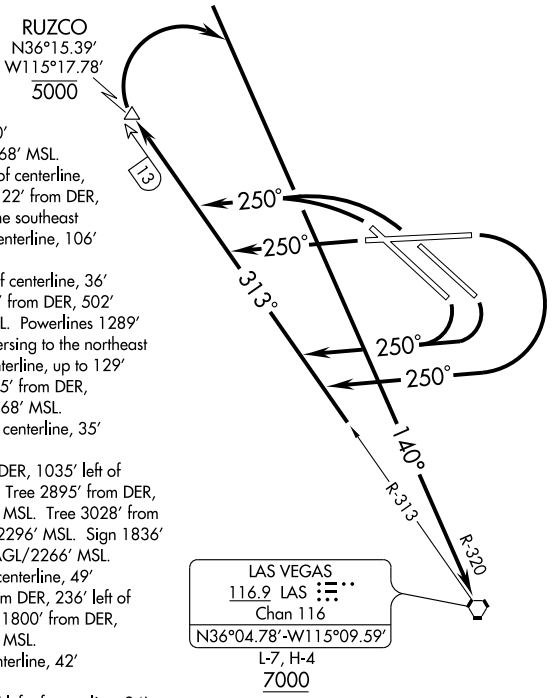
Rwy 12R: Multiple towers 1.0 NM from DER, 850′ right of centerline, up to 267′ AGL/2368′ MSL. Tower 1.2 NM from DER, 1355′ right of centerline, 270′ AGL/2367′ MSL. Power lines 1122′ from DER, 764′ right of centerline, traversing to the southeast out to 2345′ from DER, 510′ right of centerline, 106′ AGL/2344′ MSL.

Rwy 12L: Light pole 254′ from DER, 462′ right of centerline, 36′ AGL/2159′ MSL. Trucks on road 255′ from DER, 502′ right of centerline, 15′ AGL/2155′ MSL. Powerlines 1289′ from DER, 663′ right of centerline traversing to the northeast out to 1576′ from DER, 716′ left of centerline, up to 129′ AGL/2226′ MSL. Multiple towers 5045′ from DER, 1551′ right of centerline, 267′ AGL/2368′ MSL.

Rwy 25: Light pole 1447′ from DER, 21′ right of centerline, 35′ AGL/2255′ MSL.

Rwy 30L: Multiple towers/antennas 2745′ from DER, 1035′ left of centerline, up to 84′ AGL/2327′ MSL. Tree 2895′ from DER, 511′ left of centerline, 59′ AGL/2294′ MSL. Tree 3028′ from DER, 78′ right of centerline, 57′ AGL/2296′ MSL. Sign 1836′ from DER, 379′ left of centerline, 48′ AGL/2266′ MSL. Building 2070′ from DER, 249′ left of centerline, 49′ AGL/2271′ MSL. Light pole 1692′ from DER, 236′ left of centerline, 37′ AGL/2252′ MSL. Sign 1800′ from DER, 561′ left of centerline, 36′ AGL/2254′ MSL. Tree 1785′ from DER, 525′ right of centerline, 42′ AGL/2250′ MSL.

Rwy 30R: Antenna tower 4639′ from DER, 1736′ left of centerline, 84′ AGL/2327′ MSL. Anemometer 552′ from DER, 570′ left of centerline, 34′ AGL/2216′ MSL. Vent on building 1632′ from DER, 566′ right of centerline, 58′ AGL/2240′ MSL. Antenna on hangar 2012′ from DER, 195′ right of centerline, 61′ AGL/2247′ MSL.



NOTE: Do not exceed 240 KIAS until established on LAS R-320 inbound.
NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 12 L/R: Climbing right turn via heading 250° and LAS R-313 outbound. Thence....

TAKE-OFF RUNWAY 25: Climb via heading 250° and LAS R-313 outbound. Thence....

TAKE-OFF RUNWAYS 30L/R: Climbing left turn via heading 250° and LAS R-313 outbound. Thence....

....via LAS R-313 maintain 5000 to RUZCO, then climbing right turn to intercept LAS R-320 to LAS VORTAC. Cross LAS VORTAC at or above 7000′.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5529
026°	TDZE	3902
	Apt Elev	3904

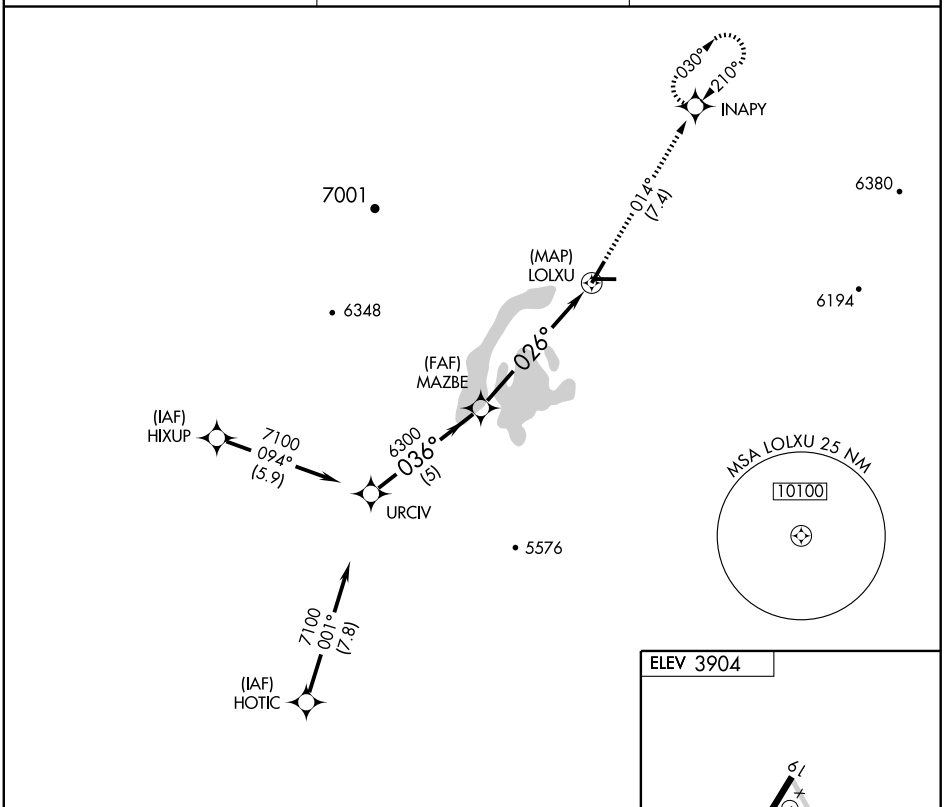
GPS RWY 1

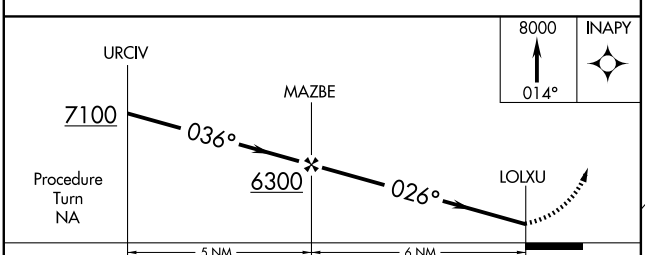
LOVELOCK/ DERBY FIELD (LOL)

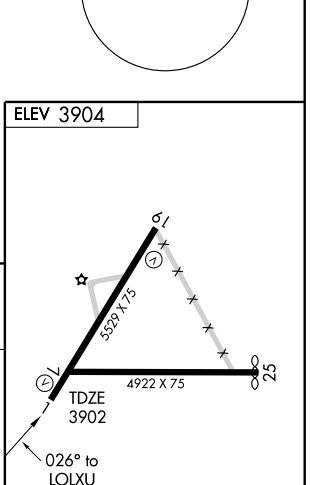
NA

MISSED APPROACH: Climb to 8000 via 014° course to INAPY WP and hold.

ASOS	OAKLAND CENTER	UNICOM
120.675	128.8 285.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	4280-1 378 (400-1)			4280-1¼ 378 (400-1¼)
CIRCLING	4320-1 416 (500-1)	4360-1 456 (500-1)	4360-1½ 456 (500-1½)	4780-2¾ 876 (900-2¾)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

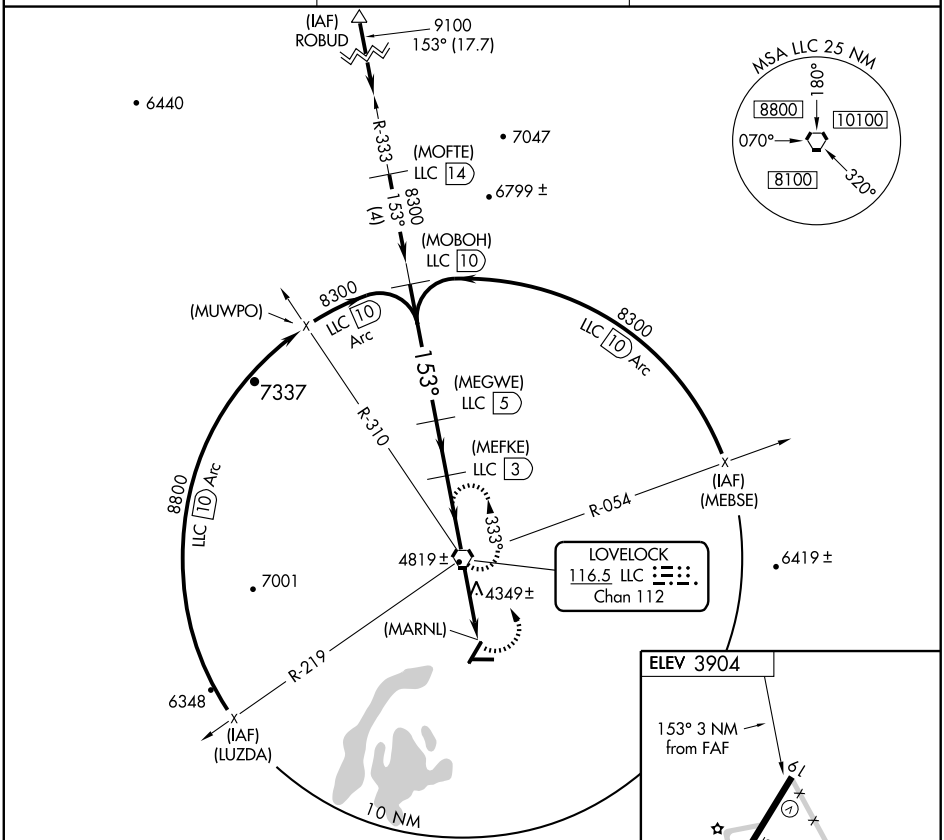
VORTAC LLC 116.5 Chan 112	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 3904

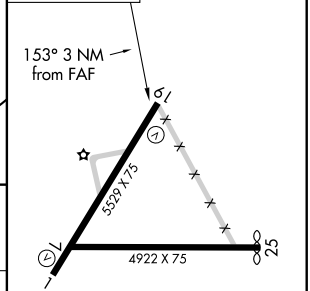
VOR/DME or GPS-A

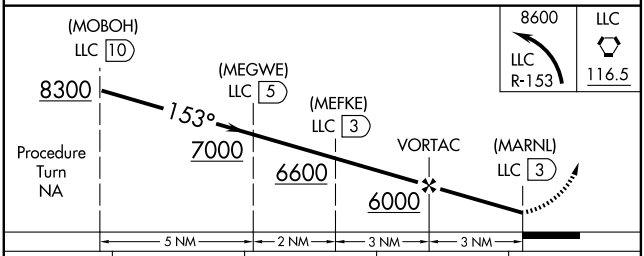
LOVELOCK/ DERBY FIELD (LOL)

MISSED APPROACH: Climbing left turn to 8600 via R-153 to LLC VORTAC and hold, continue climb in hold to 8600.

ASOS	OAKLAND CENTER	UNICOM
120.675	128.8 285.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	4800-1¼ 897 (900-1¼)		4800-2¾ 897 (900-2¾)	4800-3 897 (900-3)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

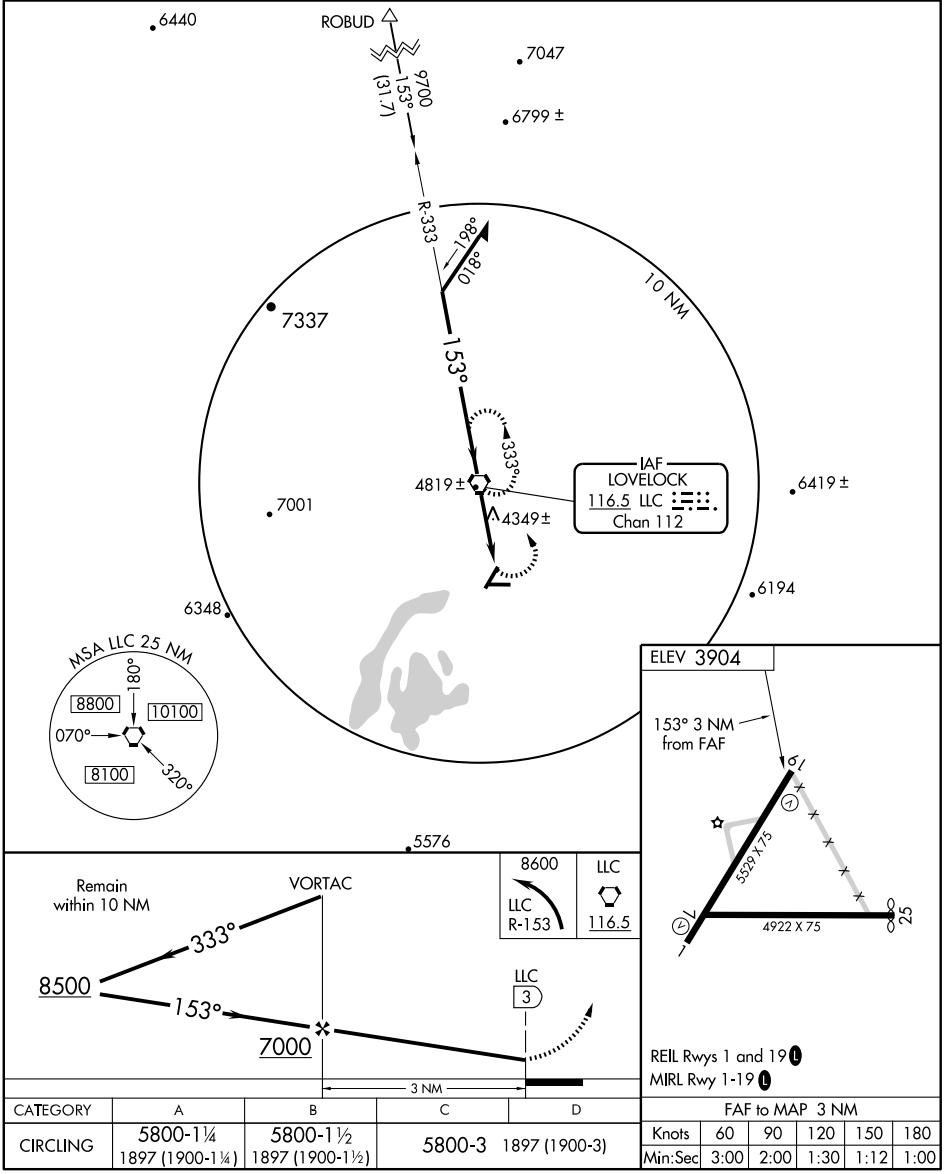
VORTAC LLC 116.5 Chan 112	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 3904

VOR or GPS-C

LOVELOCK/ DERBY FIELD (LOL)

MISSED APPROACH: Climbing left turn to 8600 via R-153 to LLC VORTAC and hold, continue climb-in-hold to 8600.

ASOS 120.675	OAKLAND CENTER 128.8 285.5	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5800-1¼ 1897 (1900-1¼)	5800-1½ 1897 (1900-1½)	5800-3 1897 (1900-3)	

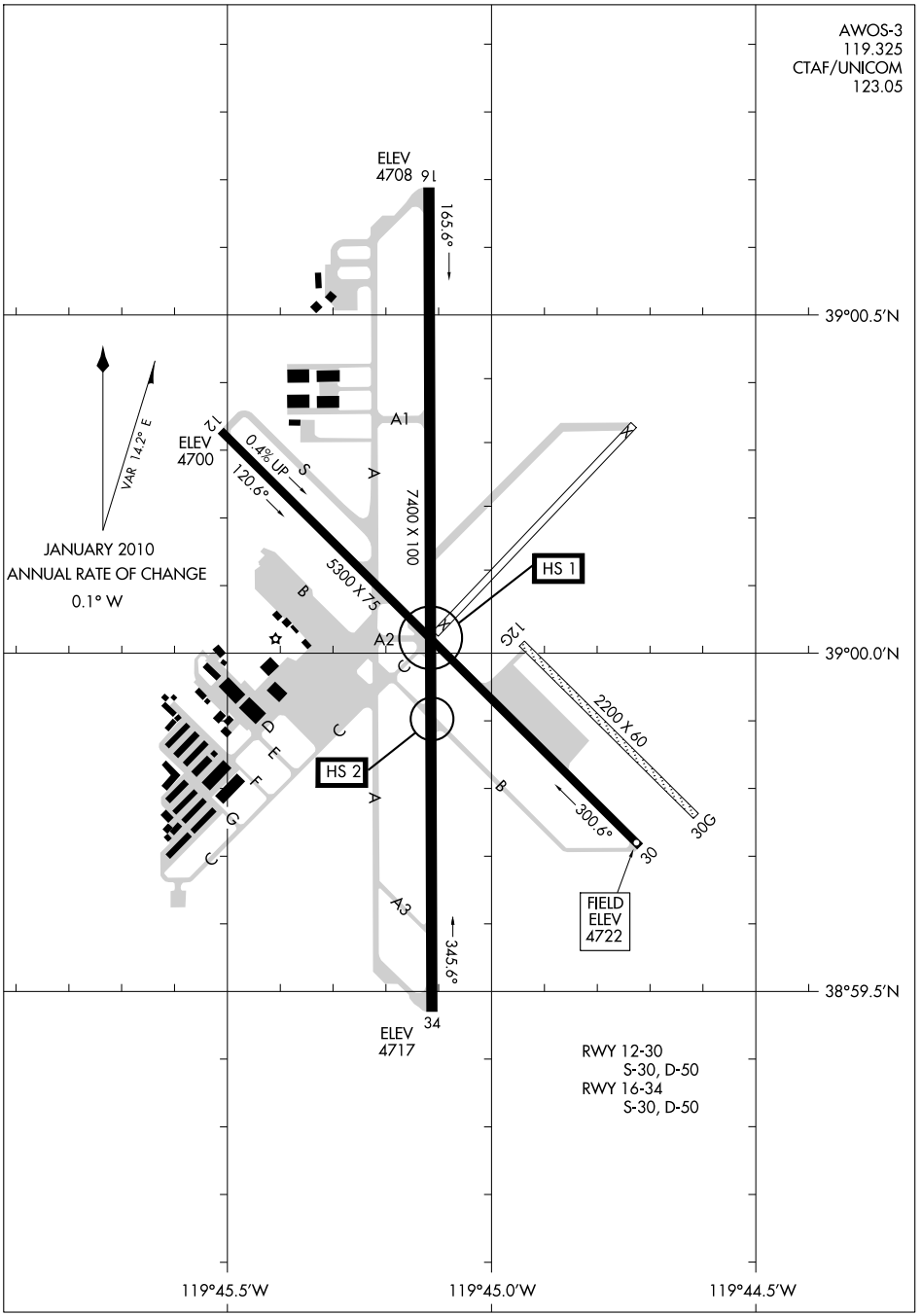
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN/ MINDEN-TAHOE (MEV)
MINDEN, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINDEN, NEVADA
MINDEN/ MINDEN-TAHOE (MEV)

10266

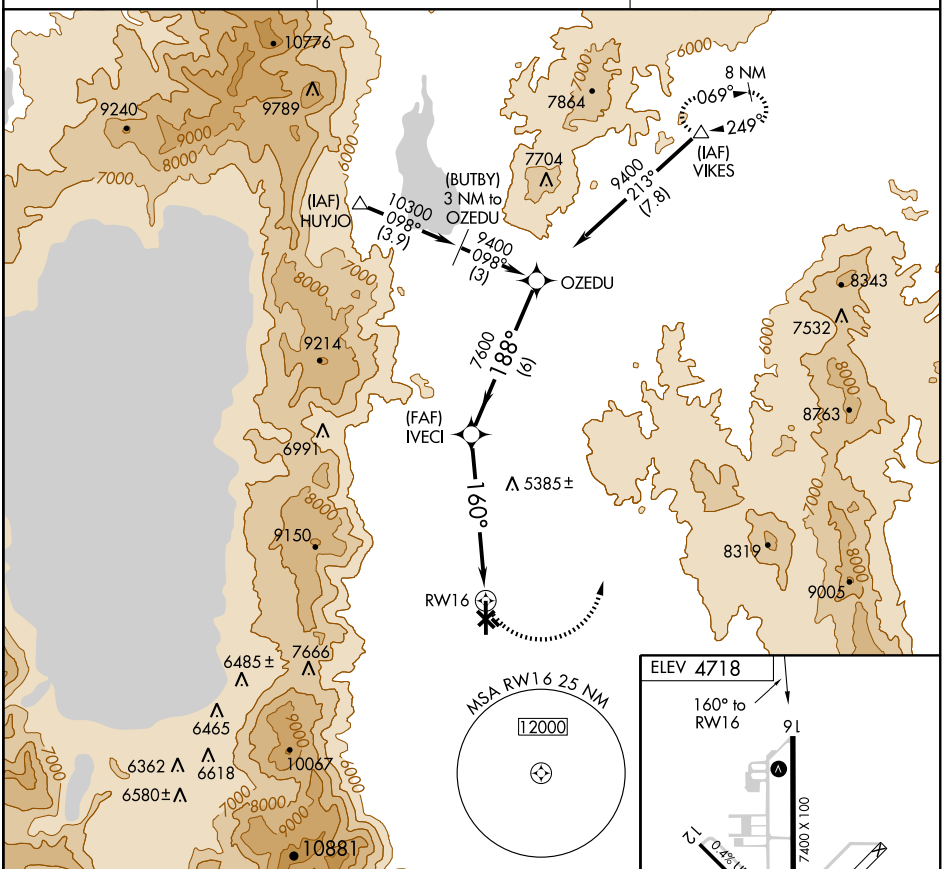
APP CRS	Rwy Idg	N/A
160°	TDZE	N/A
	Apt Elev	4718

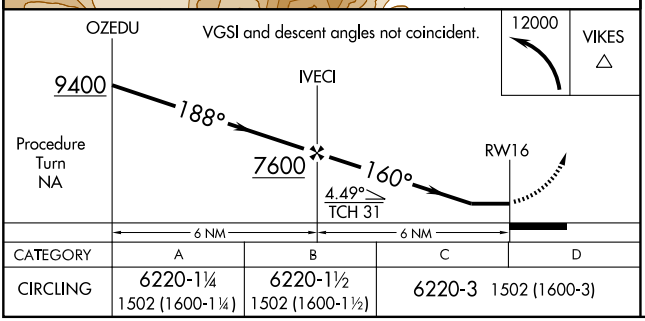
GPS-A
MINDEN-TAHOE (MEV)

NA

MISSED APPROACH: Climbing left turn to 12000 direct VIKES WP and hold.

AWOS-3	RENO APP CON	UNICOM
119.325	119.2 279.55	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6220-1¼ 1502 (1600-1¼)	6220-1½ 1502 (1600-1½)	6220-3 1502 (1600-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010

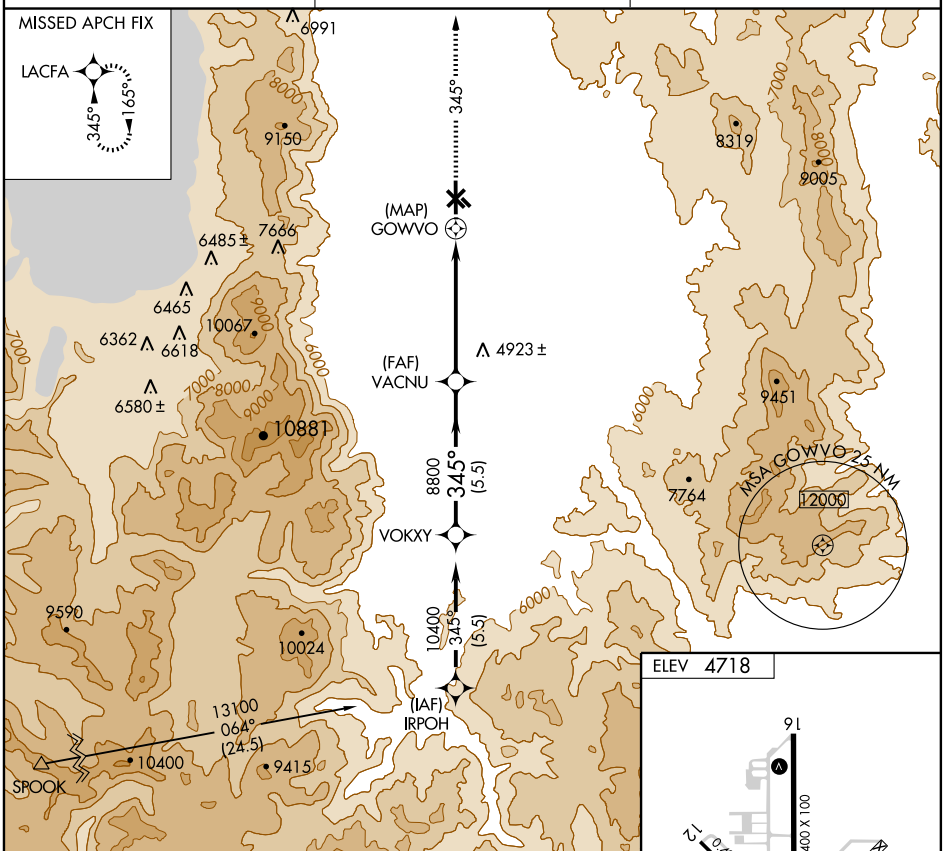
APP CRS	Rwy Idg	N/A
345°	TDZE	N/A
	Apt Elev	4718

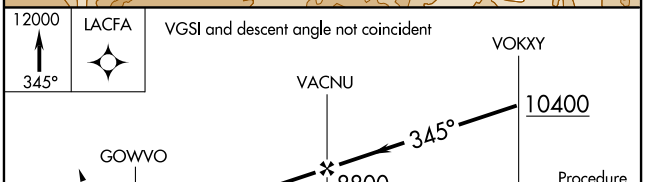
GPS-B
MINDEN-TAHOE (MEV)

NA

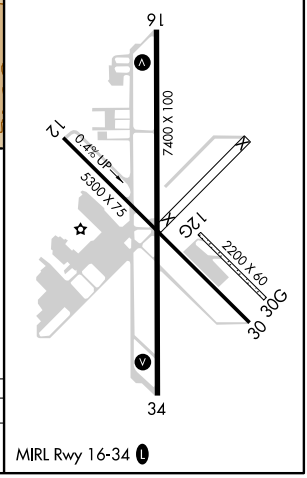
MISSED APPROACH: Climb to 12000 via 345° course to LACFA WP and hold.

AWOS-3	RENO APP CON	UNICOM
119.325	119.2 279.55	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6600-1¼ 1882 (1900-1¼)	6600-1½ 1882 (1900-1½)	6600-3	1882 (1900-3)



MIRL Rwy 16-34 L

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

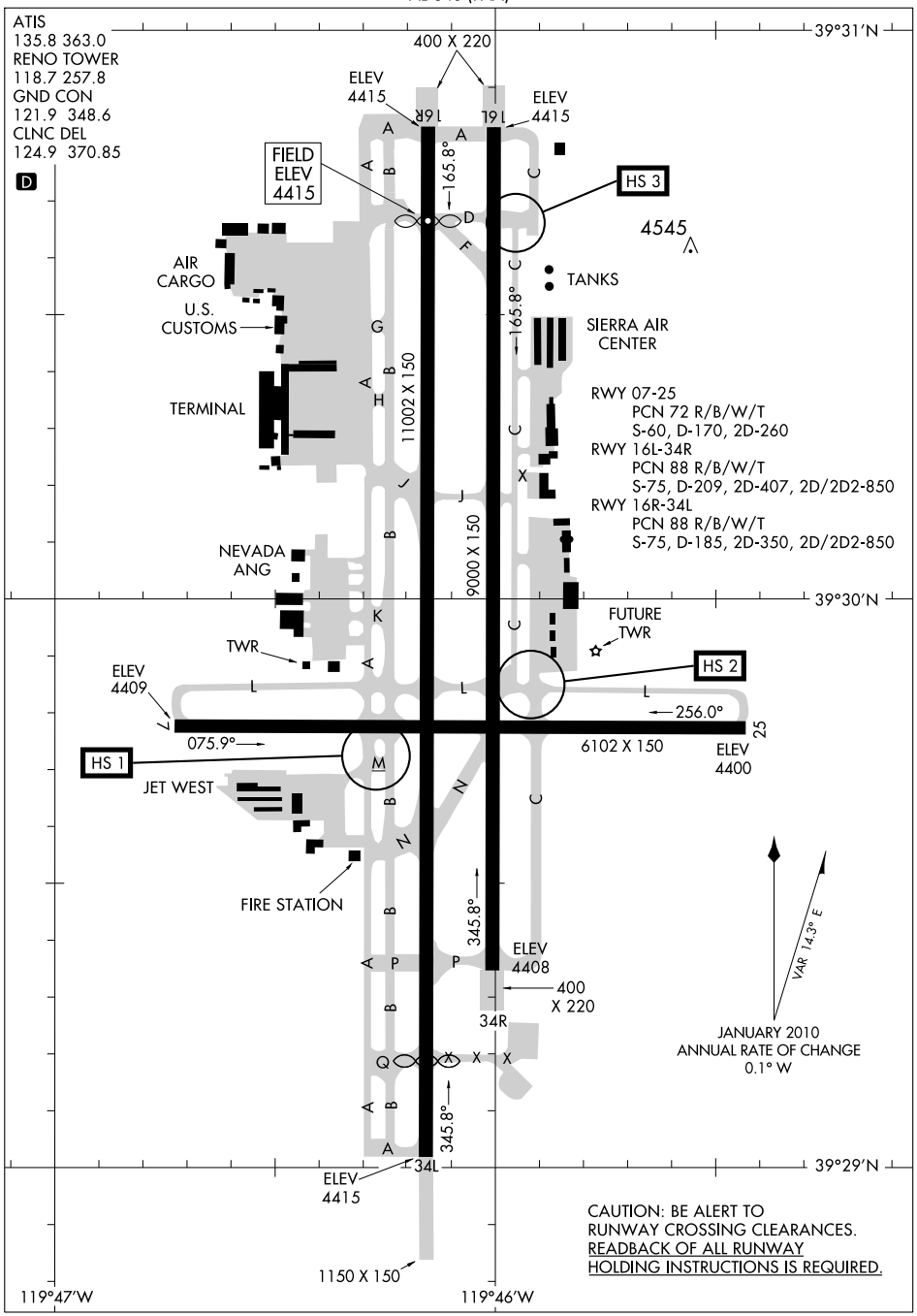
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

AIRPORT DIAGRAM

RENO/TAHOE INTL (RNO)
RENO, NEVADA

AL-346 (FAA)

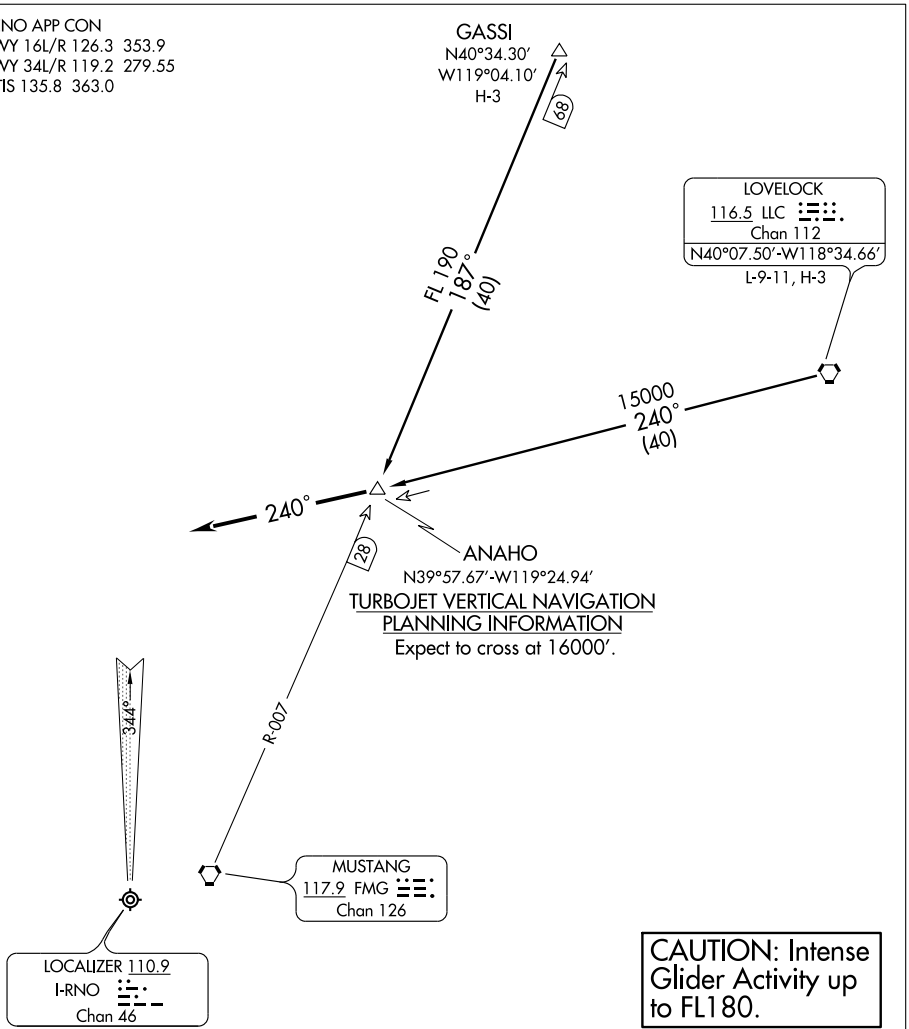


SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

ANAHO TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required.

NOTE: Chart not to scale.

GASSI TRANSITION (GASSI.ANAHO2): From over GASSI via FMG R-007 to ANAHO INT/DME. Thence....

LOVELOCK TRANSITION (LLC.ANAHO2): From over LLC VORTAC via LLC R-240 to ANAHO INT/DME. Thence....

....Depart ANAHO INT/DME heading 240° for vectors to final approach course.

ANAHO TWO ARRIVAL

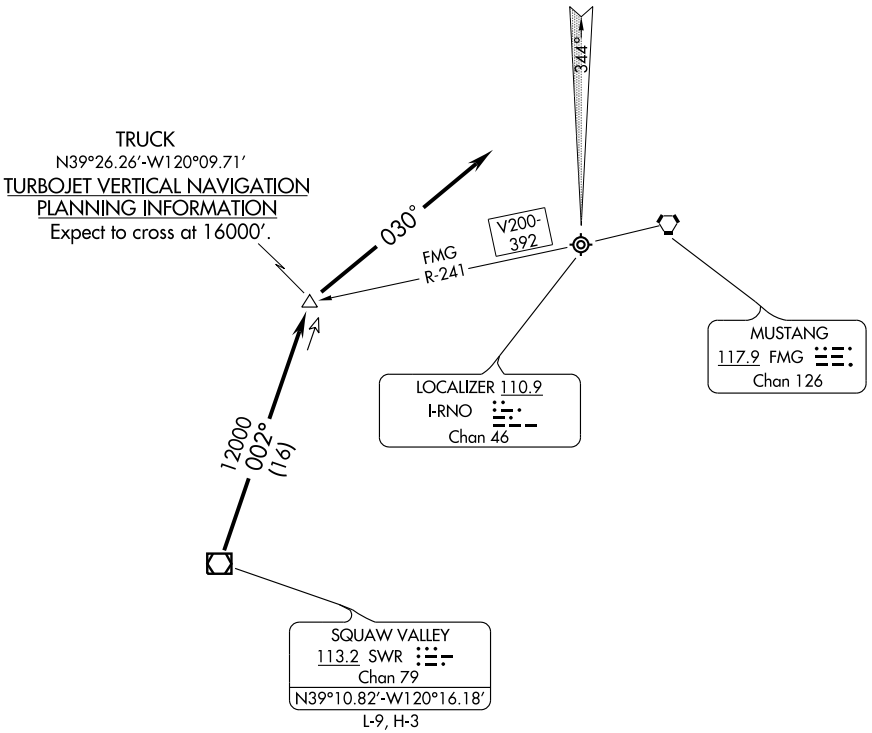
RENO, NEVADA
RENO/TAHOE INTL

(ANAHO.ANAHO2) 08325

CANNON TWO ARRIVAL

ST-346 (FAA)

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0



CAUTION: Intense Glider Activity up to FL180.

NOTE: RADAR Required.

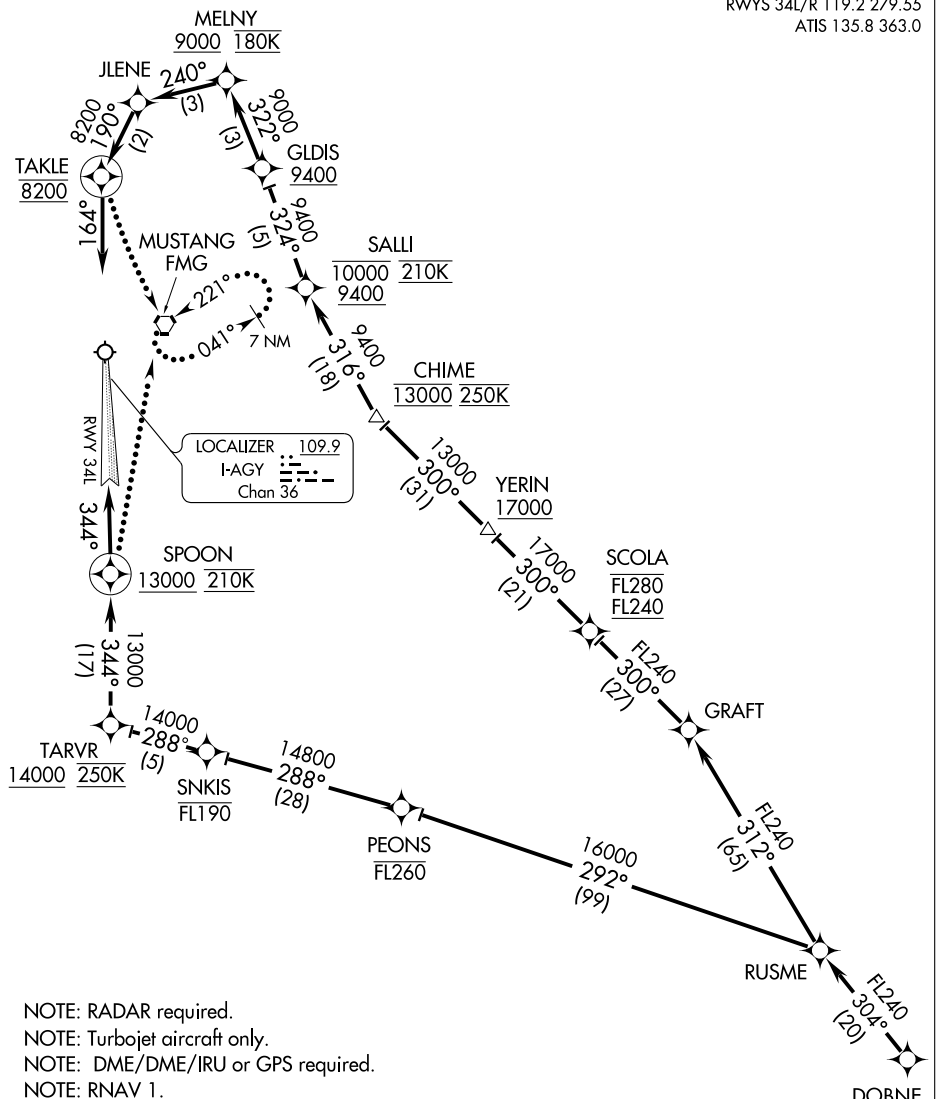
NOTE: Chart not to scale.

From over SWR VOR/DME via SWR R-002 to TRUCK INT/DME. Depart TRUCK INT/DME heading 030° for vectors to final approach.

SW-4, 21 OCT 2010 to 18 NOV 2010

DOBNE ONE ARRIVAL (RNAV)

RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: LANDING NORTH: For non-GPS equipped aircraft TPH, MVA, OAL, FMG and SWR DMEs must be operational.
NOTE: LANDING SOUTH: For non-GPS equipped aircraft TPH, MVA, FMG, and HZN DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

DOBNE ONE ARRIVAL (RNAV)
(DOBNE.DOBNE1) 10154
RENO, NEVADA
RENO/TAHOE INTL

ARRIVAL DESCRIPTION

From DOBNE via 304° track to RUSME.

LANDING SOUTH (RWY 16R/16L): From RUSME via 312° track to GRAFT, then via 300° track to SCOLA, then via 300° track to YERIN, then via 300° track to CHIME, then via 316° track to SALLI, then via 324° track to GLDIS, then via 322° track to MELNY, then via 240° track to JLENE, then via 190° track to TAKLE, then via 164° heading. RWY 16R expect radar vectors to ILS final approach course. RWY 16L expect radar vectors to final approach course.

LANDING NORTH (RWY 34L/34R): From RUSME via 292° track to PEONS, then via 288° track to SNKIS, then via 288° track to TARVR, then via 344° track to SPOON, then via 344° heading. RWY 34L intercept I-AGY localizer. Proceed inbound, expect ILS/Visual approach. RWY 34R expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DOBNE, descend via the assigned or expected runway transition.
LANDING SOUTH: At TAKLE, climbing left turn to 12000 direct to FMG and hold. Continue climb in holding to 12000.
LANDING NORTH: At SPOON, intercept and execute RWY 34L ILS approach. If unable, turn right direct to FMG and hold, maintain 12000.

SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC FMG	APCH CRS	Rwy ldg N/A
117.9	239°	TDZE N/A
Chan 126		Arpt Elev 4415

JAL-346 [USN]

RENO/TAHOE INTL (KRNO)

** Category E circling not authorized to Rwy 7-25. Approaches RADAR monitored by Reno APP CON. Arrivals from East and aircraft on missed approach may be vectored to final.

* MISSED APPROACH: Climbing right turn to 13,000 via heading 060°. Intercept FMG VORTAC R-020 to 13 DME then arc CW via FMG 13 mile arc to OKUGE and hold.

ATIS	RENO APP CON	RENO TOWER	GND CON	CLNC DEL
135.8 363.0	Rwy 16L/R 126.3 353.9 Rwy 34L/R 119.2 279.55	118.7 257.8	121.9 348.6	124.9 370.85

* CAUTION: Missed Approach Minimum Climb Rate to 9000 (CAT CD only)

Knots	120	180	240	300	360
V/V(fpm)	460	690	920	1150	1380

Controlling Obstacle 8248'

NOT FOR CIVIL USE

8426 6161 7402 8248 6399 5557 4698 5878 4822 5980 7198 5679 5177 6361 6862 10,776

FMG 13 Arc

R-020 R-239 239° 059°

(IAF) WAKLO FMG 18

OKUGE FMG 13

MITAE FMG 9

PUVUE FMG 7

HAZEN 13,000 (14) 276° 13,000 (29) 279°

FALLON 5928

MSA FMG 25 NM 10,000 9600 12,000 070° 170° 310°

MUSTANG 117.9 FMG Chan 126

10 NM 5000 7000

(a) 059° 129° (b) (c) 300° (c)

EMERG SAFE ALT 100 NM 14,600 FROM "FMG" VORTAC

ELEV 4415 ±4474

A5 P 16L 16R P 239° 5.0 NM from FAF

TWR 4488 11,002 x 150 9000 x 150 6102 x 150 4447 ± 4482 7 25 34R 34L

REIL Rwy 7, 25, 16L and 34R
MIRL Rwy 7-25
HIRL Rwy 16R-34L and 16L-34R

Rwy 16R ldg 10,000
Rwy 34L ldg 10,010

13,000 hdg 060°

FMG R-020 13 Arc

OKUGE FMG 13

WAKLO 18 13,000

PUVUE 7 MITAE 9 OKUGE 13 239°

VORTAC

JINTU 5

8600 9000 7700

5.0 NM

CATEGORY	C	D	E
CIRCLING**	5960-3 1545 (1600-3)		6680-3 2265 (2300-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

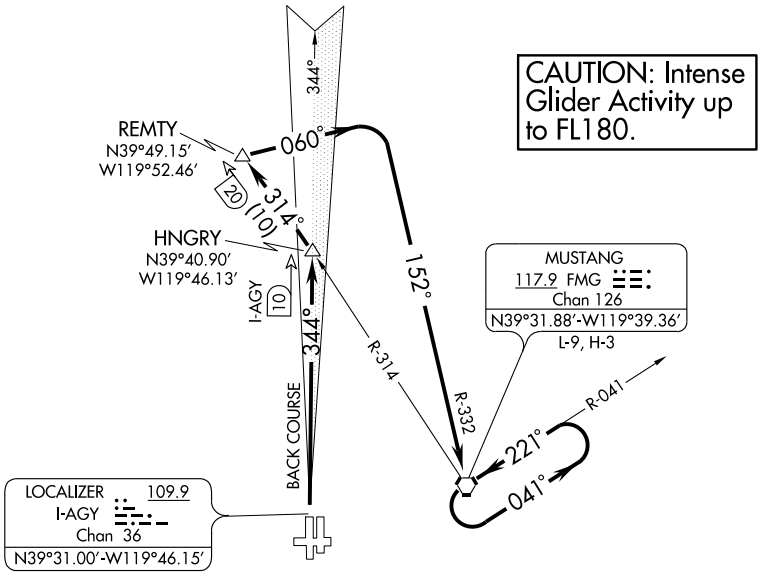
HUNGRY TWO DEPARTURE

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
126.3 353.9

TAKE-OFF OBSTACLE NOTES

Rwy 34L: Multiple trees and pole beginning 1229′ from DER, 180′ right of centerline, up to 20′ AGL/4498′ MSL.
Multiple trees beginning 1193′ from DER, 331′ left of centerline, up to 20′ AGL/4489′ MSL.

Rwy 34R: Multiple trees and pole beginning 1067′ from DER, 172′ right of centerline, up to 20′ AGL/4497′ MSL.
Multiple trees and pole beginning 1230′ from DER, 350′ left of centerline, up to 20′ AGL/4498′ MSL.
Building 1.2 NM from DER, 1730′ right of centerline, 363′ AGL/4780′ MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles
Rwys 16L, 16R, 25: NA-ATC.
Rwy 34L: Standard with minimum climb of 315′ per NM to 8400.
Rwy 34R: Standard with minimum climb of 480′ per NM to 8400 or, 500-1½ with minimum climb of 315′ per NM to 8400.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L/R: Climb to 10000 or assigned altitude via I-AGY localizer north course to HNGRY INT/I-AGY 10 DME, and intercept FMG R-314 to REMTY/FMG 20 DME, and right turn heading 060° to intercept FMG R-332 to FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for route of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 34L

RENO/TAHOE INTL (RNO)

LOC/DME I-AGY	APP CRS	Rwy Idg	10012
109.9	344°	TDZE	4410
Chan 36		Apt Elev	4415

Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 11000 via heading 350° and FMG VORTAC R-332 to PYRAM INT/FMG 22.2 DME and hold, continue climb-in-hold to 11000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX
R-332
R-286
152°
332°
PYRAM FMG 22.2
114.1 HZN Chan 88
117.9 FMG Chan 126

LOCALIZER 109.9 I-AGY Chan 36

MUSTANG 117.9 FMG Chan 126

10 NM

10500 to APIME 179° (20.6)

DUYEP I-AGY 5.4

CALEG I-AGY 8

EPOSE I-AGY 11.8

WAGGE I-AGY 15.3

APIME INT I-AGY 19

SQUAW VALLEY 113.2 SWR Chan 79

VIKES SWR 32.4

MSA FMG 25 NM
170°
10000
9600
070°
12000
310°

R-062
11500
071°
(23.3)
R-071
9400 (3.7)
10500 to APIME 164° (3.7)
11000 242° (8.6)
(3.5)
8300

(IF/IAF)
APIME INT
I-AGY 19
1 min
164°
344°

10500 NoPT 344° (5.6)
(IAF)
SPOON
I-AGY 24.6
RADAR

4918 4801 4780 4698 5980± 4632 4660 4666 4469 5027 4702± 4849± 5215± 5689± 6274± 7198 6862 7337 10776 9789 7864 9240 8343 7532 9214 6991 7704

ELEV 4415 4474±

D

4545 4482 4447± 4478±

TWR 4488

11002 X 150
9000 X 150
6102 X 150

19L 19R 16L 16R 25 34R 34L

TDZE 4410

344° 10 NM from FAF

MIRL Rwy 7-25
REIL Rwys 7, 16L, 25 and 34R
HIRL Rwys 16R-34L and 16L-34R

11000 hdg 350°

FMG R-332

PYRAM △

APIME INT I-AGY 19

WAGGE I-AGY 15.3

EPOSE I-AGY 11.8

DUYEP I-AGY 5.4

CALEG I-AGY 8

I-AGY 3.8

I-AGY 1.8

8300

344° 9400

164° 344° 10500

GS 3.54°
TCH 45

5800 6800 8300

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

2 NM 1.6 2.6 3.8 NM 3.5 NM 3.7 NM

CATEGORY	A	B	C	D
S-ILS 34L	4946-1½ 536 (600-1½)			NA
S-LOC 34L	5120-1 710 (800-1)		5120-2 710 (800-2)	NA
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 16R

RENO/TAHOE INTL (RNO)

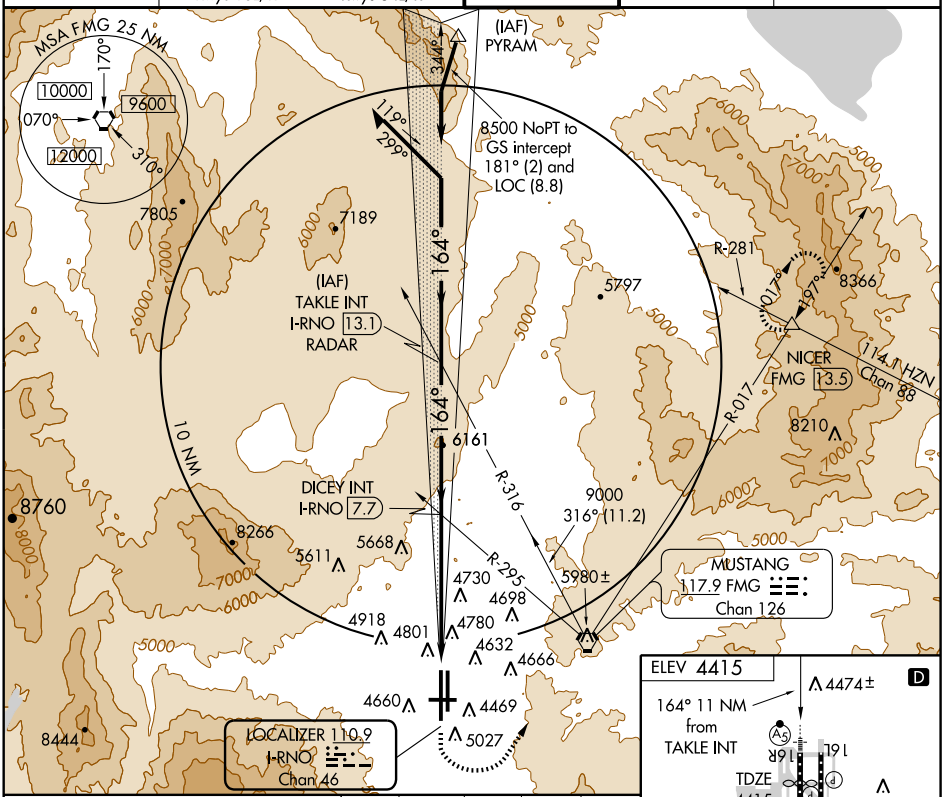
LOC/DME I-RNO	APP CRS	Rwy Idg	10003
110.9	164°	TDZE	4415
Chan 46		Apt Elev	4415

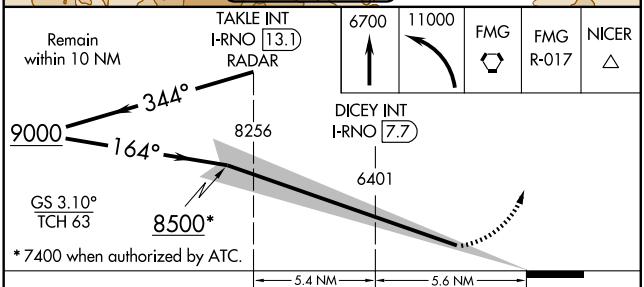
Inoperative table does not apply.
When GS not used, use LOC Rwy 16R procedure.

MALSR

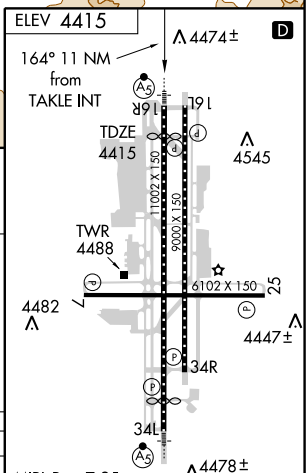
MISSED APPROACH: Climb to 6700, then climbing left turn to 11000 direct FMG VORTAC, then via FMG R-017 to NICER INT/FMG 13.5 DME and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



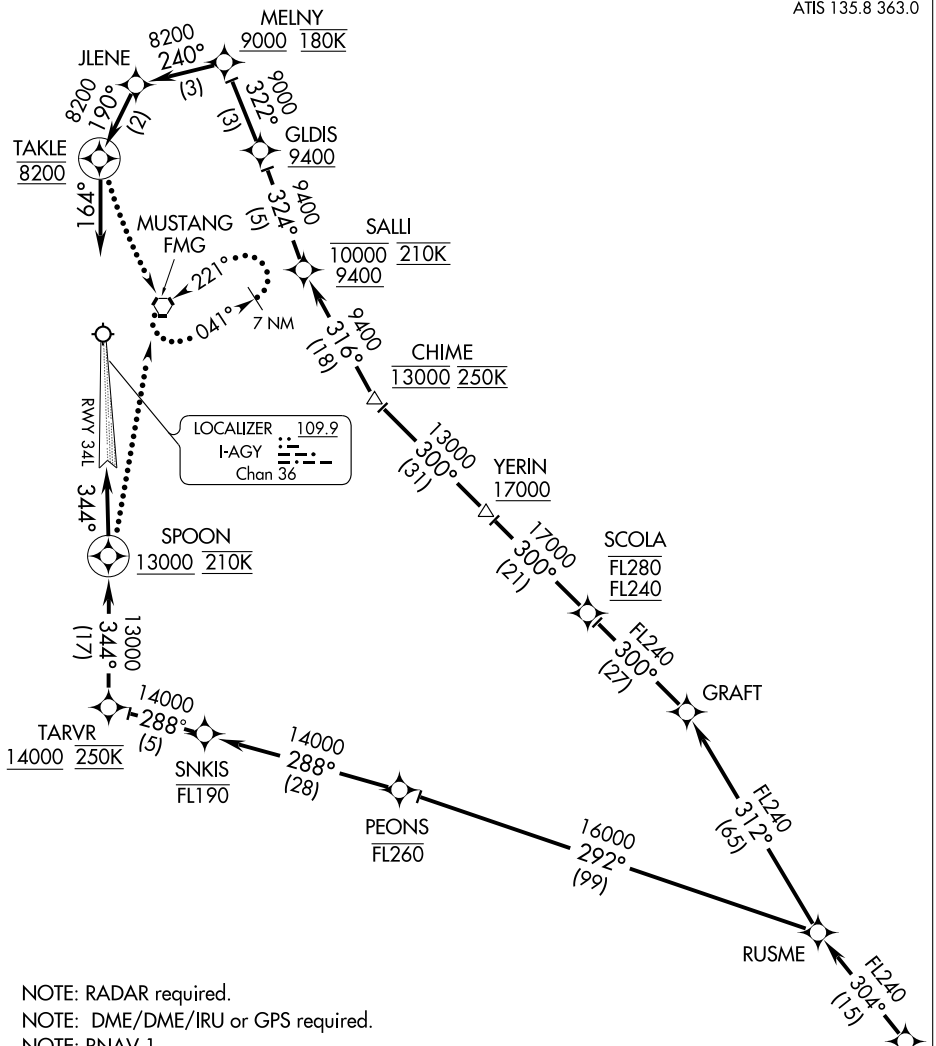


CATEGORY	A	B	C	D
S-ILS 16R	6446-7 2031 (2100-7)			
S-LOC 16R	NA			
CIRCLING	NA			



SW-4, 21 OCT 2010 to 18 NOV 2010

RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: LANDING NORTH: For non-GPS equipped aircraft TPH, MVA, OAL, FMG and HZN DMEs must be operational.
NOTE: LANDING SOUTH: For non-GPS equipped aircraft TPH, MVA, OAL, and SWR DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

From KENNO via 304° track to RUSME.

LANDING SOUTH (Rwy 16R/16L) (KENNO.KENNO1): From RUSME via 312° track to GRAFT, thence as depicted to TAKLE, then via 164° course. Rwy 16R expect RADAR vectors to ILS final approach course. Rwy 16L expect RADAR vectors to final approach course.
LANDING NORTH (Rwy 34L/34R) (KENNO.KENNO1): From RUSME via 292° track to PEONS, thence as depicted to SPOON, then via 344° heading. Rwy 34L intercept I-AGY localizer. Proceed inbound, expect ILS/Visual approach. Rwy 34R expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
After KENNO, descend via the assigned or expected runway transition.
LANDING SOUTH: At TAKLE, climbing left turn to 12000 direct to FMG and hold. Continue climb in holding to 12000.
LANDING NORTH: At SPOON, intercept and execute Rwy 34L ILS approach. If unable, turn right direct to FMG and hold, maintain 12000.

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RNO	APP CRS	Rwy Idg	10003
110.9	164°	TDZE	4415
Chan 46		Apt Elev	4415

LOC RWY 16R

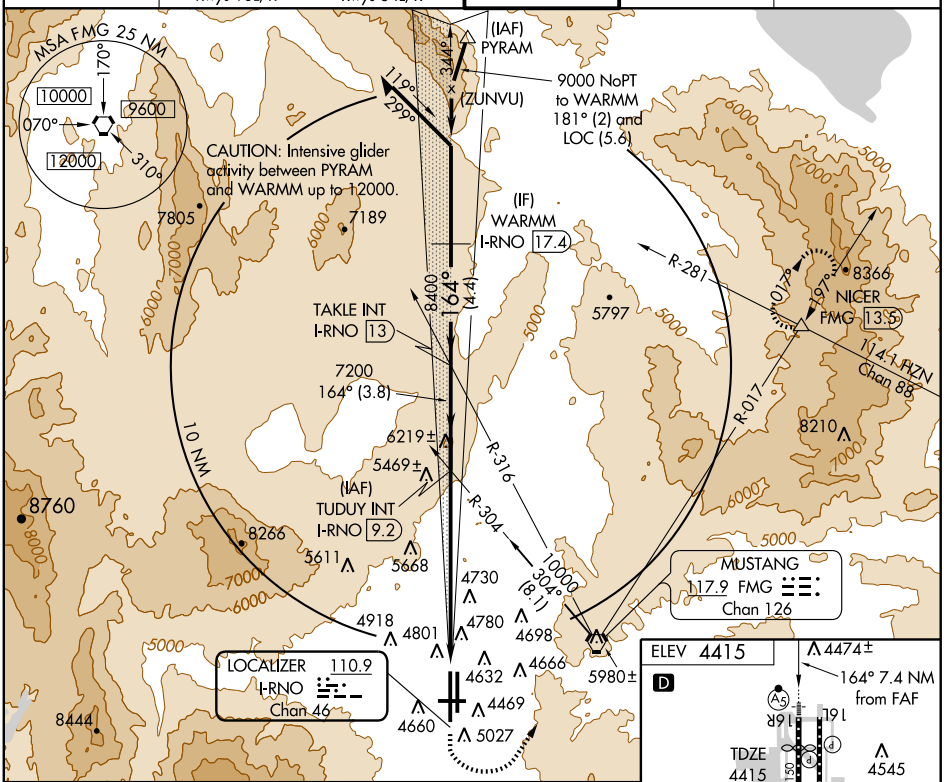
RENO/TAHOE INTL (RNO)

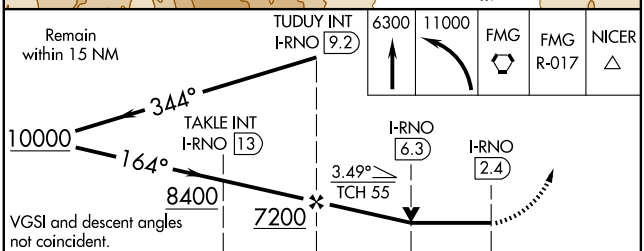
Inoperative table does not apply to S-16R Cats A and B. For inoperative MALSR; increase S-16R Cat E visibility to 3 miles. VDP does not apply to Cat E aircraft.

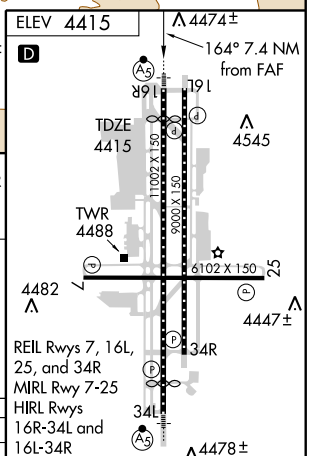
MALSR

MISSED APPROACH: Climb to 6300, then climbing left turn to 11000 direct FMG VORTAC and via FMG VORTAC R-017 to NICER INT/FMG 13.5 DME and hold, continue climb-in-hold to 11000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D	E
S-16R	5980/60 1565 (1600-1¼)	5980-1½ 1565 (1600-1½)	5980-2½ 1565 (1600-2½)		6100-2½ 1685 (1700-2½)
CIRCLING	5980-1¼ 1565 (1600-1¼)	5980-1½ 1565 (1600-1½)	5980-3 1565 (1600-3)		6780-3 2365 (2400-3)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

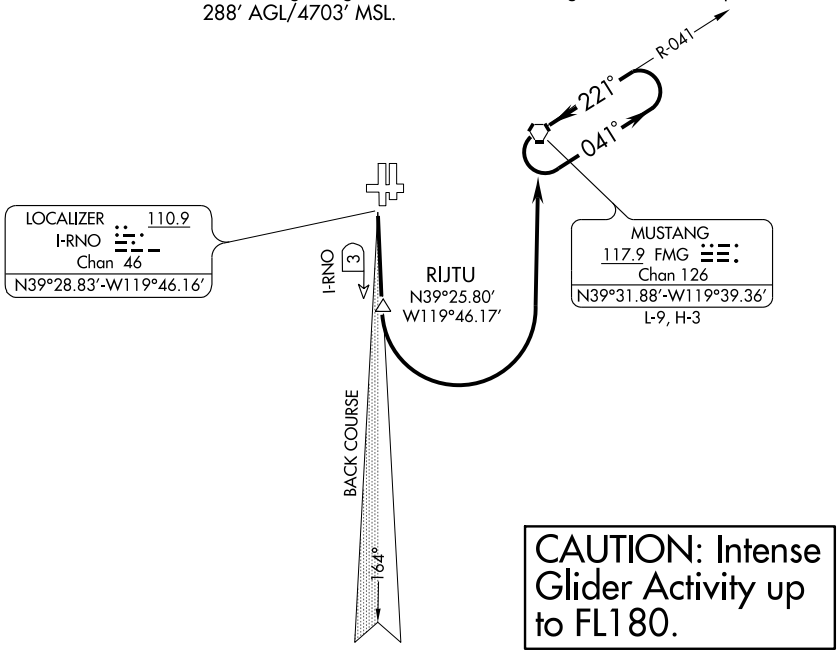
SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 325.8

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Multiple antennas, trees, and light poles beginning 618′ from DER, 131′ left of centerline, up to 40′ AGL/4449′ MSL.
Terrain beginning 5189′ from DER, 821′ left of centerline, up to 5027′ MSL.

Rwy 16R: Multiple antennas, trees, and light poles beginning 746′ from DER, 380′ left of centerline, up to 95′ AGL/4510′ MSL.
Terrain beginning 2784′ from DER, 990′ right of centerline, up to 288′ AGL/4703′ MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles
Rwys 25, 34L/34R: NA- ATC.
Rwy 16L: Standard with minimum climb of 740′ per NM to 8000 or, 600-1¼ with minimum climb of 525′ per NM to 8000.
Rwy 16R: Standard with minimum climb of 740′ per NM to 8000 or, 600-1¼ with minimum climb of 525′ per NM to 8000.

NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Climb to 10000 or assigned altitude, via I-RNO south course to RIJTU/3 DME, then left turn direct FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

Rwy 7: NA- Obstacles.

Rwy 16L: Standard with minimum climb of 730′ per NM to 10900, or 600-1¼ with minimum climb of 352′ per NM to 10900.

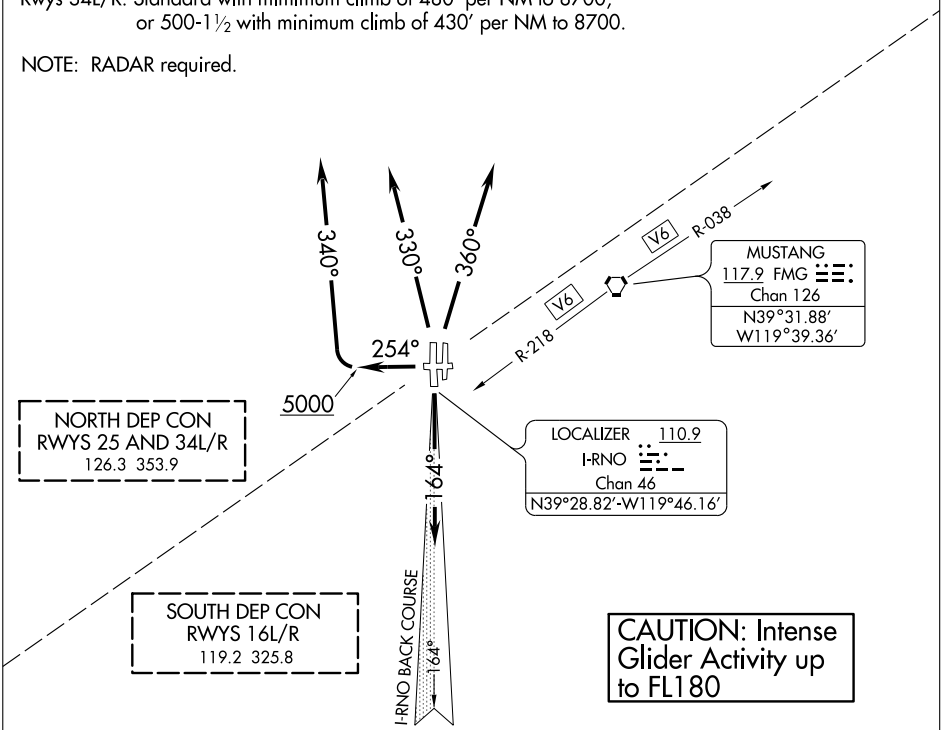
Rwy 16R: Standard with minimum climb of 460′ per NM to 10900, or 300-1 with minimum climb of 395′ per NM to 10900.

Rwy 25: Standard with minimum climb of 500′ per NM to 9700.

Rwys 34L/R: Standard with mimimum climb of 480′ per NM to 8700, or 500-1½ with minimum climb of 430′ per NM to 8700.

NOTE: RADAR required.

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8



TAKEOFF OBSTACLE NOTES

Rwy 16L: Multiple poles, trees, bushes, terrain and buildings with antennas and cameras beginning 618′ from DER, 131′ left of centerline, up to 20′ AGL/4959′ MSL.

Rwy 16R: Multiple trees beginning 2784′ from DER, 171′ right of centerline, up to 20′ AGL/4510′ MSL.
Multiple trees and terrain beginning 746′ from DER, 380′ left of centerline, up to 20′ AGL/4723′ MSL.

Rwy 25: Multiple trees, poles, fences, and vent on building beginning 222′ from DER, 201′ right of centerline, up to 103′ AGL/4608′ MSL.
Multiple trees, poles and a sign beginning 500′ from DER, 31′ left of centerline, up to 20′ AGL/4506′ MSL.

Rwy 34L: Multiple trees and pole beginning 1229′ from DER, 180′ right of centerline, up to 20′ AGL/4498′ MSL.
Multiple trees beginning 1193′ from DER, 331′ left of centerline, up to 20′ AGL/4489′ MSL.

Rwy 34R: Multiple trees and poles beginning 1067′ from DER, 172′ right of centerline, up to 20′ AGL/4497′ MSL.
Multiple trees beginning 1230′ from DER, 350′ left of centerline, up to 20′ AGL/4498′ MSL.
Building 1.2 NM from DER, 1730′ right of centerline, 363′ AGL/4780′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb via heading 164° and I-RNO localizer south course. Thence....

TAKE-OFF RUNWAY 16R: Climb via heading 164° and I-RNO localizer south course. Thence....

TAKE-OFF RUNWAY 25: Climb heading 254° to 5000 then climbing right turn heading 340°. Thence....

TAKE-OFF RUNWAYS 34L/R: Climb heading 330° CW 360° as assigned by ATC. Thence....

..... All aircraft maintain 15000 or assigned altitude. Expect clearance to requested altitude five minutes after departure. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If not in contact with departure control within one minute after take-off, maintain assigned heading until passing 10000; Thence....

....RUNWAYS 16L/R DEPARTURES: Turn left direct FMG VORTAC, then via assigned route.

....RUNWAYS 25 AND 34L/R DEPARTURES: Turn right direct FMG VORTAC, then via assigned route.

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) X RWY 34L

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	10012
344°	TDZE	4410
	Apt Elev	4415

Circling to Rwy 7, 25 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LNAV Cat. A and B visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 10000 direct TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 164° 344° TAKLE

4918 4801 4780 4632 4666 5980± 4660 4469 RW34L 5027

MSA RW34L 25 NM 12000

7198 7337 6862

FEBAK 6.3 NM to RW34L

5642± 6274±

(FAF) KARME

10776 9789 9240 7864 7704

VJKES 11000 176° (6.8)

8100 344° (8.3)

(IF) JUKNU 9600 254° (7)

(IAF) NIPME

8343 7532

SQUAW VALLEY SWR 11800 087° (18.8)

9214 9600 from PIDIC 344° (4.2)

9600 from SPOON 344° (4.4)

6991 11500 to PIDIC 074° (5) (IAF) PIDIC

ORUKE 11500 to PIDIC 044° (13.5)

(IAF) SPOON 9600 320° (9.8)

RICHY 9150 (IAF) RAMRE

ELEV 4415 4474±

D

19L 19R 4545 11002 X 150 9000 X 150 6102 X 150 25 TWR 4488 4482 4447± 34R TDZE 4410 34L 4478±

REIL Rwys 7, 16L, 25, and 34R
MIRL Rwy 7-25
HIRL Rwys 16R-34L and 16L-34R

344° to RW34L

10000 TAKLE VGSI and descent angles not coincident.

KARME FEBAK 6.3 NM to RW34L 3.41° TCH 72 344° 9600 8100 6740 RW34L JUKNU

Procedure Turn NA

6.3 NM 3.7 NM 8.3 NM

CATEGORY	A	B	C	D
LNAV MDA	5300-1 890 (900-1)		5300-2¼ 890 (900-2¼)	5300-2½ 890 (900-2½)
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	5340-3 925 (1000-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) X RWY 34R

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	9000
344°	TDZE	4408
	Apt Elev	4415

Circling to Rwy 7, 25 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct FOBAX and via 343° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

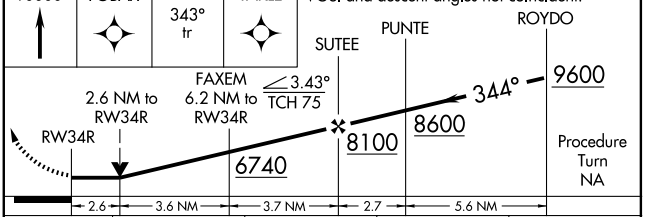
MISSED APCH FIX
7 NM
194°
344°
TAKLE
343°
FOBAX

4918 4801 4780 4632 4666 5980± 7198
MSA RW34R 25 NM
12000
4660 4469 RW34R 5027
344°
5000
6862 7337
5642± FAXEM 6.2 NM to RW34R
6274±
10776
9789
(FAF) SUTEE
8100 344° (2.7)
7864
9240
PUNTE
7704
VJKES
11000 176° (6.8)
8600 344° (5.6)
(IF) ROYDO
9600 256° (6.9)
8343 7532
(IAF) NIPME
SQUAW VALLEY SWR
11800 087° (18.8)
9214
9600 from PIDIC 346° (4.4)
9600 from SPOON 346° (4.6)
11500 to PIDIC 074° (5)
(IAF) PIDIC
6991
ORUKE
11500 to PIDIC 044° (13.5)
(IAF) SPOON
9600 321° (6)
(IAF) RAMIRE
RICHY 9150

ELEV 4415 ▲4474±
D
19R 19L
4545
TWR 4488
11002 X 150
9000 X 150
6102 X 150
25
4482
4447±
34R TDZE 4408
34L
REIL Rwys 7, 16L, 25, and 34R
MIRL Rwy 7-25
HIRL Rwys 16R-34L and 16L-34R
4478±
344° to RW34R

10000	FOBAX	343° tr	TAKLE

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	5300-1¼ 892 (900-1¼)		5300-2¾ 892 (900-2¾)	5300-3 892 (900-3)
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	5340-3 925 (1000-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 16L

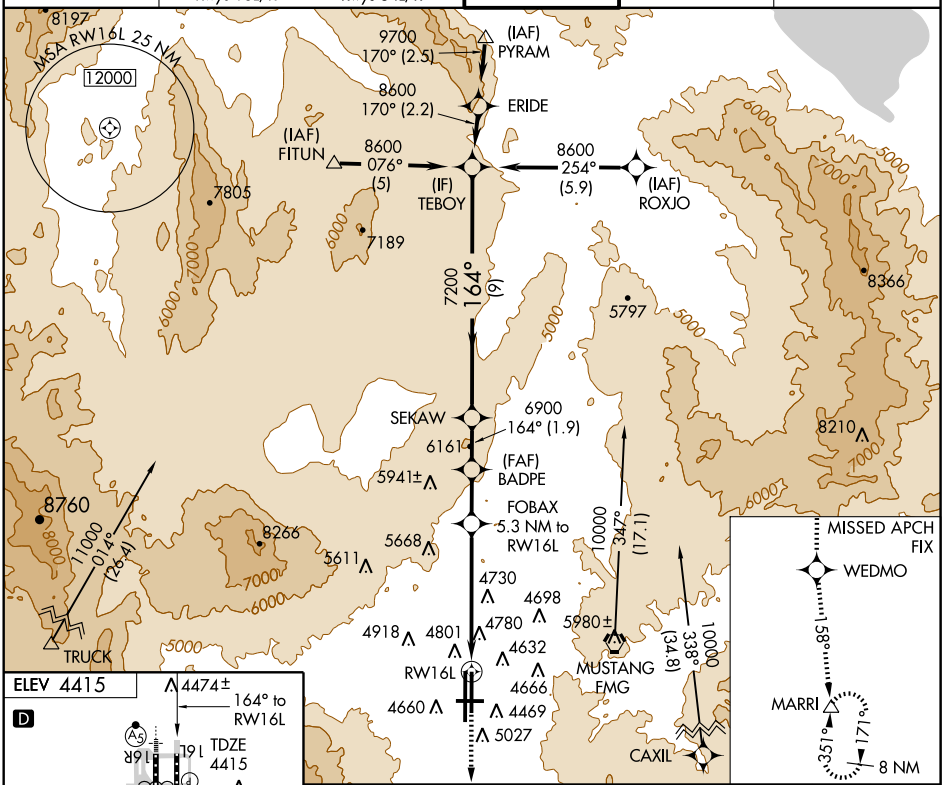
RENO/TAHOE INTL (RNO)

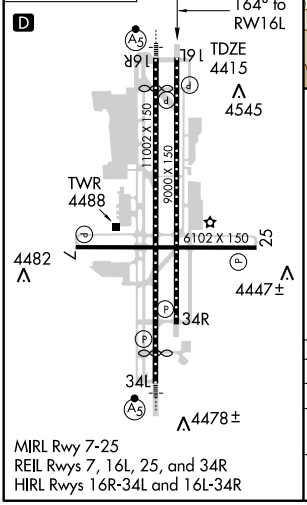
WAAS	APP CRS	Rwy Idg	9000
CH 72909	164°	TDZE	4415
W16A		Apt Elev	4415

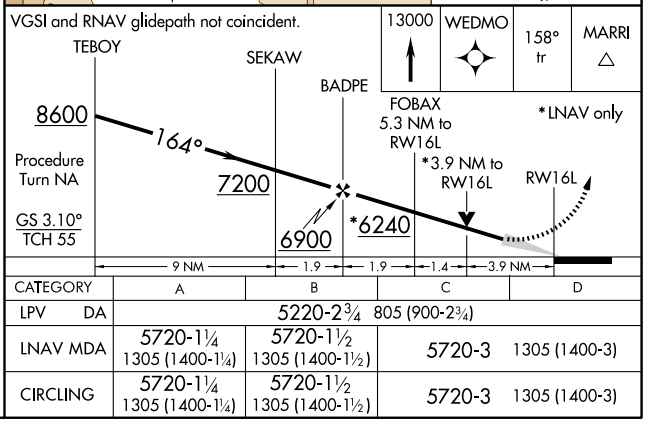
Circling to Rwy 7, 25 NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 13000 direct WEDMO and via 158° track to MARRI and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
LPV DA	5220-2¾ 805 (900-2¾)			
LNAV MDA	5720-1¼ 1305 (1400-1¼)	5720-1½ 1305 (1400-1½)	5720-3	1305 (1400-3)
CIRCLING	5720-1¼ 1305 (1400-1¼)	5720-1½ 1305 (1400-1½)	5720-3	1305 (1400-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 16R

RENO/TAHOE INTL (RNO)

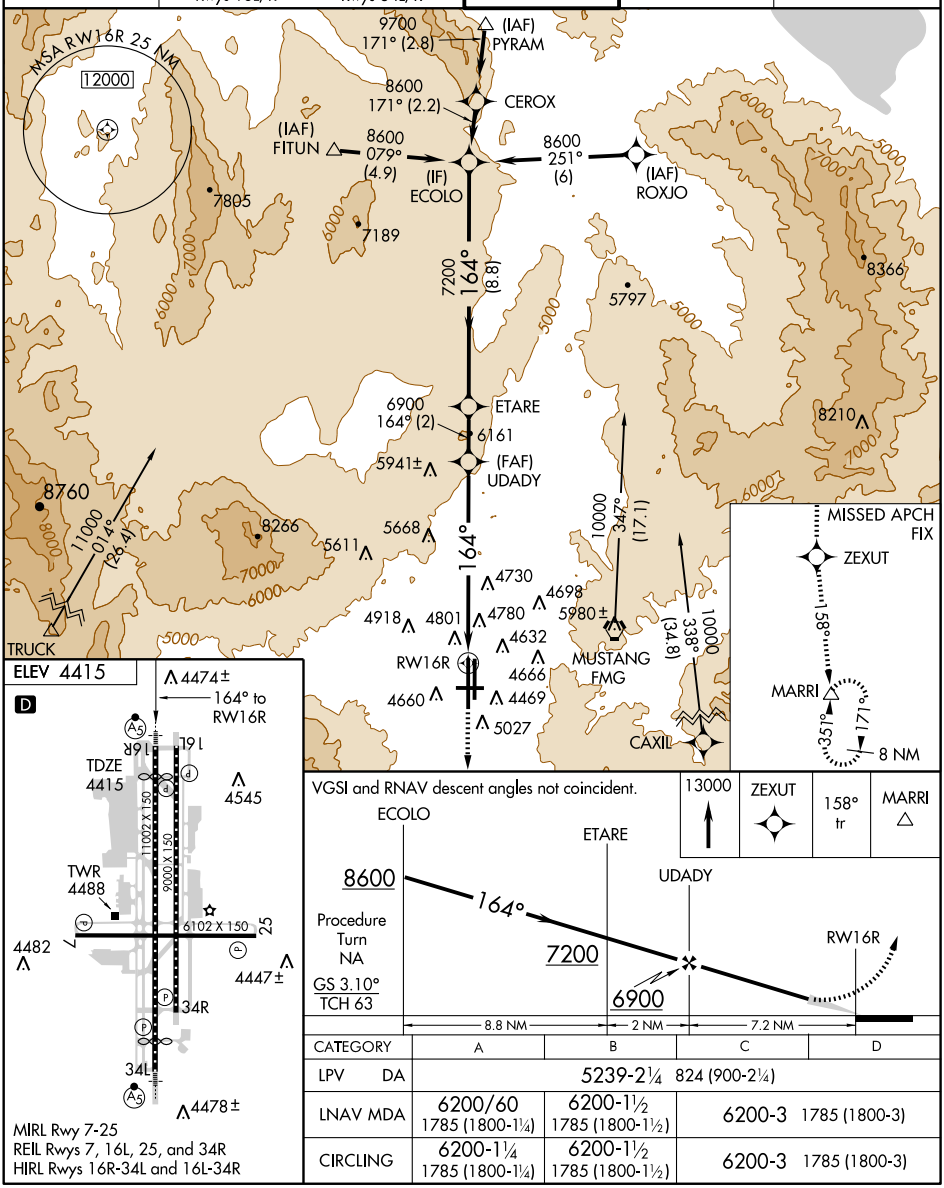
WAAS	APP CRS	Rwy Idg	10003
CH 78309	164°	TDZE	4415
W16B		Apt Elev	4415

Circling to Rwy 7, 25 NA at night. DME/DME RNP- 0.3 NA.
Inoperative table does not apply to LNAV Cats. A and B.
For inoperative MALSR increase LPV all Cats. visibility to 2¾.

MALSR

MISSED APPROACH: Climb to 13000 direct ZEXUTand via 158° track to MARRI and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



VGSI and RNAV descent angles not coincident.

13000 ZEXUT 158° tr MARRI

CATEGORY	A	B	C	D
LPV DA	5239-2¼ 824 (900-2¼)			
LNAV MDA	6200/60 1785 (1800-1¼)	6200-1½ 1785 (1800-1½)	6200-3 1785 (1800-3)	
CIRCLING	6200-1¼ 1785 (1800-1¼)	6200-1½ 1785 (1800-1½)	6200-3 1785 (1800-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 10012
CH 82609	344°	TDZE 4410
W34A		Apt Elev 4415

RNAV (GPS) Y RWY 34L

RENO/TAHOE INTL (RNO)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 10000 direct TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 164° 344° TAKLE

MSA RW34L 25 NM

4918 4801 4780 4632 4666 5980± 7198 4660 RW34L 4510± 4469 5027 10000

6862 7337 10776 9789 9240 KARME 7864 VIKES 7704 8300 344° (8.3) 11000 176° (6.8)

(IF) JUKNU 9600 254° (7) (IAF) NIPME 8343 7532

SQUAW VALLEY SWR 11800 087° (18.8) 9214 9600 from PIDIC 344° (4.2) 9600 from SPOON 344° (4.4)

ORUKE 7045± 11500 to PIDIC 074° (5) (IAF) PIDIC 11500 to PIDIC 044° (13.5) (IAF) SPOON 9600 320° (9.8) (IAF) RAMRE

RICHY 9150

ELEV 4415 4474±

D

TWR 4488 4482 4545 4447± 11002 X 150 9000 X 150 6102 X 150 19L 19R 25 34R 34L TDZE 4410

REIL Rwys 7, 16L, 25, and 34R
MIRL Rwys 7-25
HIRL Rwys 16R-34L and 16L-34R

4478± 344° to RW34L

10000 TAKLE VGSI and RNAV glidepath not coincident.

JUKNU 9600 Procedure Turn NA GS 3.54° TCH 45 KARME 344° 8300 RW34L 10 NM 8.3 NM

CATEGORY	A	B	C	D
LPV DA	5018-1¼	608 (700-1¼)		NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40409	344°	TDZE	4408
W34B		Apt Elev	4415

RNAV (GPS) Y RWY 34R

RENO/TAHOE INTL (RNO)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct FOBAX and via 343° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

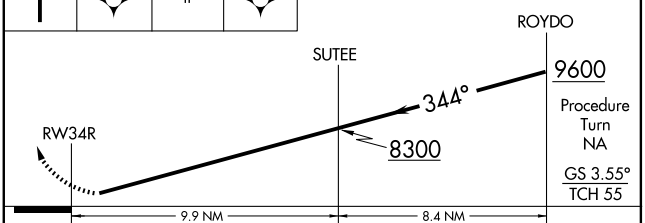
MISSED APCH FIX
7 NM 344° TAKLE 343° FOBAX

4918 4801 4780 4632 4666 5980± 4660 4469 RW34R 5027 MSA RW34R 25 NM 12000 7198 6862 7337 10776 9789 9240 SUTEE 7864 VIKES 7704 8300 344° (8.4) 11000 176° (6.8) (IF) ROYDO 9600 256° (6.9) (IAF) NIPME 8343 7532 SQUAW VALLEY SWR 11800 087° (18.8) 9214 9600 from PIDIC 346° (4.4) 9600 from SPOON 346° (4.6) ORUKE 11500 to PIDIC 074° (5) (IAF) PIDIC 7045± 11500 to PIDIC 044° (13.5) (IAF) SPOON 9600 321° (9) (IAF) RAMRE RICHY 9150

ELEV 4415 4474± D 19L 19R 4545 TWR 4488 11002 X 150 9000 X 150 6102 X 150 7 25 4482 4447± 34R TDZE 4408 34L 4478± REIL Rwys 7, 16L, 25, and 34R MIRL Rwy 7-25 HIRL Rwys 16R-34L and 16L-34R 344° to RW34R

10000	FOBAX	343° tr	TAKLE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	5043-2 635 (700-2)			NA

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 16L

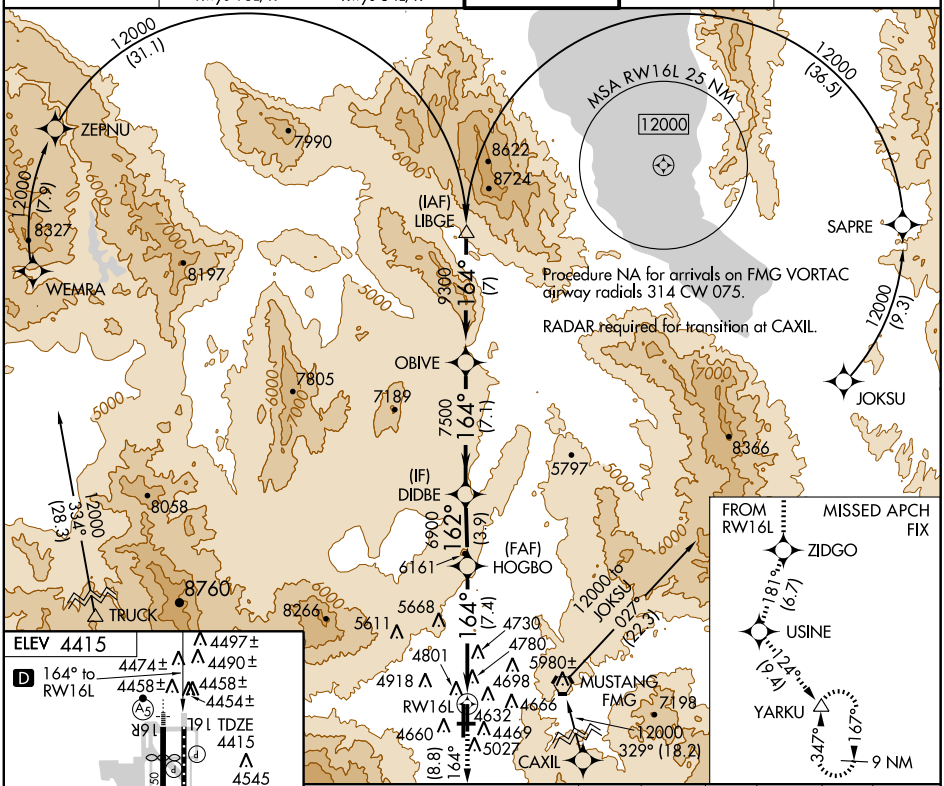
RENO/TAHOE INTL (RNO)

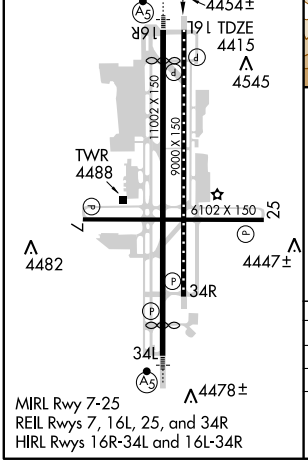
APP CRS	Rwy Idg	9000
164°	TDZE	4415
	Apt Elev	4415

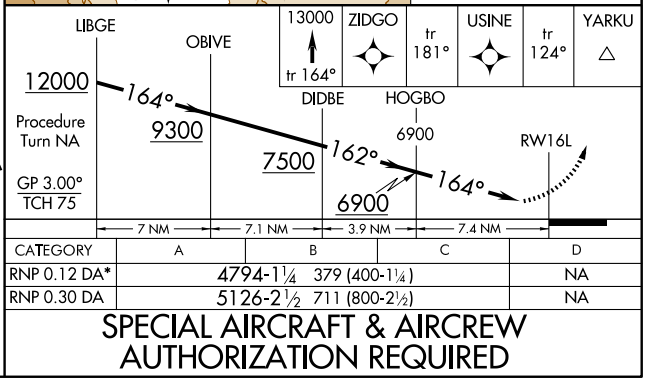
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 54°C (130°F).
* Missed approach requires minimum climb of 260 feet per NM to 7300.
Visibility reduction by helicopters NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 13000 via track 164° to ZIDGO and via track 181° to USINE and via track 124° to YARKU and hold, continue climb-in-hold to 13000.

ATIS	RENO APP CON				RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 Rwys 16L/R	353.9 Rwys 16L/R	119.2 Rwys 34L/R	279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
RNP 0.12 DA*	4794-1¼ 379 (400-1¼)			NA
RNP 0.30 DA	5126-2½ 711 (800-2½)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 16R

RENO/TAHOE INTL (RNO)

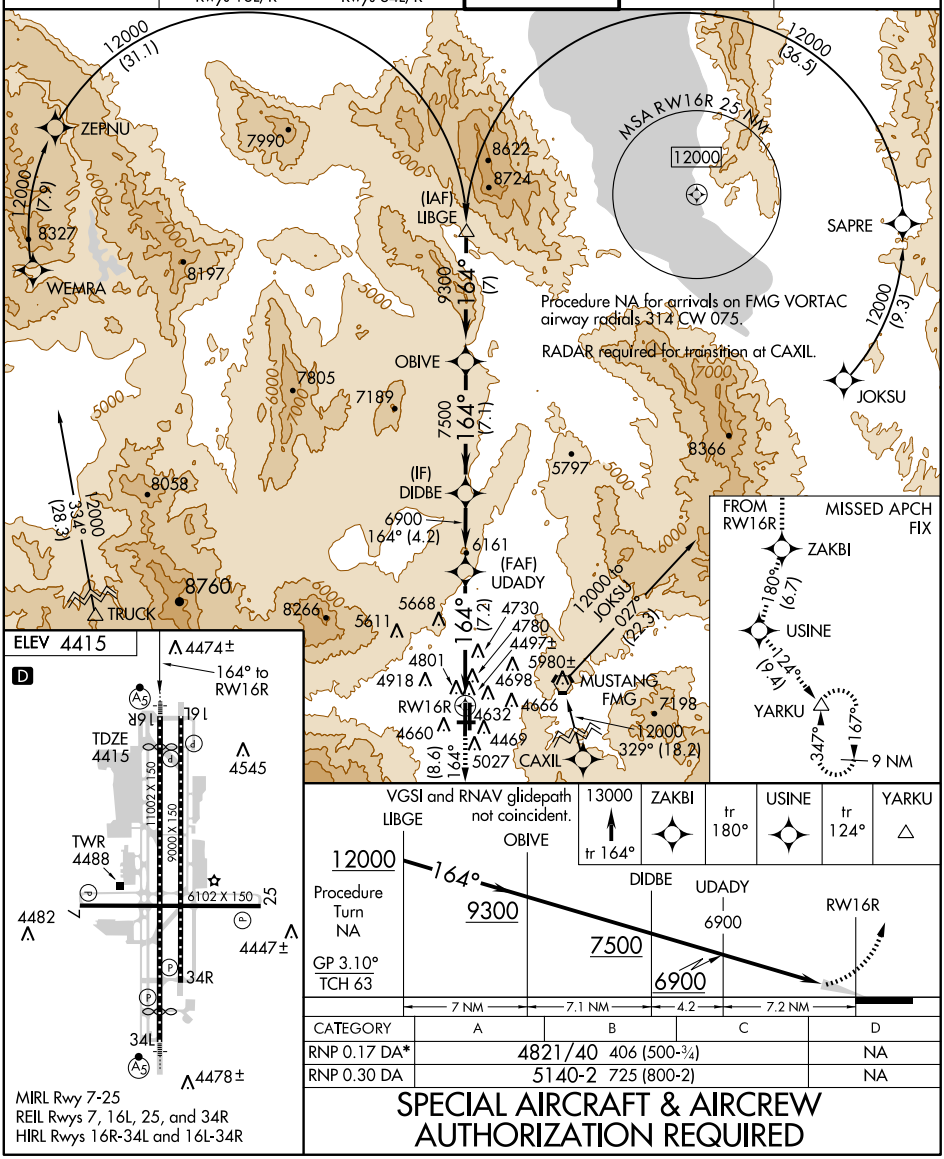
APP CRS	Rwy Idg	10003
164°	TDZE	4415
	Apt Elev	4415

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 54°C (130°F).
For inoperative MALSR, increase RNP 0.17* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2½ miles.
*Missed approach requires minimum climb of 260 feet per NM to 7300.

MALSR

MISSED APPROACH: Climb to 13000 via track 164° to ZAKBI and via track 180° to USINE and via track 124° to YARKU and hold, continue climb-in-hold to 13000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



CATEGORY	A	B	C	D
RNP 0.17 DA*	4821/40 406 (500-¾)			NA
RNP 0.30 DA	5140-2 725 (800-2)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 34L

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	10012
344°	TDZE	4410
	Apt Elev	4415

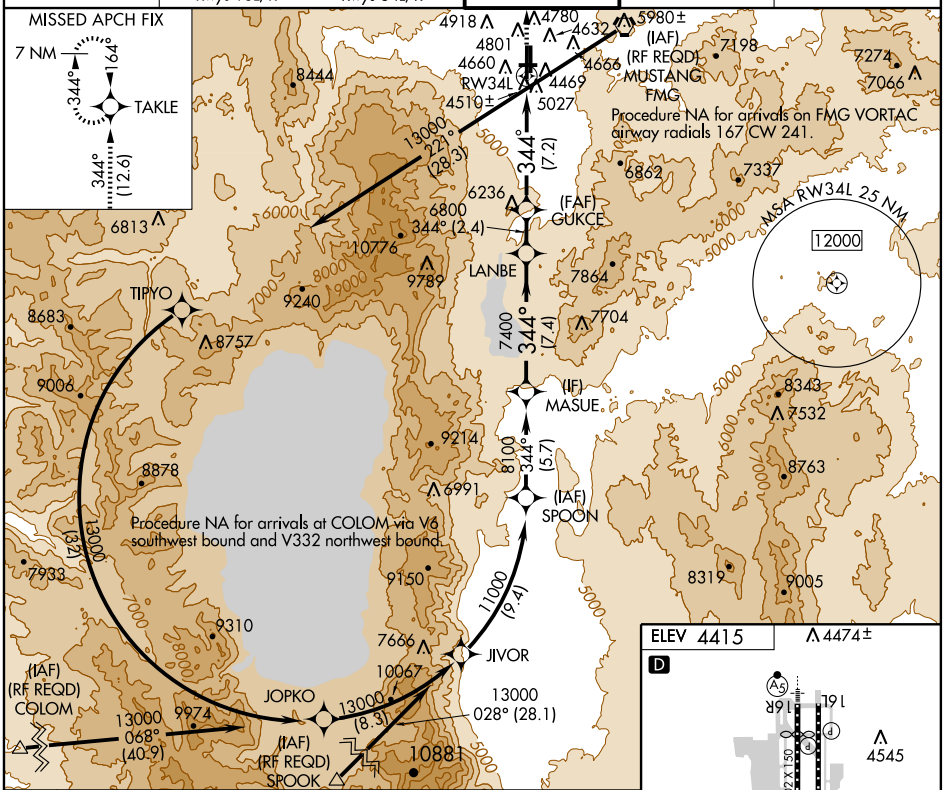
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 40°C (104°F). For inoperative MALSR increase visibility RNP 0.12 to 1¼ mile and RNP 0.30 to 4 miles. Visibility reduction by helicopters NA. *Missed approach requires minimum climb of 243 feet per NM to 7200.

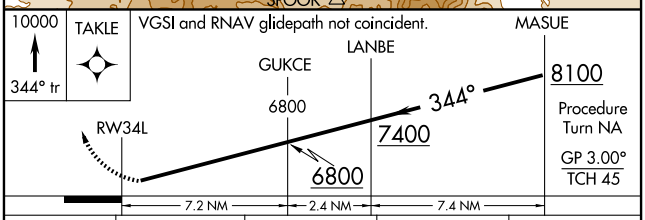
NA

MALSR

MISSED APPROACH: Climb to 10000 via 344° track to TAKLE and hold, continue climb-in-hold to 10000.

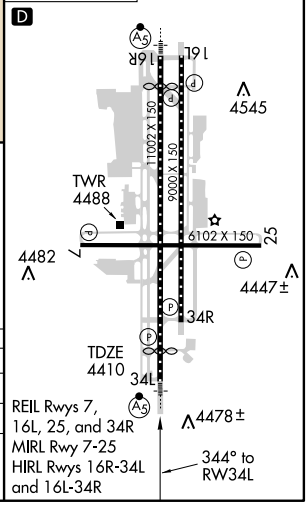
ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85





CATEGORY	A	B	C	D
RNP 0.12 DA*	4771-1 361 (400-1)			
RNP 0.30 DA	5342-2¾ 932 (1000-2¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 34R

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	9000
344°	TDZE	4408
	Apt Elev	4415

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 40°C (105°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 via 344° track to HOGBO and 342° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 344° TAKLE 342° (3.6) HOGBO

Procedure NA for arrivals on FMG VORTAC airway radials 167 CW 241.

MSA RW34R 25 NM 12000

Procedure NA for arrivals at COLOM via V6 southwest bound and V332 northwest bound.

(IAF) (RF REQD) MUSTANG FMG

(FAF) TULVE

WAMIK

PUNTE

(IF) MASUE

(IAF) SPOON

JIVOR

(IAF) (RF REQD) COLOM

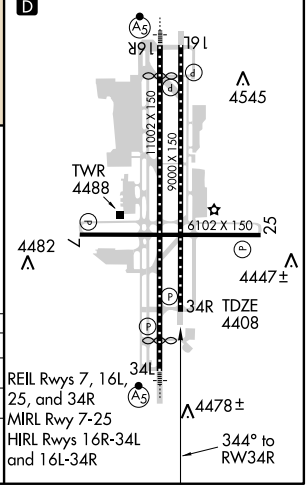
JOPKO

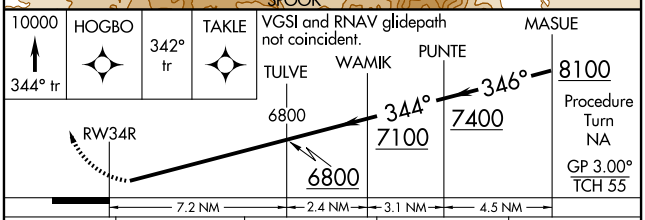
(IAF) (RF REQD) SPOOK

TIPYO

RW34R

ELEV 4415





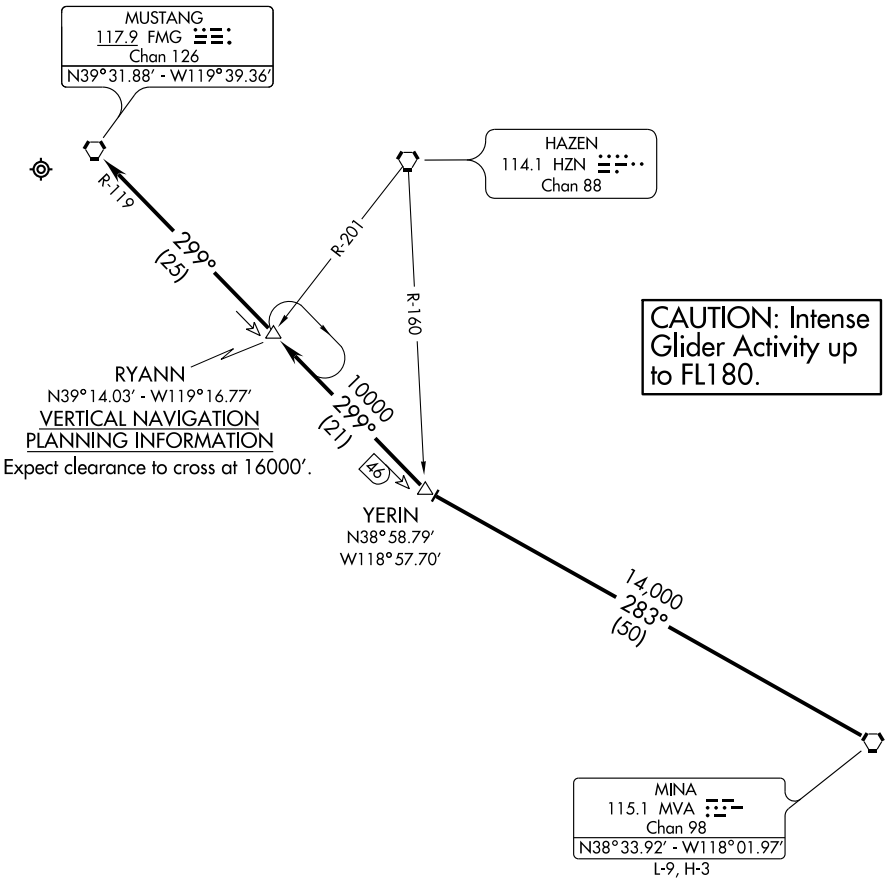
CATEGORY	A	B	C	D
RNP 0.15 DA	5173-2¾ 765 (800-2¾)			
RNP 0.30 DA	5344-4 936 (1000-4)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: For Runway 16 only.

NOTE: RADAR Required.

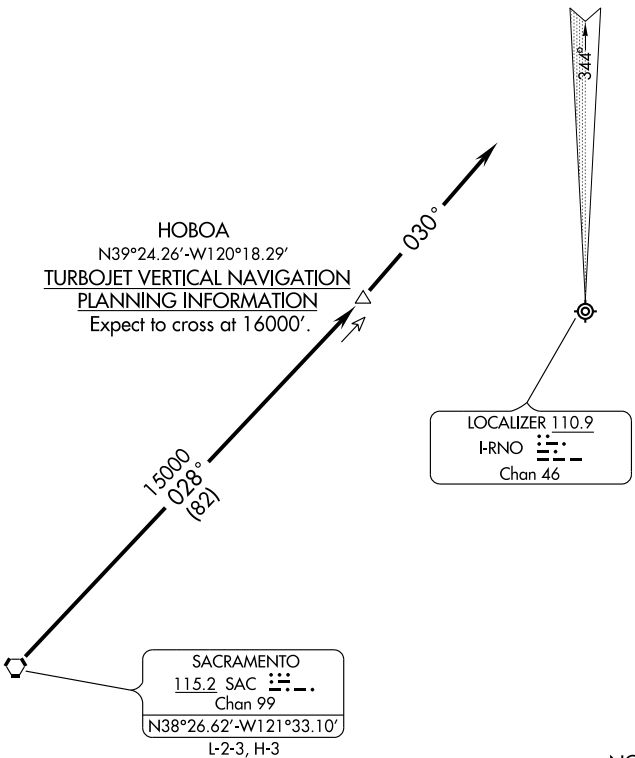
NOTE: Chart not to scale.

RUNWAY 16: From over MVA VORTAC via MVA R-283 to YERIN INT. Thence via FMG R-119 to FMG VORTAC. Expect radar vectors to Runway 16.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0

CAUTION: Intense Glider Activity up to FL180.



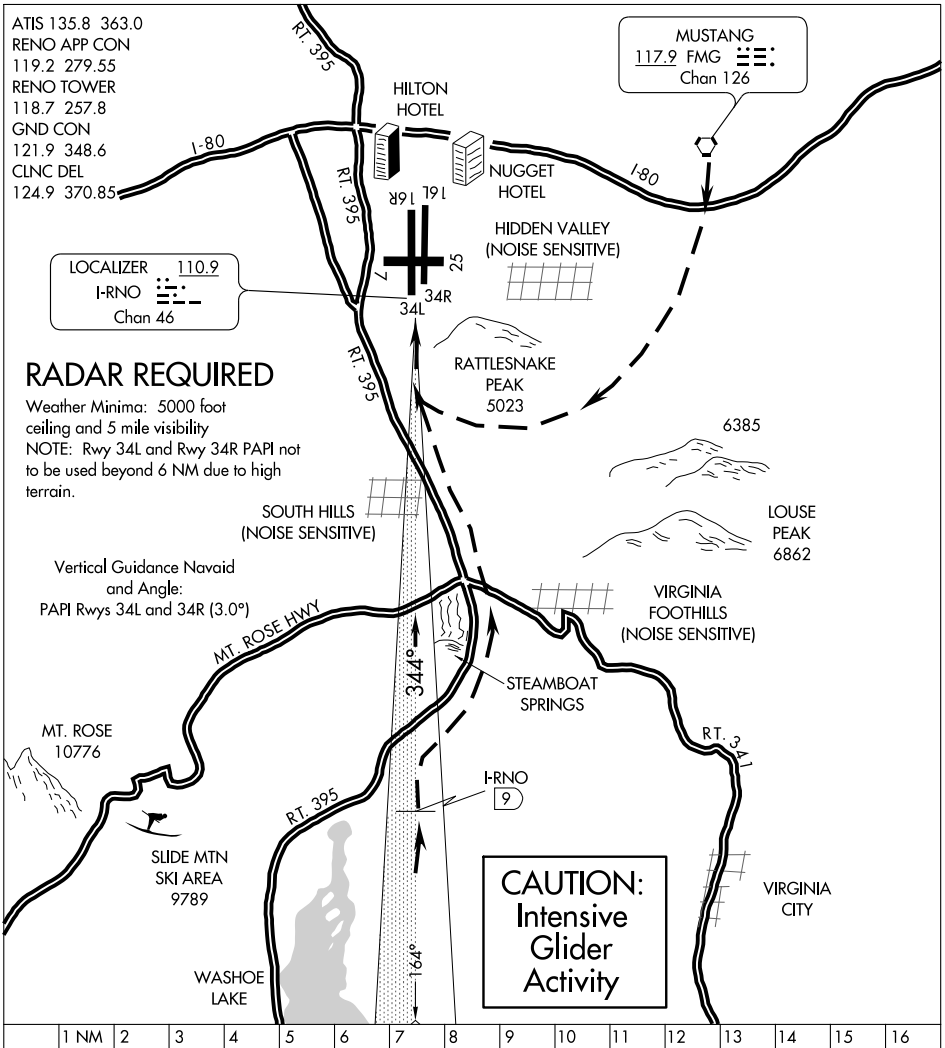
NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

From over SAC VORTAC via SAC R-028 to HOBOA INT/SAC 82 DME. Depart HOBOA heading 030° for vectors to final approach.

SW-4, 21 OCT 2010 to 18 NOV 2010

SOUTH HILLS VISUAL RWY 34L/R

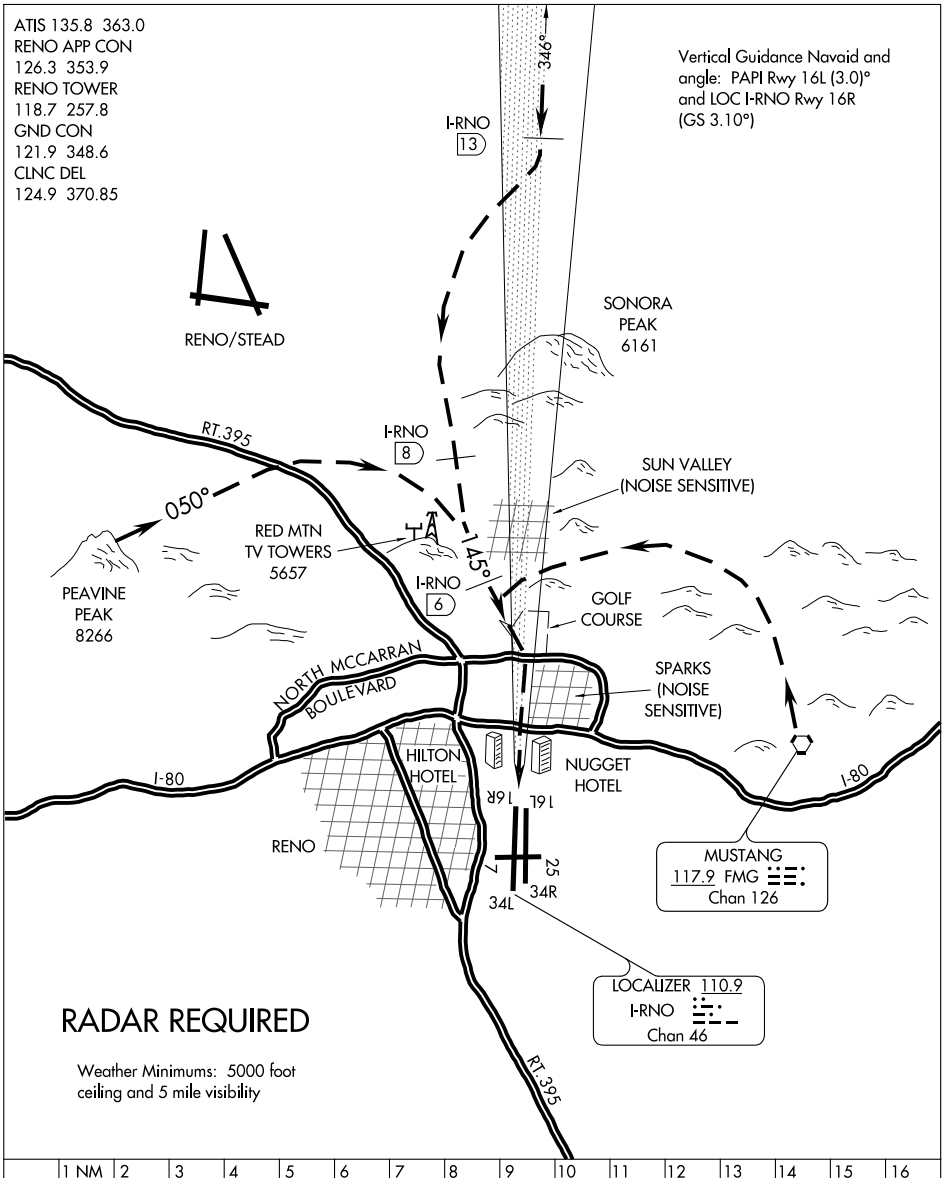
SW-4, 21 OCT 2010 to 18 NOV 2010



SOUTH HILLS VISUAL APPROACH RUNWAY 34L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

When visual approaches to Runways 34L/R are in progress, clearances to aircraft will be given utilizing the following phraseology:
"(IDENT) CLEARED FOR SOUTH HILLS VISUAL RUNWAY 34 LEFT/RIGHT APPROACH."

SPARKS VISUAL RWY 16L/R



SPARKS VISUAL APPROACH RWY 16L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

When visual approaches to Runways 16L/R are in progress clearances to aircraft will be given utilizing the following phraseology:
(IDENT) CLEARED FOR SPARKS VISUAL RUNWAY 16 LEFT/RIGHT APPROACH

39°30'N-119°46'W

SW-4, 21 OCT 2010 to 18 NOV 2010

TARVR ONE ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010

TARVR ONE ARRIVAL
(TARVR.TARVR1) 09127
RENO, NEVADA
RENO/TAHOE INTL

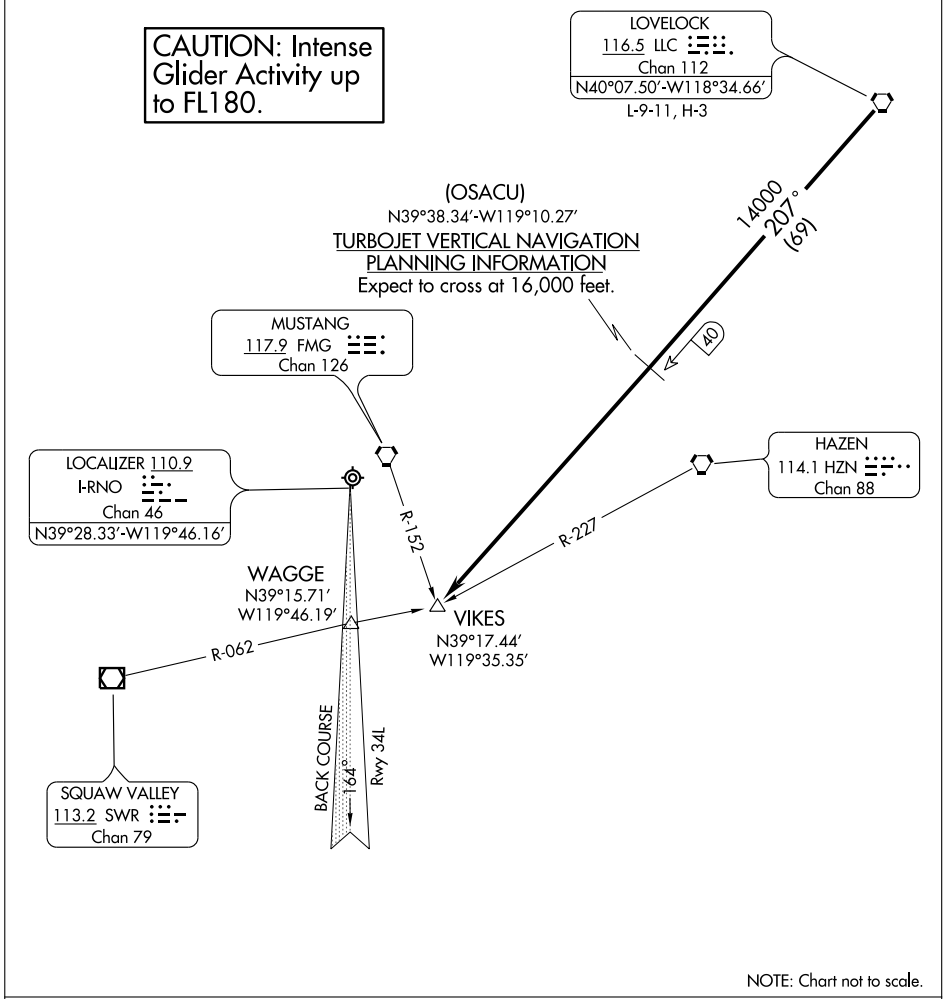
ARRIVAL ROUTE DESCRIPTION

COALDALE TRANSITION (OAL.TARVR1): From over OAL VORTAC via the OAL R-300 and the MVA R-264 to TARVR INT/DME. Thence....
MINA TRANSITION (MVA.TARVR1): From over the MVA VORTAC via MVA R-264 to TARVR INT/DME. Thence....
SACRAMENTO TRANSITION (SAC.TARVR1): From over SAC VORTAC via SAC R-058 to TARVR INT/DME. Thence....
TILTS TRANSITION (TILTS.TARVR1): From over TILTS INT/DME via SWR R-117 to TARVR INT/DME. Thence....
....From over TARVR INT/DME via I-RNO back course to SPOON I-RNO 22.3 DME.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VIKES ONE ARRIVAL

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: Chart not to scale.

From over LLC VORTAC via LLC R-207 to VIKES INT/DME, then radar vectors to the LOCALIZER BACK COURSE I-RNO.

LOST COMMUNICATIONS:
Proceed via the VIKES-WAGGE terminal route and execute the LOC/DME BC RWY 34L approach to Tahoe Intl.

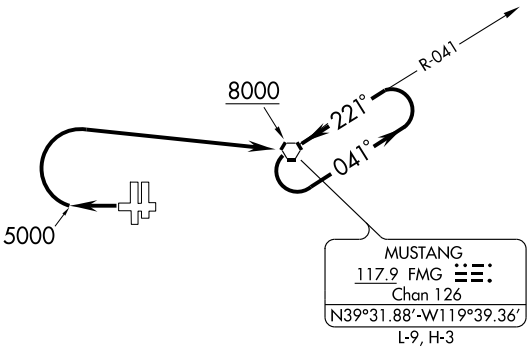
SW-4, 21 OCT 2010 to 18 NOV 2010

VISTA ONE DEPARTURE

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
126.3 353.9

TAKE-OFF OBSTACLE NOTES

Rwy 25: Multiple poles left and right of centerline beginning 500' from DER, 467' left of centerline, up to 48' AGL/4523' MSL.
Numerous trees left and right of centerline, beginning 1877' from DER, 31' left of centerline, up to 40' AGL/4506' MSL.
Sign, 1656' from DER, 422' left of centerline, up to 31' AGL/4482' MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles

Rwys 16L, 16R, 34L, 34R: NA- ATC.

Rwy 25: Cat A/B, do not exceed 180 KIAS until FMG VORTAC, standard with a minimum climb of 380' per NM to 8400, ATC climb of 495' per NM to 8000.
Cat C/D: NA- Air traffic control.

CAUTION: Intense Glider Activity up to FL180.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb to 5000, then climbing right turn to 10000 or assigned altitude direct FMG VORTAC, cross FMG VORTAC at or above 8000. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

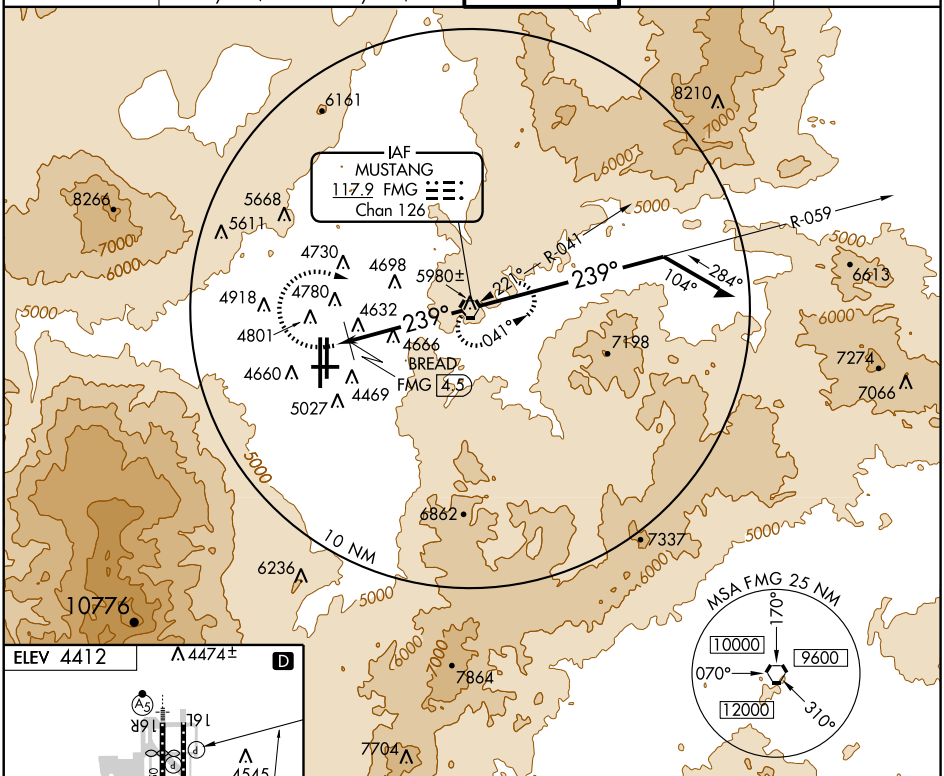
VORTAC FMG 117.9 Chan 126	APP CRS 239°	Rwy Idg N/A TDZE N/A Apt Elev 4412

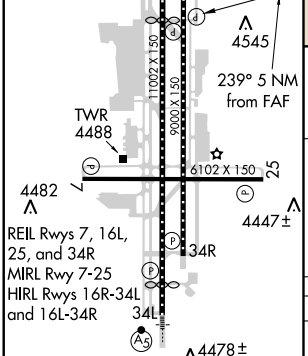
VOR-D

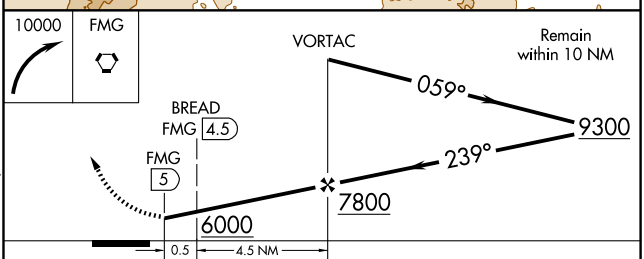
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climbing right turn to 10000 direct FMG VORTAC and hold. Continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
CIRCLING	6000-1¼ 1588 (1600-1¼)	6000-1½ 1588 (1600-1½)	6000-3 1588 (1600-3)	
BREAD FIX MINIMUMS				
CIRCLING	5800-1¼ 1388 (1400-1¼)	5800-1½ 1388 (1400-1½)	5800-3 1388 (1400-3)	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAGGE TWO DEPARTURE

SL-346 (FAA)

RENO/TAHOE INTL (RNO)
RENO, NEVADA

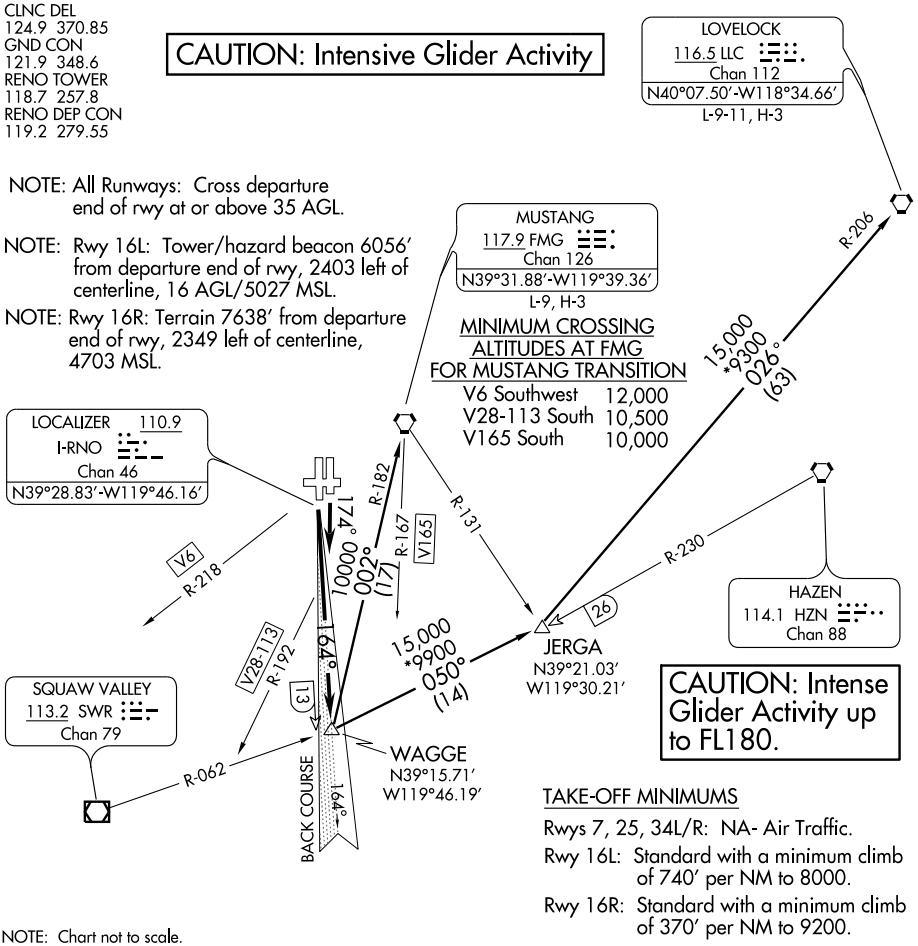
ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 279.55

CAUTION: Intensive Glider Activity

NOTE: All Runways: Cross departure end of rwy at or above 35 AGL.

NOTE: Rwy 16L: Tower/hazard beacon 6056' from departure end of rwy, 2403 left of centerline, 16 AGL/5027 MSL.

NOTE: Rwy 16R: Terrain 7638' from departure end of rwy, 2349 left of centerline, 4703 MSL.



TAKE-OFF MINIMUMS

Rwys 7, 25, 34L/R: NA- Air Traffic.

Rwy 16L: Standard with a minimum climb of 740' per NM to 8000.

Rwy 16R: Standard with a minimum climb of 370' per NM to 9200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climbing right turn heading 174° to intercept I-RNO South course to WAGGE INT, thence via (transition) or (assigned route).

TAKE-OFF RUNWAY 16R: Climb via I-RNO South course to WAGGE INT, thence via (transition) or (assigned route).

All aircraft maintain 15,000 or assigned altitude. Expect clearance to requested altitude five minutes after departure

LOVELOCK TRANSITION (WAGGE2.LLC): From over WAGGE INT via HZN R-230 and LLC R-206 to LLC VORTAC.

MUSTANG TRANSITION (WAGGE2.FMG): From over WAGGE INT via FMG R-182 to FMG VORTAC.

ZEFFR THREE DEPARTURE (RNAV)

SL-346 (FAA)

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 279.55

TAKE-OFF MINIMUMS

Rwys 7, 25, 34L, 34R: NA - ATC

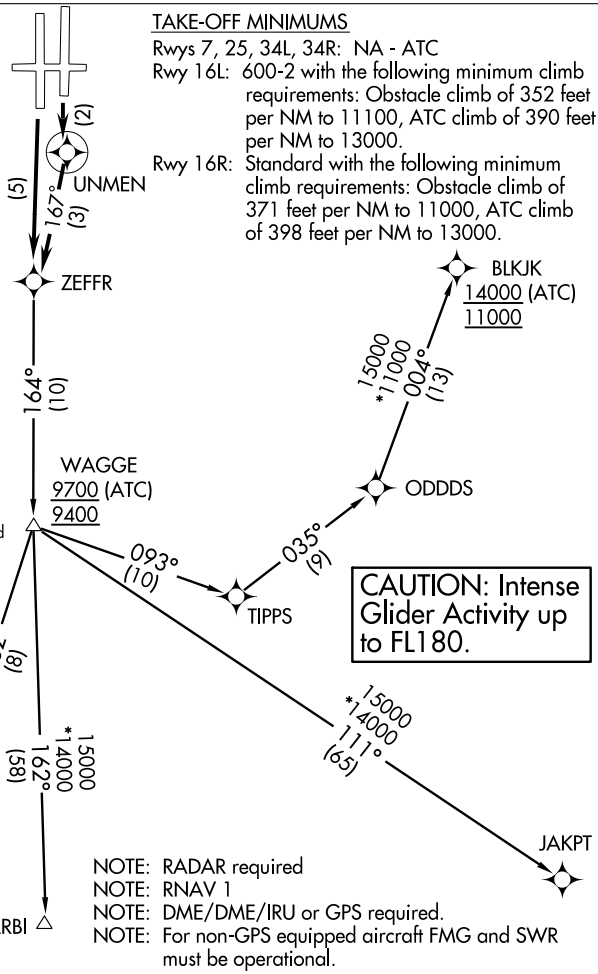
Rwy 16L: 600-2 with the following minimum climb requirements: Obstacle climb of 352 feet per NM to 11100, ATC climb of 390 feet per NM to 13000.

Rwy 16R: Standard with the following minimum climb requirements: Obstacle climb of 371 feet per NM to 11000, ATC climb of 398 feet per NM to 13000.

TAKE-OFF OBSTACLE NOTES

RWY 16L: Antenna, trees, and light poles beginning 618' from DER, 131' left of centerline, up to 40' AGL/4449' MSL. Terrain beginning 5189' from DER, 821' left of centerline, up to 4939' MSL.

RWY 16R: Multiple trees beginning 746 feet from DER, 380' left of centerline, up to 49' AGL/4478' MSL. Multiple trees beginning 2783' from DER, 171' right of centerline, up to 71' AGL/4510' MSL. Ground beginning 1.2 NM from DER, 777' left of centerline, up to 4703' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct UNMEN, then via 167° track to ZEFFR, Thence...

TAKE-OFF RUNWAY 16R: Climb direct ZEFFR, Thence...

....via (transition) or (assigned route). Maintain 15000. Expect clearance to filed altitude five minutes after departure.

BLKJK TRANSITION (ZEFFR3.BLKJK)

DARBI TRANSITION (ZEFFR3.DARBI)

JAKPT TRANSITION (ZEFFR3.JAKPT)

MRLET TRANSITION (ZEFFR3.MRLET)

ZEFFR THREE DEPARTURE (RNAV)

RENO, NEVADA
RENO/TAHOE INTL (RNO)

(ZEFFR3.ZEFFR) 09183

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RTS	APP CRS	Rwy Idg	7800
111.9	318°	TDZE	5045
Chan 56		Apt Elev	5050

ILS or LOC/DME RWY 32

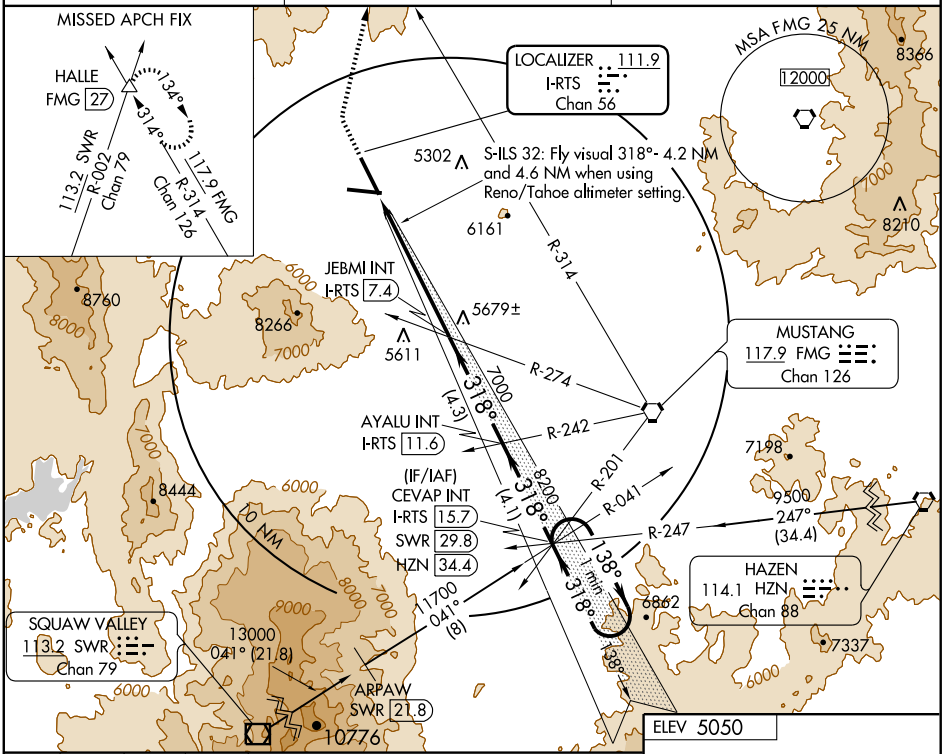
RENO/STEAD (RTS)

V A NA — Inoperative table does not apply. Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all DA/MDA 120 feet. VDP NA when using Reno/Tahoe Intl altimeter setting.

MALSR (A5)

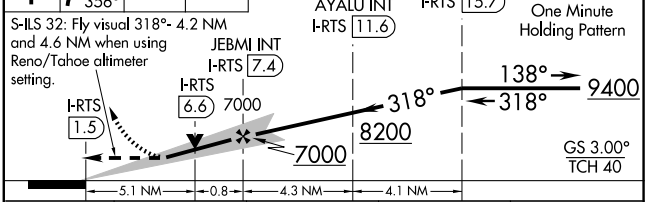
MISSED APPROACH: Climb to 6740 then climbing right turn to 14000 via heading 356° and FMG VORTAC R-314 to HALLE INT/FMG 27 DME and hold, continue climb-in-hold to 14000.

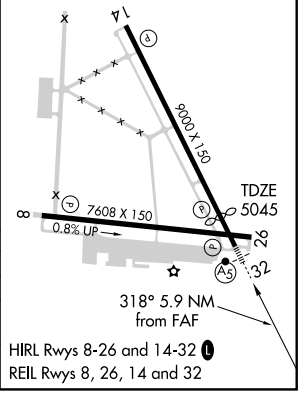
AWOS-A	RENO APP CON	UNICOM
135.175	126.3 353.9	122.7 (CTAF) L



6740	14000	FMG	HALLE
↑	hdg 356°	R-314	△

Use I-RTS DME when on the localizer course.





CATEGORY	A	B	C	D
S-ILS 32	6425-3 1380 (1400-3)			
S-LOC 32	6720-1¼ 1675 (1700-1¼)	6720-1½ 1675 (1700-1½)	6720-3 1675 (1700-3)	
CIRCLING	6720-1¼ 1670 (1700-1¼)	6720-1½ 1670 (1700-1½)	6720-3 1670 (1700-3)	

HIRL Rwys 8-26 and 14-32 L
REIL Rwys 8, 26, 14 and 32

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 60920	318°	TDZE	5045
W32A		Apt Elev	5050

RNAV (GPS) RWY 32

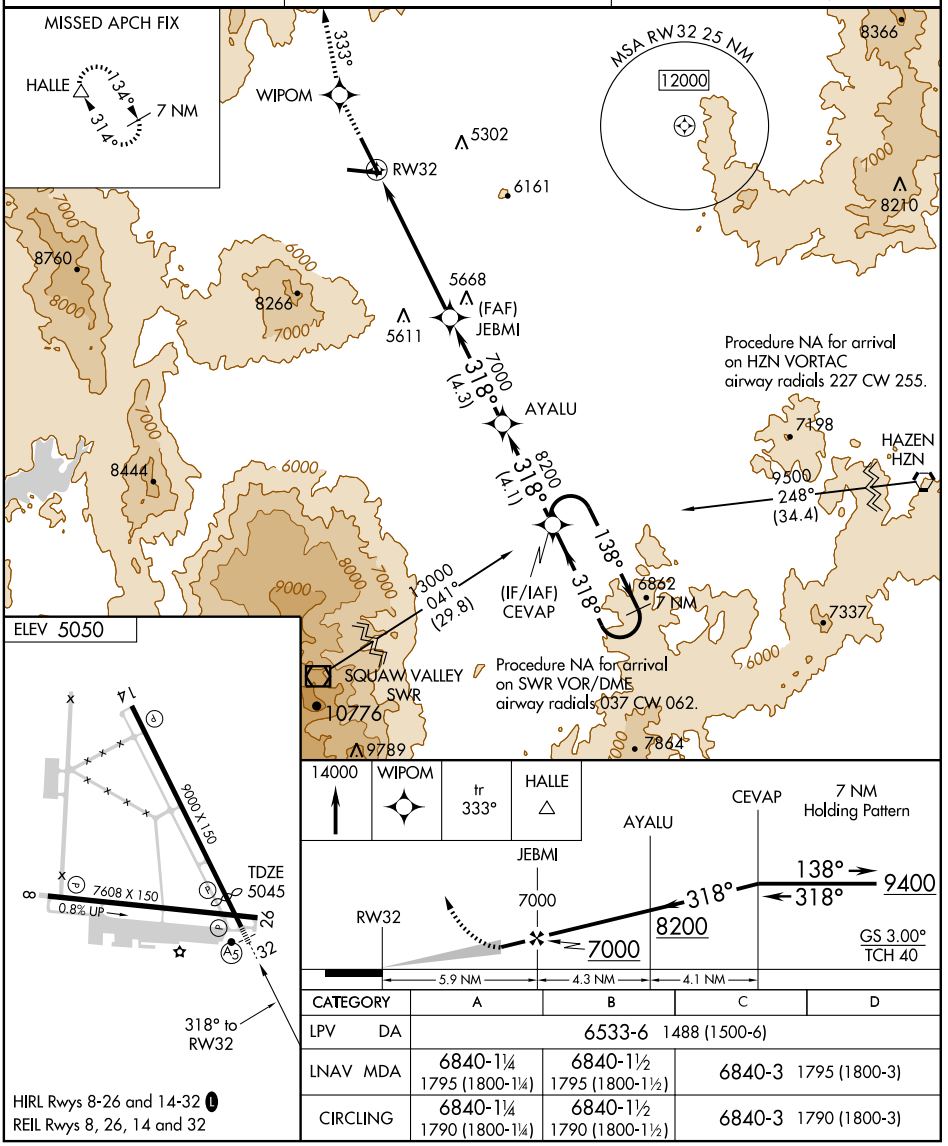
RENO/STEAD (RTS)

When VGSI inoperative, Circling Rwy 8 NA at night. DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all DA 115 feet and all MDA 120 feet. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 14000 direct WIPOM and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

AWOS-A	RENO APP CON	UNICOM
135.175	126.3 353.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	6533-6 1488 (1500-6)			
LNAV MDA	6840-1¼ 1795 (1800-1¼)	6840-1½ 1795 (1800-1½)	6840-3 1795 (1800-3)	
CIRCLING	6840-1¼ 1790 (1800-1¼)	6840-1½ 1790 (1800-1½)	6840-3 1790 (1800-3)	

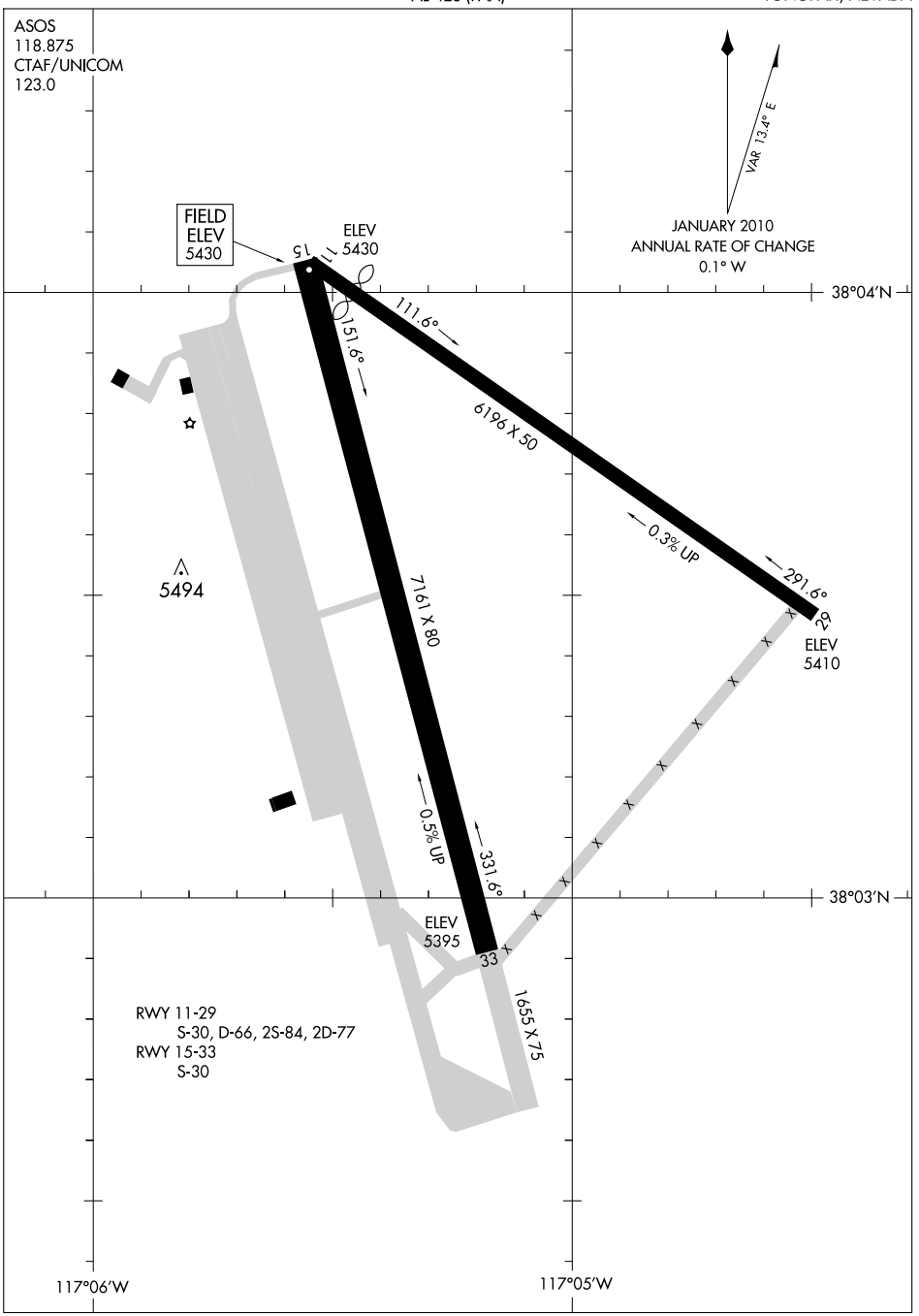
HIRL Rwys 8-26 and 14-32 L
REIL Rwys 8, 26, 14 and 32

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-423 (FAA)

TONOPAH (TPH)
TONOPAH, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TONOPAH, NEVADA
TONOPAH (TPH)

10210

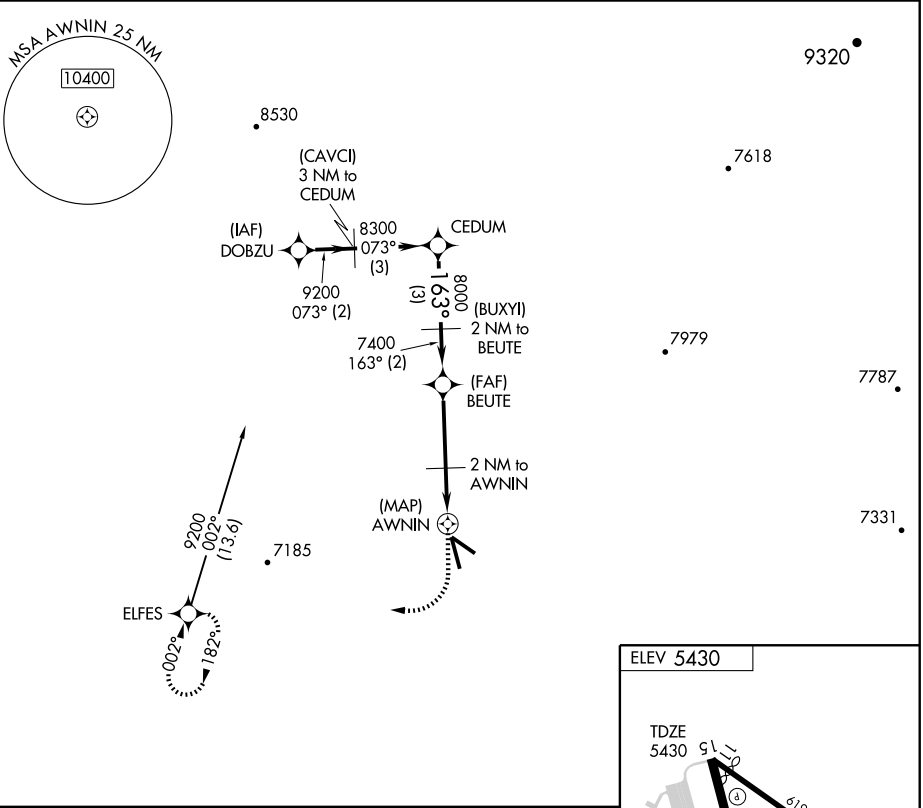
APP CRS	Rwy Idg	7161
163°	TDZE	5430
	Apt Elev	5430

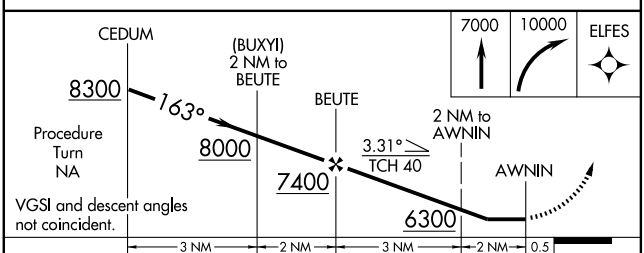
GPS RWY 15
TONOPAH (TPH)

NA

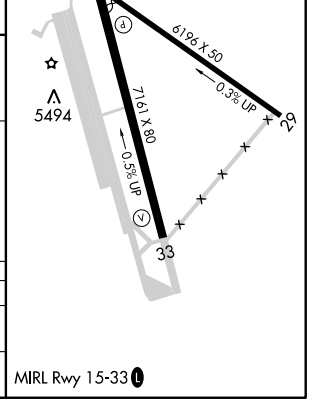
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct ELFES WP and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
118.875	133.45 317.625	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	5820-1 390 (400-1)			5820-1¼ 390 (400-1¼)
CIRCLING	5820-1 390 (400-1)	5880-1 450 (500-1)	5880-1½ 450 (500-1½)	6040-2 610 (700-2)



MIRL Rwy 15-33 L

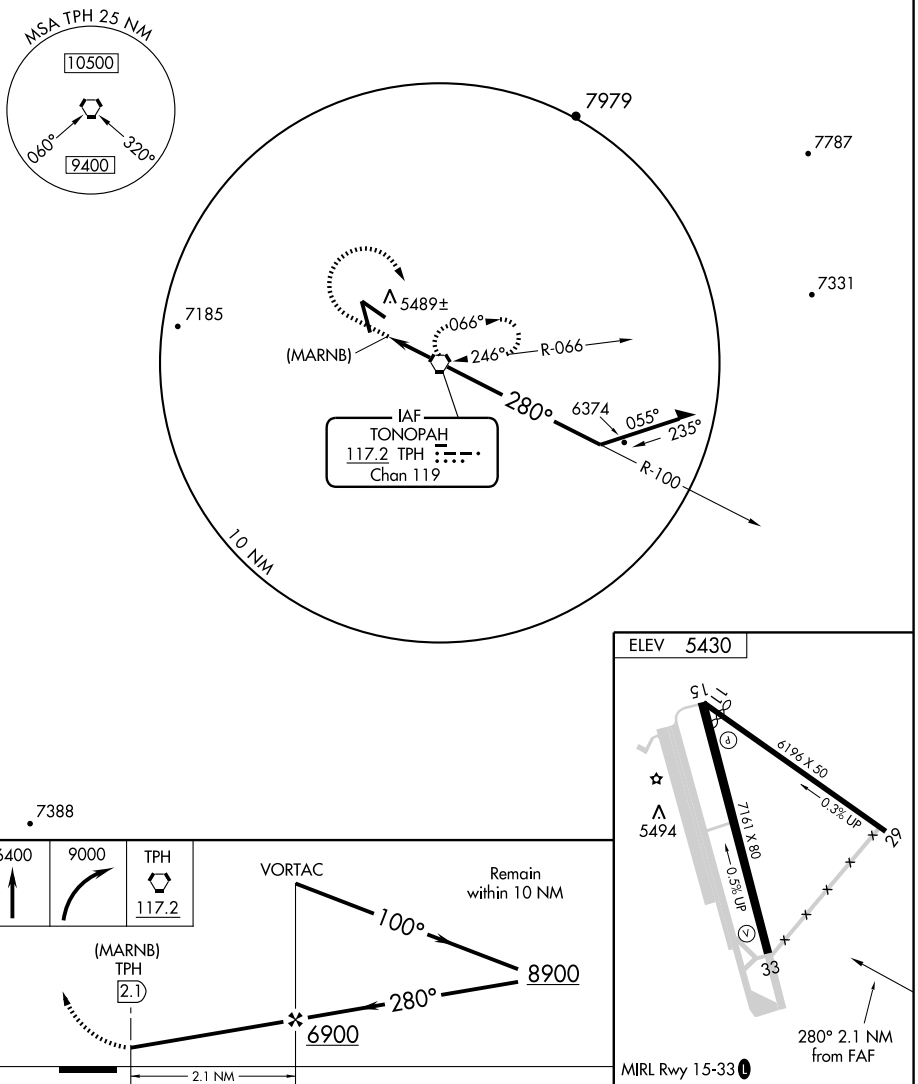
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TPH 117.2 Chan 119	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 5430

VOR or GPS-A
TONOPAH (TPH)

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct TPH VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
118.875	133.45 317.625	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	6100-1	670 (700-1)	6100-2 670 (700-2)	6100-2¼ 670 (700-2¼)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

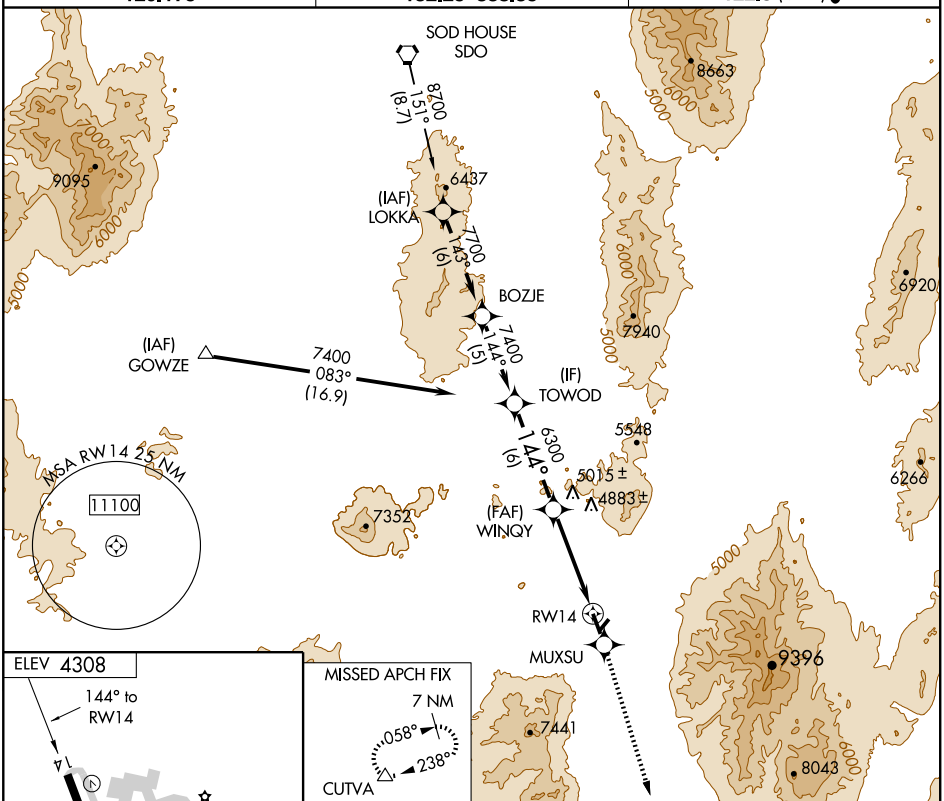
WAAS	APP CRS	Rwy Idg	7000
CH 62902	144°	TDZE	4304
W14A		Apt Elev	4308

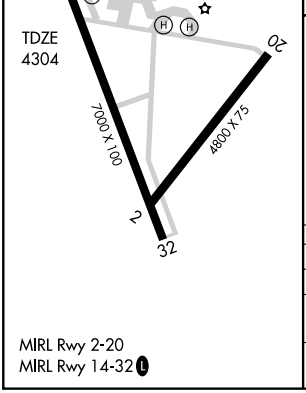
RNAV (GPS) RWY 14
WINNEMUCCA MUNI (WMC)

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Battle Mountain altimeter setting.

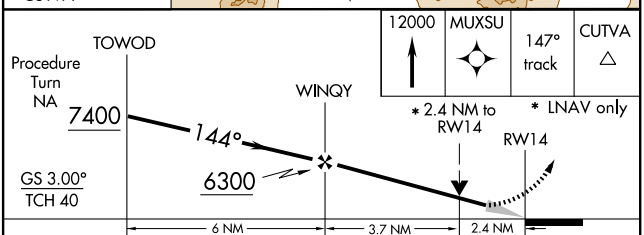
MISSED APPROACH: Climb to 12000 direct MUXSU and via 147° track to CUTVA and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L





MISSED APCH FIX
7 NM
058°
238°
CUTVA



CATEGORY	A	B	C	D
LPV DA	4843-2 539 (600-2)			
LNAV MDA	5100-1 796 (800-1)	5100-1¼ 796 (800-1¼)	5100-2¼ 796 (800-2¼)	5100-2½ 796 (800-2½)
CIRCLING	5100-2 792 (800-2)		5100-2¼ 792 (800-2¼)	5100-2½ 792 (800-2½)

MIRL Rwy 2-20
MIRL Rwy 14-32 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

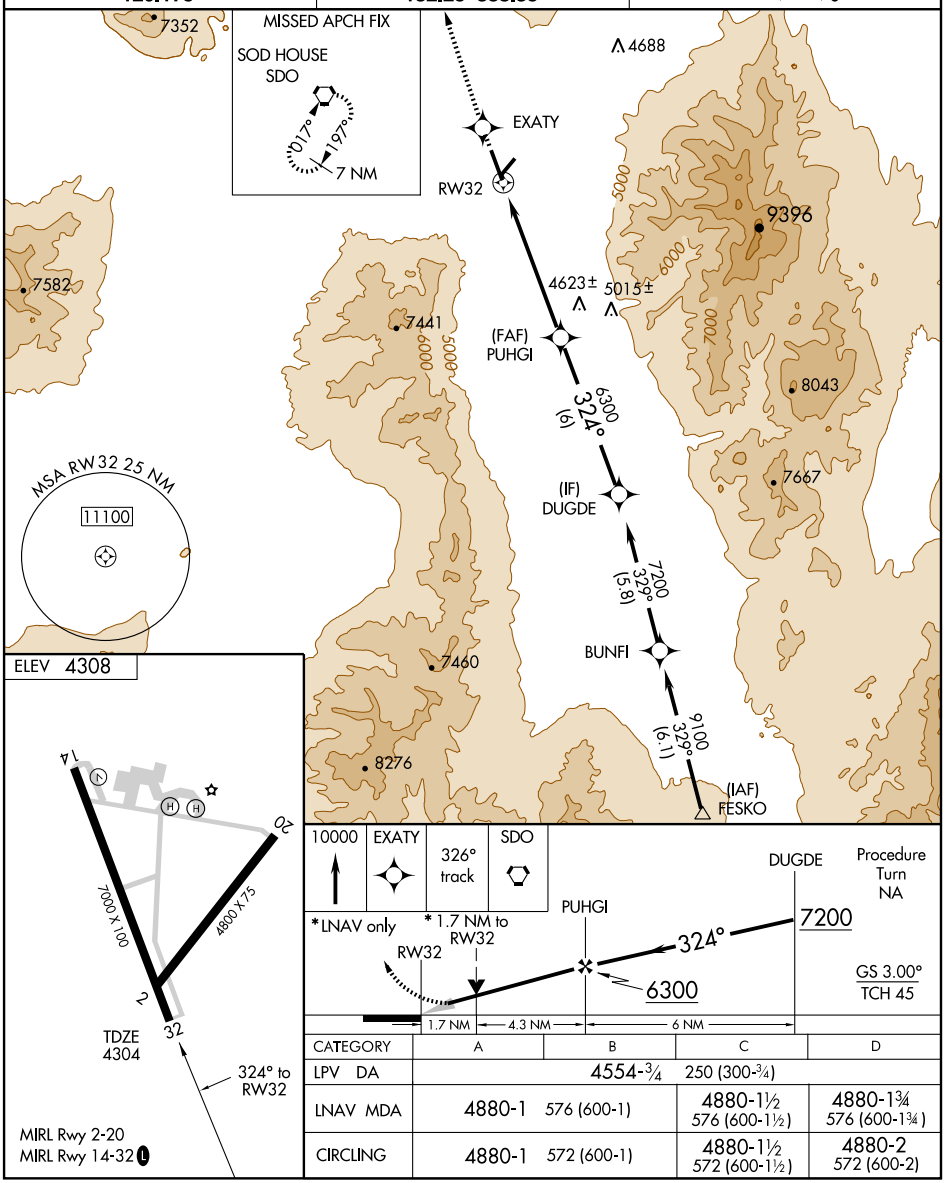
WAAS	APP CRS	Rwy Idg	7000
CH 72702	324°	TDZE	4304
W32A		Apt Elev	4308

RNAV (GPS) RWY 32
WINNEMUCCA MUNI (WMC)

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Battle Mountain altimeter setting.

MISSED APPROACH: Climb to 10000 direct EXATY and via 326° track to SDO VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4554-¾		250 (300-¾)	
LNAV MDA	4880-1	576 (600-1)	4880-1½ 576 (600-1½)	4880-1¾ 576 (600-1¾)
CIRCLING	4880-1	572 (600-1)	4880-1½ 572 (600-1½)	4880-2 572 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME INA	APP CRS	Rwy Idg	7000
108.2	146°	TDZE	4299
Chan 19		Apt Elev	4304

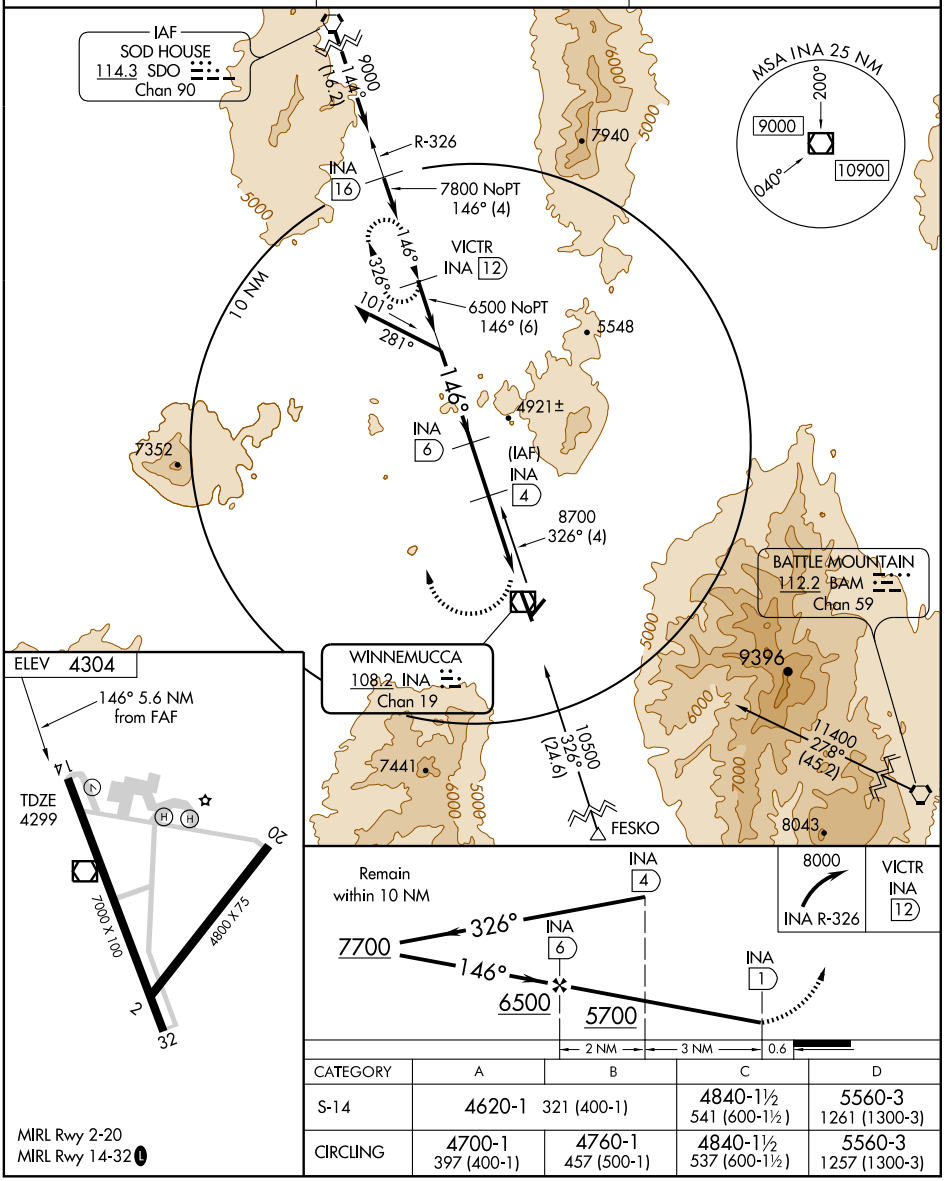
VOR/DME RWY 14

WINNEMUCCA MUNI (WMC)

ACTIVATE MIRL Rwy 14-32-CTAF.

MISSED APPROACH: Climbing right turn to 8000 via INA R-326 to VICTR DME Fix and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	4620-1	321 (400-1)	4840-1½ 541 (600-1½)	5560-3 1261 (1300-3)
CIRCLING	4700-1 397 (400-1)	4760-1 457 (500-1)	4840-1½ 537 (600-1½)	5560-3 1257 (1300-3)

MIRL Rwy 2-20
MIRL Rwy 14-32 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL ..... **RNAV (GPS) Rwy 16[12]**
RNAV (GPS) Rwy 34[34]
VOR/DME Rwy 34[15]

[1]NA when local weather not available.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 2200-2; Categories C, D, 2200-3.

CEDAR CITY, UT

CEDAR CITY RGNL ..... **ILS Rwy 20**
VOR Rwy 20

Category D, 900-2¾.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS INTL ..... **VOR/DME or GPS Rwy 17**
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL..... **LDA/DME RWY 23[1]**
RNAV (GPS) Rwy 23[2]
VOR -A[3]
VOR/DME-B[4]

[1]Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.
[4]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME — ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM ..... **ILS or LOC/DME Rwy 21[12]**
VOR-A[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF ..... **ILS or LOC Rwy 26**
NDB Rwy 26
RNAV (GPS) Rwy 8[1]
VOR Rwy 26

NA when control tower closed.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK ..... **ILS or LOC/DME Rwy 3**

NA when control tower closed.
Category D, 700-2.

VALLE ..... **VOR/DME Rwy 19**

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI ..... **RNAV (GPS) Rwy 1**

Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY ..... **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C, 1000-2¾; Category D, 1000-3.

LAS VEGAS, NV

HENDERSON EXECUTIVE ..... **RNAV (GPS)-B**[1]
VOR-C[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L**[1]
ILS or LOC Rwy 25R[1]
ILS or LOC/DME Rwy 1L[2]
RNAV (GPS) Rwy 1R[3]
RNAV (GPS) Rwy 19L[45]
RNAV (GPS) Rwy 19R[45]
VOR/DME -A[2]
VOR Rwy 25L/R[3]
[1]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.
[2]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.
[3]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV

DERBY FIELD ..... **VOR or GPS-C**[1]
VOR/DME or GPS-A[2]
[1]Categories A,B, 1900-2; Categories C,D, 1900-3.
[2]Categories A,B, 900-2; Category C,900-2¾; Category D, 900-3.

MESA, AZ

FALCON FIELD ..... **NDB-A**
RNAV (GPS) Rwy 4L
RNAV (GPS) Rwy 4R
RNAV (GPS)-B
NA when control tower closed.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD ..... **VOR or GPS-A**
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

OGDEN, UT

OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3**[12]
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3
NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

PHOENIX, AZ

PHOENIX DEER VALLEY ..... **RNAV (GPS)-B**[12]
RNAV (GPS)-C[3]
RNAV(GPS) Rwy 7R[14]
RNAV (GPS) Rwy 25L[14]
[1]NA when local weather not available.
[2]Categories A, B, 1000-2; Category C, 1000-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-
MESA GATEWAY ..... **ILS or LOC Rwy 30C**[12]
RNAV (GPS) Rwy 30C[1]
RNAV (GPS) Rwy 30L[3]
VOR or TACAN Rwy 30C[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

PHOENIX
SKY HARBOR INTL ..... **ILS or LOC Rwy 7R**[1]
ILS or LOC Rwy 7L[1]
ILS or LOC Rwy 8[3]
ILS or LOC Rwy 25L[2]
ILS or LOC Rwy 26[2]
RNAV (GPS) Y Rwy 7R[2]
RNAV (GPS) Y Rwy 7L[2]
RNAV (GPS) Y Rwy 8[4]
RNAV (GPS) Y Rwy 25L[2]
RNAV (GPS) Y Rwy 25R[2]
RNAV (GPS) Y Rwy 26[2]
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

PRESCOTT, AZ

ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L**[12]
RNAV (GPS) Rwy 21L[4]
VOR Rwy 12[3]
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]Category D, 1000-3.

NAME ALTERNATE MINIMUMS

PRICE, UT

CARBON COUNTY RGNL/
BUCK DAVIS FIELD ..... **VOR/DME Rwy 36**
VOR Rwy 36[1]
Category C, 900-2½; Category D, 1100-3.
[1]Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13,**700-2
NA when control tower closed.

RENO, NV

RENO/TAHOE INTL ..... **ILS Rwy 16R,** 2100-7[1]
ILS or LOC/DME Rwy 34L[2]
LOC Rwy 16R[3]
RNAV (GPS) X Rwy 34L[4]
RNAV (GPS) X Rwy 34R[4]
RNAV (GPS) Y Rwy 16L[5]
RNAV (GPS) Y Rwy 16R[6]
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3
[1]LOC, NA.
[2]ILS,LOC, Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1400-2; Categories C,D, 1400-3.
[6]Categories A,B, 1800-2; Categories C,D, 1800-3.

SAFFORD, AZ

SAFFORD RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

ST. GEORGE, UT

ST. GEORGE MUNI ..... **RNAV (GPS) Rwy 34**[1]
VOR or GPS-B,1300-2[2]
VOR-C,1800-3[2]
VOR/DME Rwy 34[23]
[1]Categories A,B 1100-2¼; Categories C,D, 1100-3.
[2]NA except for operators with approved weather reporting service.
[3]Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

SCOTTSDALE, AZ

SCOTTSDALE ..... **RNAV (GPS)-D**[1]
RNAV (GPS)-E[1]
VOR or GPS-A[23]
VOR-C[14]
[1]NA when local weather not available.
[2]NA when Scottsdale altimeter not available.
[3]Categories A, B, C, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-3.

TONOPAH, NV

TONOPAH ..... **VOR or GPS-A**
Category D, 800-2¼.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY ..... **ILS or LOC/DME Rwy 17**[1]
RNAV (GPS) Rwy 17
NA when local weather not available.
[1]ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL ..... **ILS or LOC Rwy 11L**[1]
LOC/DME BC Rwy 29R[2]
RNAV (GPS) Z Rwy 11L[2]
RNAV (GPS) Rwy 29R[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 29L[4]
RNAV (GPS) Z Rwy 29R[2]
VOR or TACAN Rwy 11L[2]
VOR/DME or TACAN Rwy 29R[5]
[1]ILS,LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.
[2]Category E, 1100-3.
[3]Categories A,B,C,D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category E, 1200-3.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WENDOVER, UT

WENDOVER ..... **VOR/DME-B**[1]
VOR/DME or TACAN Rwy 26[2]

[1]Categories A,B, 1700-2; Categories C,D,E, 1700-3.
[2]Category E, 800-2¾.

WINDOW ROCK, AZ

WINDOW ROCK ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS)-B[2]
VOR/DME-A[3]

[1]Category C, 800-2¼.
[2]Categories A, B, 1000-2; Category C, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

WINNEMUCCA, NV

WINNEMUCCA MUNI .... **RNAV (GPS) Rwy 14**[12]
RNAV (GPS) Rwy 32[1]
VOR/DME Rwy 14[3]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 1300-3.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME	TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceding on course. **Rwy 35,** climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceding on course.

NOTE: **Rwy 17,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

21 OCT 2010 to 18 NOV 2010

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C, D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...

climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV

FALLON MUNI (FLX)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climbing right turn...**Rwys 3, 13, 31,** climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3,** vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13,** trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21,** vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31,** trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

FALLON NAS(VAN VOORHIS FLD)(KNFL)

FALLON, NV. 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R,** Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R,** Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7,** Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25,** Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF (FHU)

AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. **All Aircraft** climb to 9500 to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

KANAB, UT

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 171° to 6800 before turning. **Rwy 1,** climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

NOTE: **Rwy 1,** vent on building 554' from DER, 370' left of centelrine, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19,** trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

21 OCT 2010 to 18 NOV 2010

LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (LAS)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R,** std. w/ min. climb of 210' per NM to 2600. **Rwy 25R,** 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R,** climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R,** climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25 L/R,** climb heading 255° to 2800 ,then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19 L/R,** climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L,** building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R,** sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L,** trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R,** tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L,** multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R,** trees 1563' from DER, 329' left of centerline, up to 55' AGL/ 2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy25L,** multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R,** multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29'AGL/2208' MSL.

LAS VEGAS, NV (CON'T)

NORTH LAS VEGAS (VGT)
AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1,** turn right. **Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD (FFZ)
AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND,UT
....Amdt 1, 09099
Rwy 12, 4700-3*
* Or standard with minimum climb of 305 ft/NM to 6100.
DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY BRISCOE FIELD
TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV
MINDEN-TAHOE
TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

MOAB,UT
CANYONLANDS FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.
NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)
LAS VEGAS, NV 08241
Rwy 3L/R, 10,200-3* SR-SS
Rwy 21L/R, 10,200-3* SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ
NOGALES INTL (OLS)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT
OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY (IWA)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

21 OCT 2010 to 18 NOV 2010

RICHFIELD, UT

RICHFIELD MUNI (RIF)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL (SAD)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - Airspace.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use SAFFORD RNAV DEPARTURE.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32,** climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14,** antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L,** vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ
SCOTTSDALE (SDL)
AMDT 8 10042 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 21,** use MARICOPA DEPARTURE.

SEDONA, AZ
SEDONA (SEZ)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

SHOW LOW, AZ
SHOW LOW RGNL
DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.
DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ
TAYLOR MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.
DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

TONOPAH, NV
TONOPAH
TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.
DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT
BOLINDER FIELD-TOOELE VALLEY
TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.
DEPARTURE PROCEDURE: Use STACO DEPARTURE.
NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ
MARANA RGNL
TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles
DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.
NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD (RYN)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33,** NA, ATC.
DEPARTURE PROCEDURE: **Rwys 6R, 24L,** use ALMON DEPARTURE.

TUCSON INTL (TUS)
AMDT 4A 08241 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.
DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.
NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT
VERNAL RGNL
TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.
DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT
WENDOVER
TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.
DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ
COCHISE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

Rwy 17: Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

APP CRS	Rwy Idg	N/A
067°	TDZE	N/A
	Apt Elev	5860

RNAV (GPS)-A

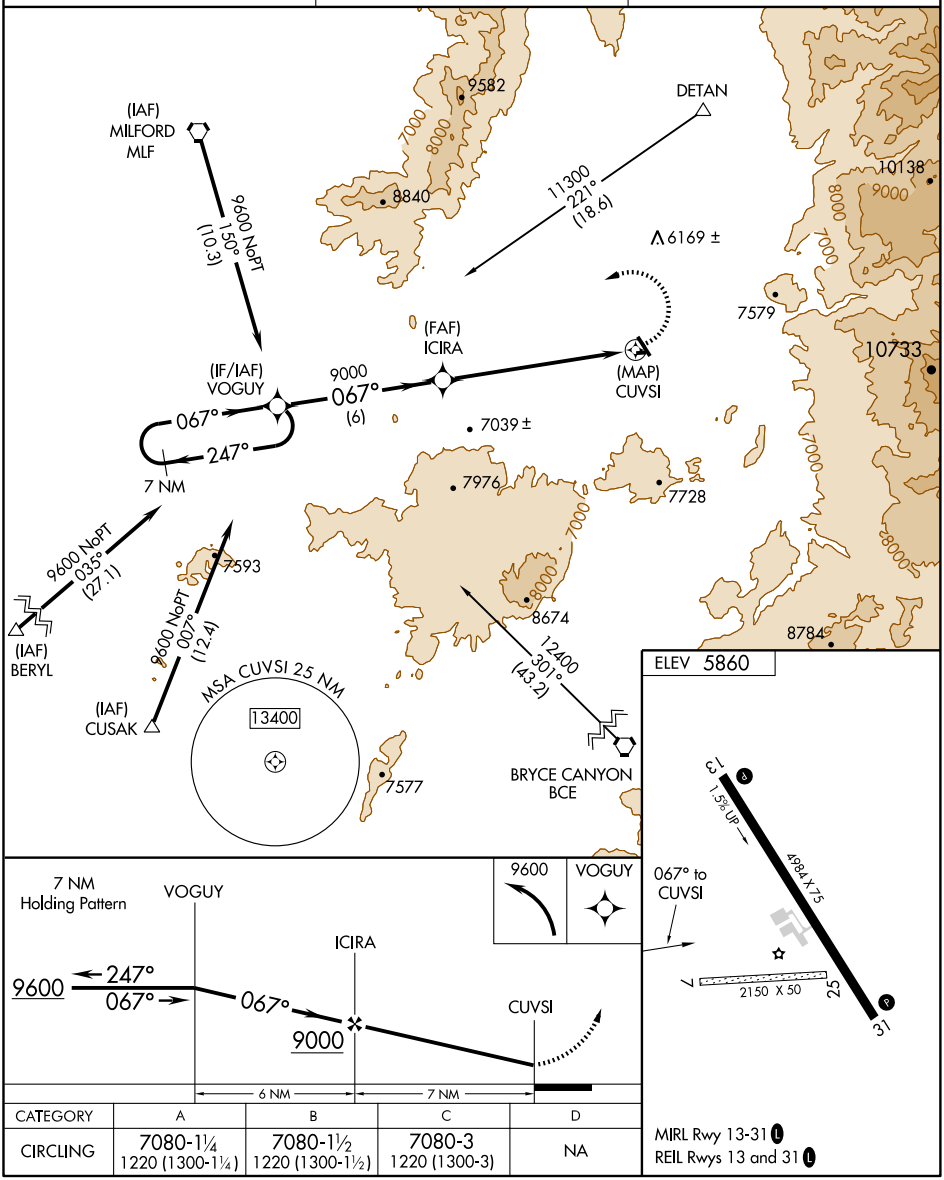
BEAVER MUNI (U52)

NA

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Milford Muni altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 9600 direct VOGUY and hold.

AWOS-3	SALT LAKE CITY CENTER	CTAF
119.925	125.575 379.275	122.9 L



CATEGORY	A	B	C	D
CIRCLING	7080-1¼ 1220 (1300-1¼)	7080-1½ 1220 (1300-1½)	7080-3 1220 (1300-3)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5781
348°	TDZE	5821
	Apt Elev	5868

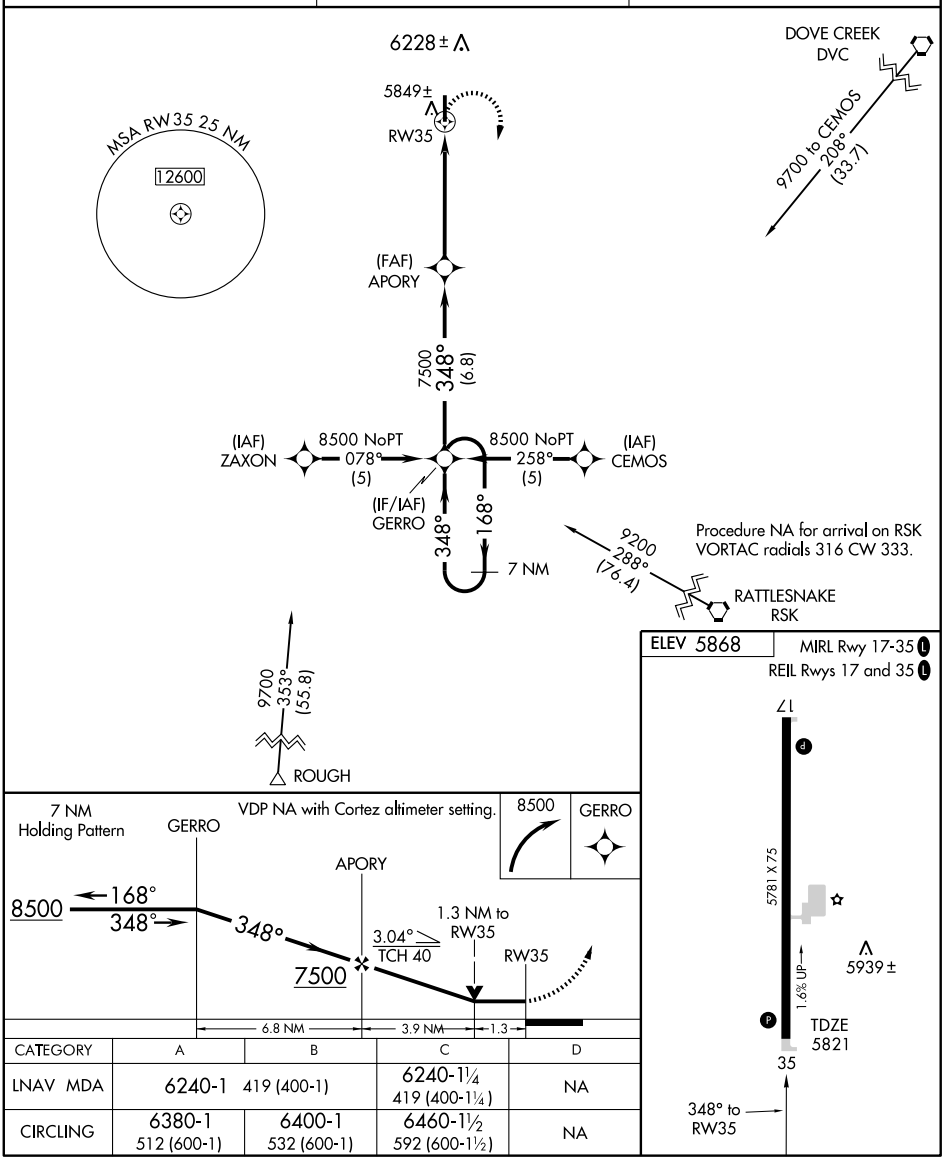
RNAV (GPS) RWY 35

BLANDING MUNI (BDG)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cortez altimeter setting and increase all MDA 120 feet; increase LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 8500 direct GERRO and hold.

AWOS-3	DENVER CENTER	UNICOM
127.75	127.55 343.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6240-1 419 (400-1)		6240-1¼ 419 (400-1¼)	NA
CIRCLING	6380-1 512 (600-1)	6400-1 532 (600-1)	6460-1½ 592 (600-1½)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

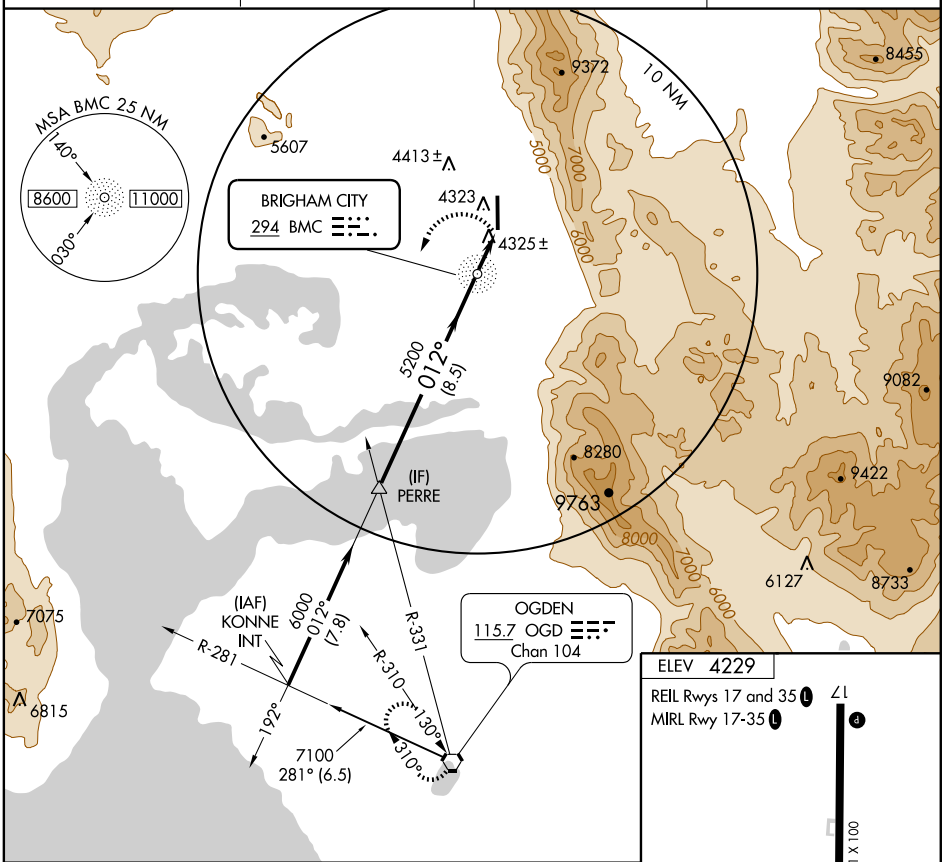
NDB BMC 294	APP CRS 012°	Rwy Idg N/A TDZE N/A Apt Elev 4229

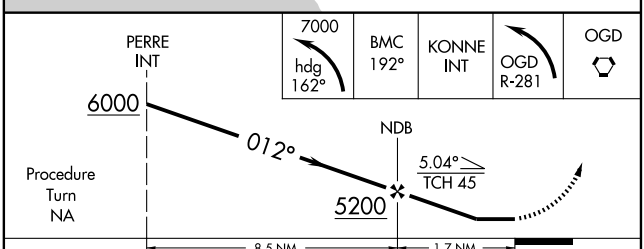
NDB-A
BRIGHAM CITY (BMC)

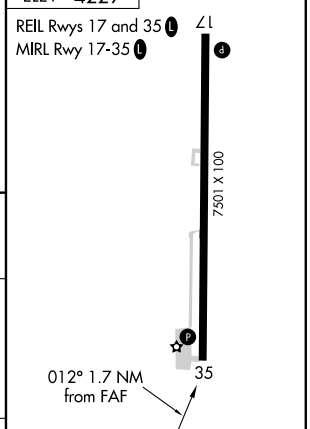
When local altimeter setting not received, use Ogden-Hinckley altimeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 7000 via heading 162° and BMC NDB 192° bearing to KONNE INT and left turn via OGD VORTAC R-281 to OGD VORTAC and hold.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
135.075	121.1 319.25	126.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	4640-1 411 (500-1)	4680-1 451 (500-1)	4840-1¾ 611 (700-1¾)	NA

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7501
358°	TDZE	4229
	Apt Elev	4229

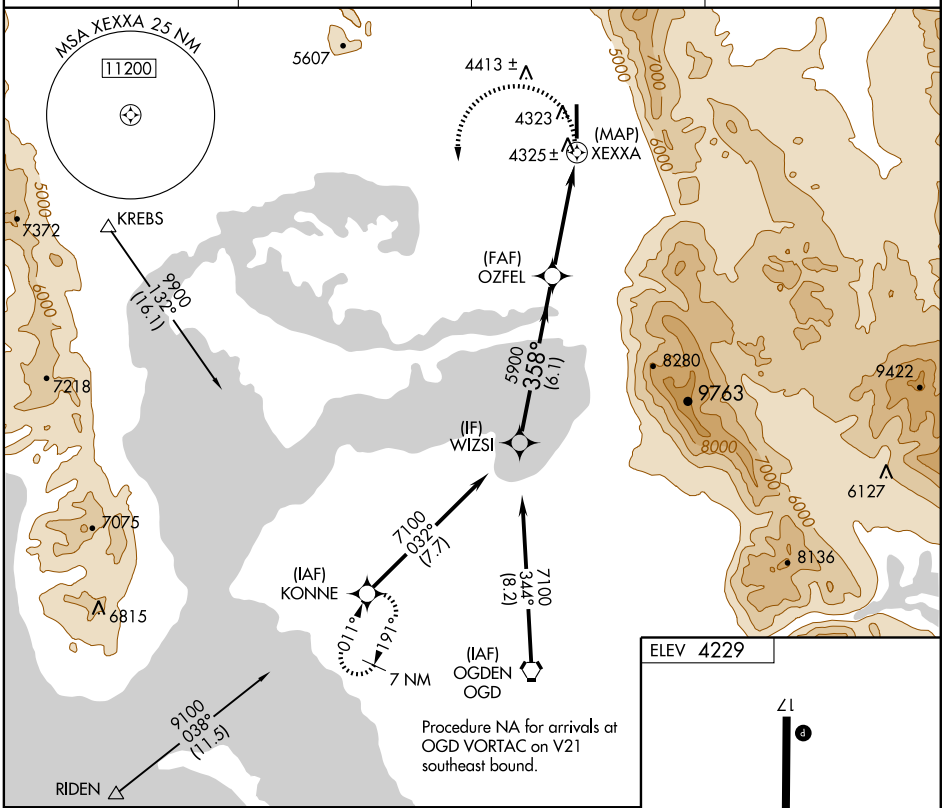
RNAV (GPS) RWY 35

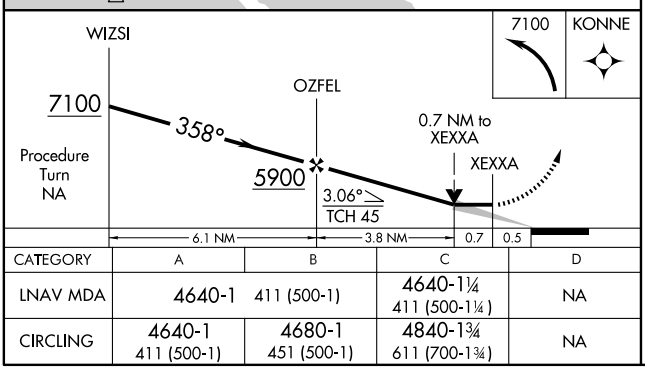
BRIGHAM CITY (BMC)

DME/DME RNP-0.3 NA. VDP NA with Ogden altimeter setting. When local altimeter setting not received, use Ogden altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.

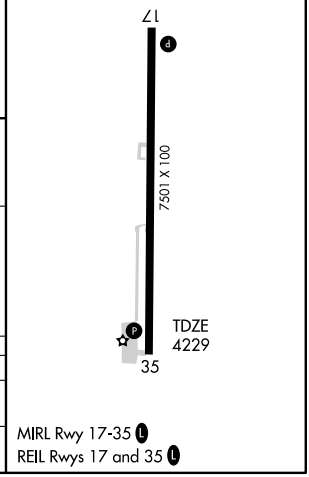
MISSED APPROACH: Climbing left turn to 7100 direct KONNE and hold.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
135.075	121.1 319.25	126.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4640-1	411 (500-1)	4640-1¼ 411 (500-1¼)	NA
CIRCLING	4640-1 411 (500-1)	4680-1 451 (500-1)	4840-1¾ 611 (700-1¾)	NA



MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ECC	APP CRS	Rwy Idg	8653
110.1	200°	TDZE	5600
		Apt Elev	5622

ILS or LOC RWY 20

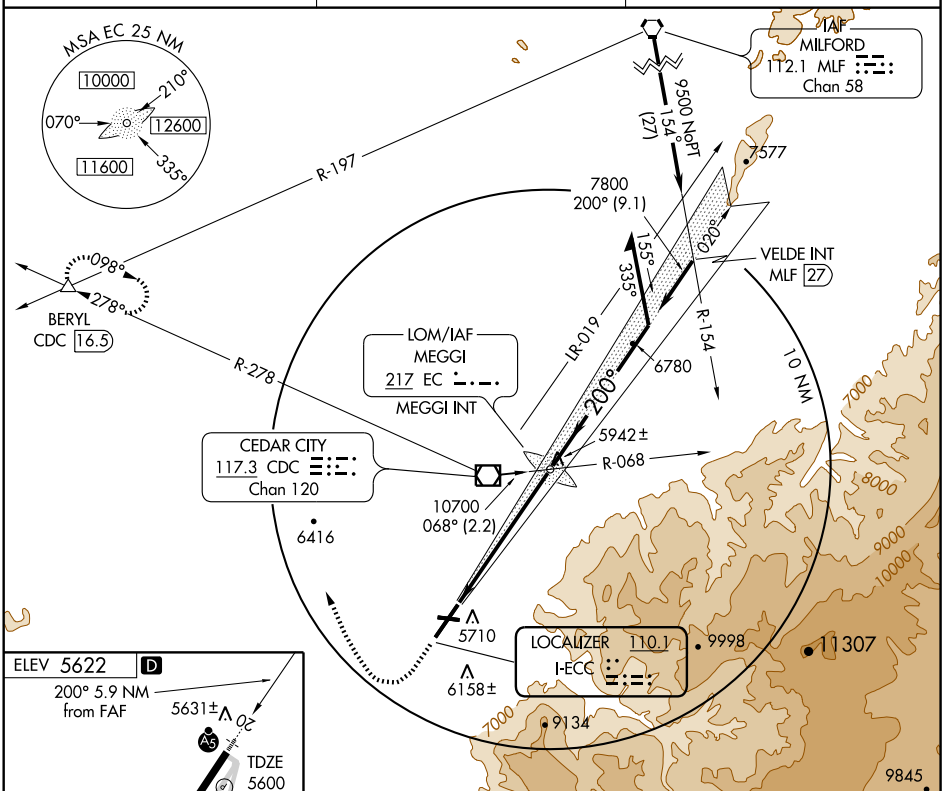
CEDAR CITY RGNL (CDC)

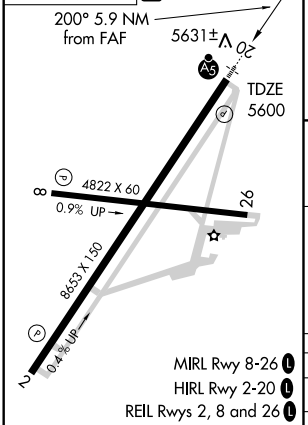
Circling not authorized east of Rwy 2-20.

MALSR

MISSED APPROACH: Climb to 6100, then climbing right turn to 9500 via heading 322° and CDC VOR/DME R-278 to BERYL Int/16.5 DME and hold.

ASOS	CEDAR CITY RADIO	UNICOM
119.025	122.6 255.4	123.0 (CTAF) L

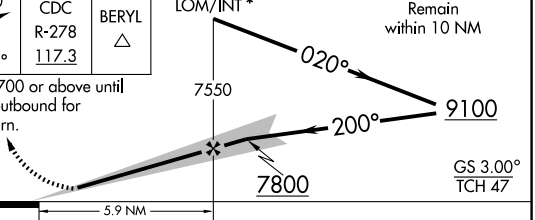




FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

6100	9500	CDC R-278 117.3	BERYL
	322°		

*Maintain 10700 or above until established outbound for Procedure Turn.



CATEGORY	A	B	C	D
S-ILS 20	5800-½ 200 (200-½)			
S-LOC 20	5960-½ 360 (400-½)			5960-¾ 360 (400-¾)
CIRCLING	5980-1 358 (400-1)	6080-1 458 (500-1)	6080-1½ 458 (500-1½)	6440-2¾ 818 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	8653
200°	TDZE	5600
	Apt Elev	5622

RNAV (GPS) RWY 20

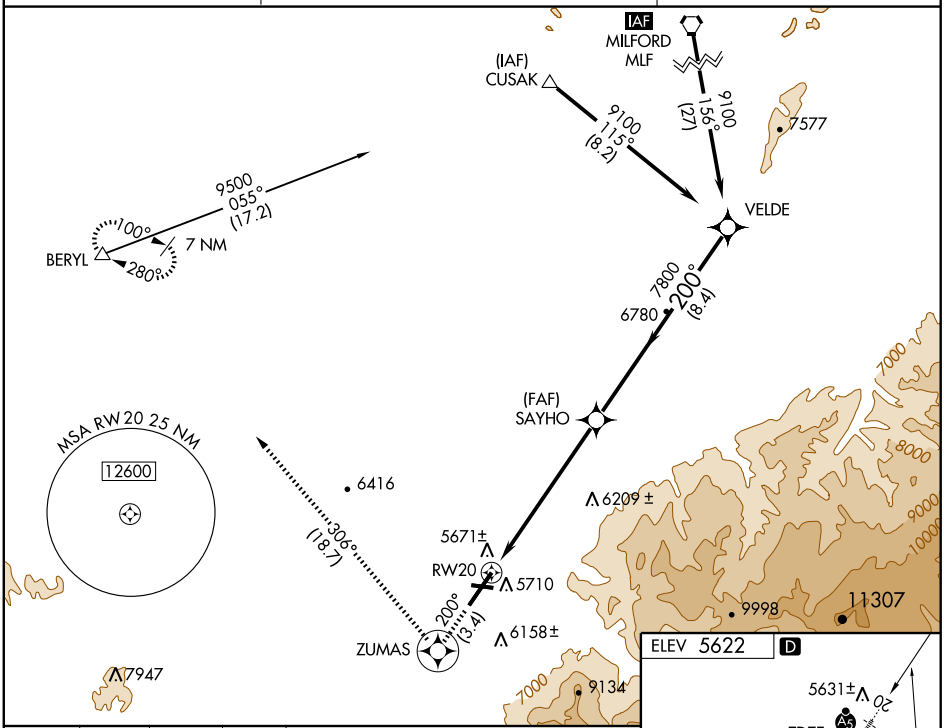
CEDAR CITY RGNL (CDC)

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -26° C (-15° F)
Circling not authorized east of Rwy 2-20.
IAF ARM APPROACH MODE PRIOR TO IAF.

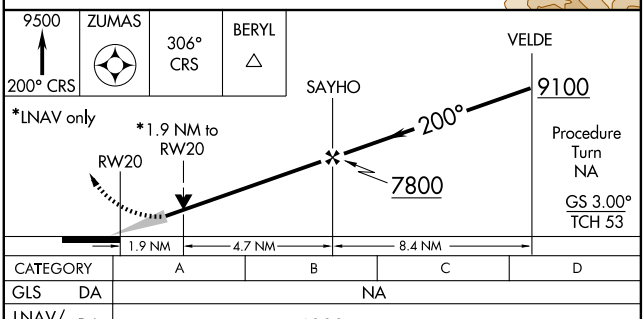
MALSR

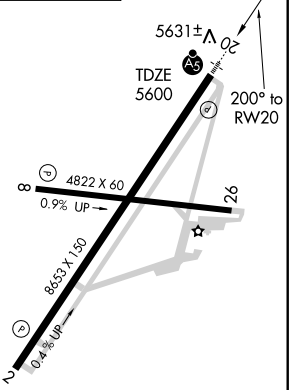
MISSED APPROACH: Climb to 9500 via 200° course to ZUMAS WP then via 306° course to BERYL WP and hold.

ASOS	CEDAR CITY RADIO	UNICOM
119.025	122.6 255.4	123.0 (CTAF) L



ELEV 5622 D





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	6000-1 400 (400-1)			
LNAV MDA	6260-½ 660 (700-½)		6260-1¼ 660 (700-1¼)	6260-1½ 660 (700-1½)
CIRCLING	6260-1½ 638 (700-1½)		6260-1¾ 638 (700-1¾)	6440-2¾ 818 (900-2¾)

MIRL Rwy 8-26 L
HIRL Rwys 2-20 L
REIL Rwys 2, 8 and 26 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CDC 117.3 Chan 120	APP CRS 177°	Rwy Idg 8653 TDZE 5600 Apt Elev 5622

VOR RWY 20

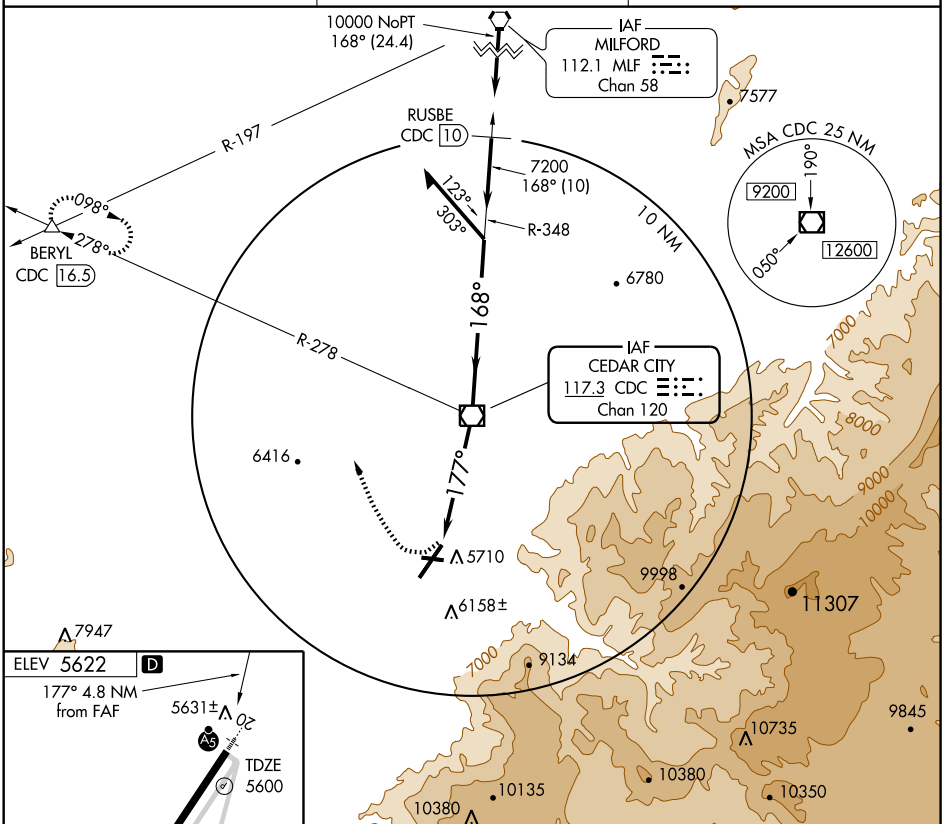
CEDAR CITY RGNL(CDC)

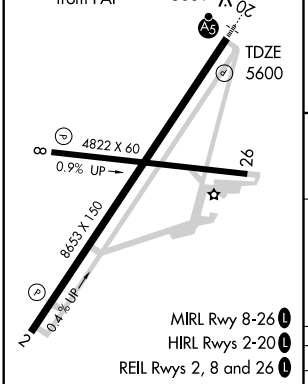
Circling not authorized east of Rwy 2-20. Inoperative table does not apply.

MALSR

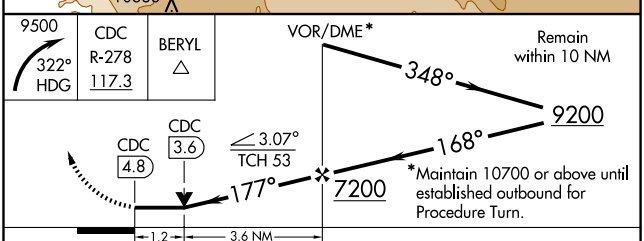
MISSED APPROACH: Climbing right turn to 9500 via 322° heading and CDC R-278 to BERYL INT/ CDC 16.5 DME and hold.

ASOS 119.025	CEDAR CITY RADIO 122.6 255.4	UNICOM 123.0 (CTAF) L





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-20	6020-1 420 (400-1)		6020-1¼ 420 (400-1¼)	
CIRCLING	6020-1 398 (400-1)	6080-1 458 (500-1)	6080-1½ 458 (500-1½)	6440-2¾ 818 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
166°	TDZE	4759
	Apt Elev	4759

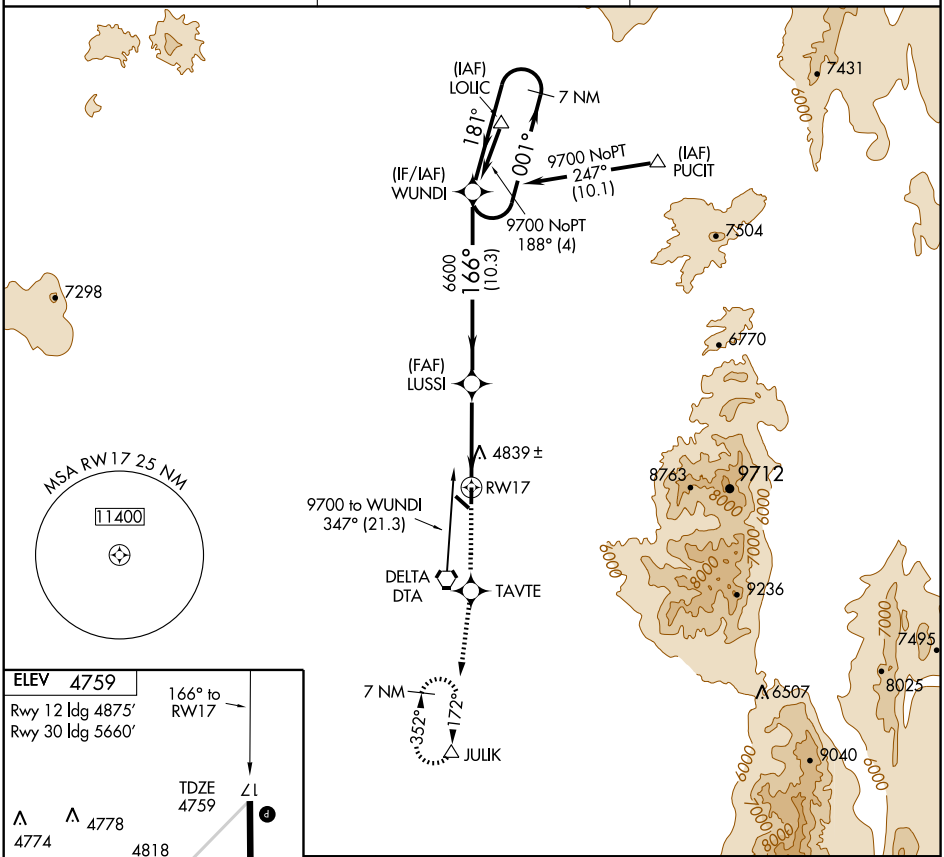
RNAV (GPS) RWY 17

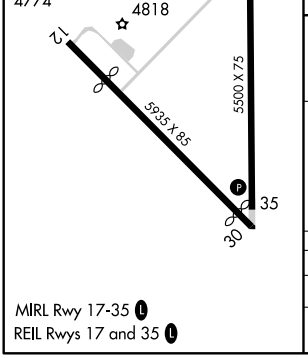
DELTA MUNI (DTA)

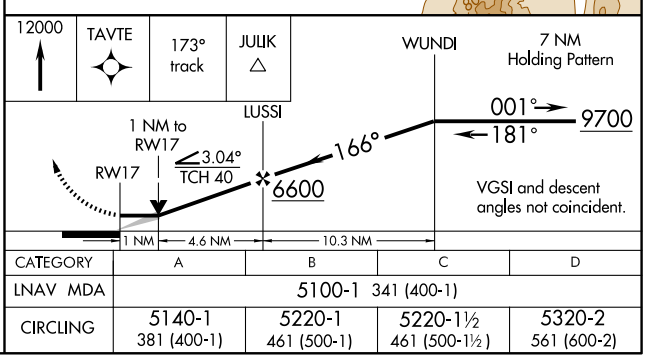
DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night.
NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 12000 direct TAVTE and via 173 ° track to JULIK and hold, continue climb-in-hold to 12000.

AWOS-3	CEDAR CITY RADIO	UNICOM
127.75	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5100-1 341 (400-1)			
CIRCLING	5140-1 381 (400-1)	5220-1 461 (500-1)	5220-1½ 461 (500-1½)	5320-2 561 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
346°	Rwy Idg	5500
	TDZE	4758
	Apt Elev	4759

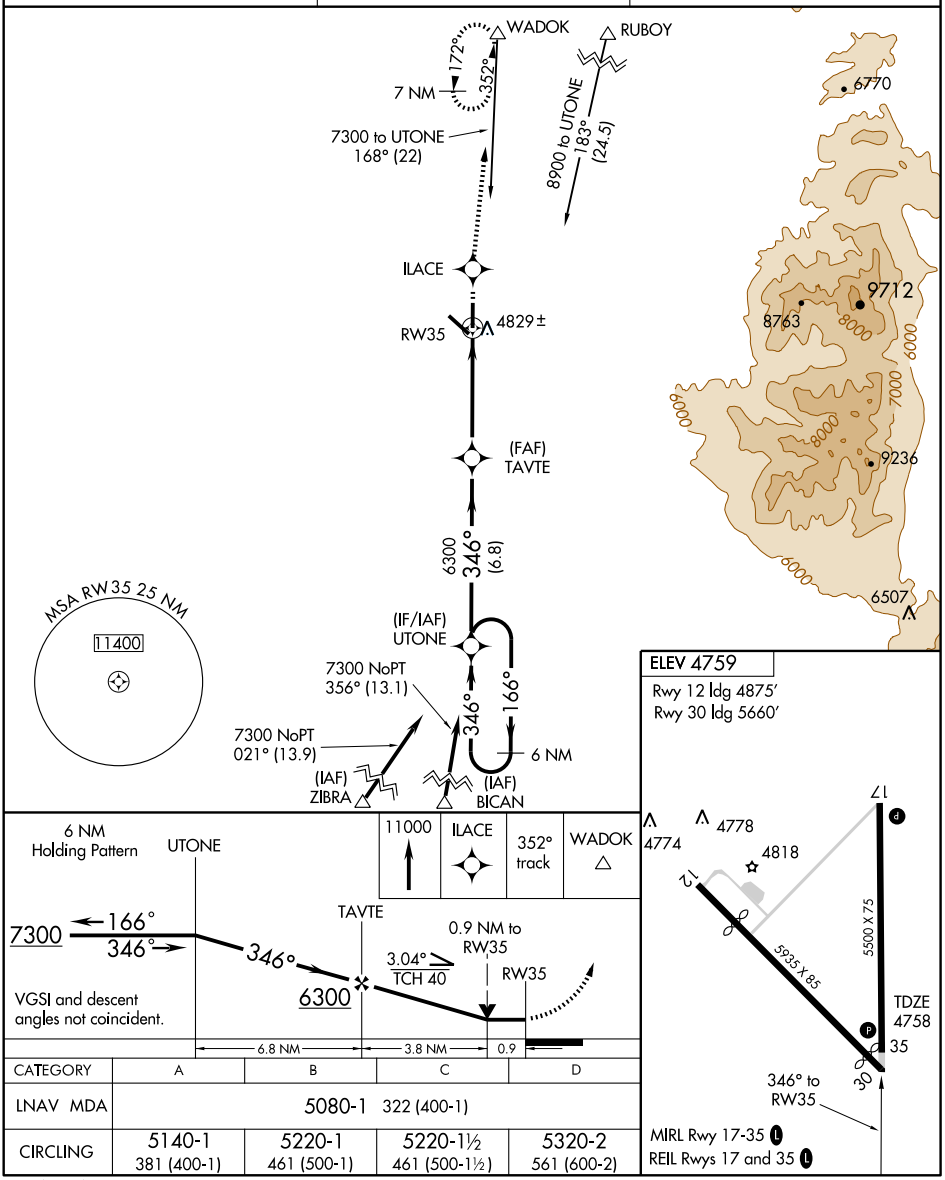
RNAV (GPS) RWY 35

DELTA MUNI (DTA)

DME/DME RNP-0.3 NA.
NA Circling to Rwy 30 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct ILACE and via 352° track to WADOK and hold, continue climb-in-hold to 11000.

AWOS-3	CEDAR CITY RADIO	UNICOM
127.75	122.1R	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5080-1 322 (400-1)			
CIRCLING	5140-1 381 (400-1)	5220-1 461 (500-1)	5220-1½ 461 (500-1½)	5320-2 561 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC DTA	APP CRS	Rwy Idg	5500
116.1	166°	TDZE	4759
Chan 108		Apt Elev	4759

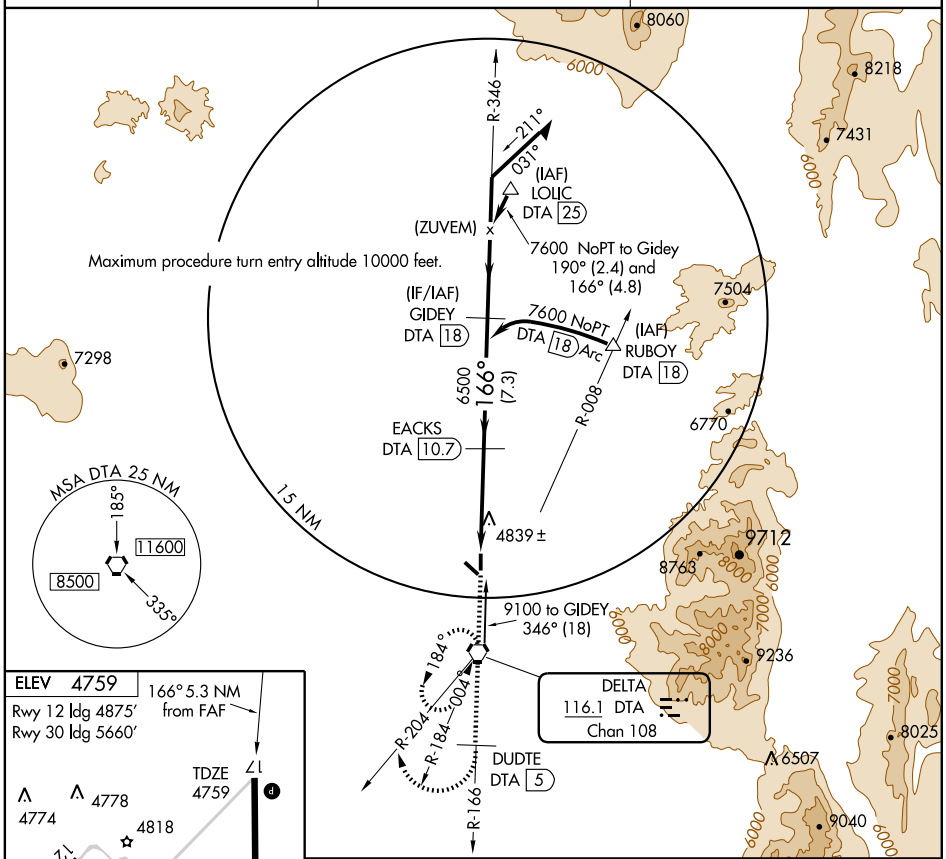
VOR/DME RWY 17

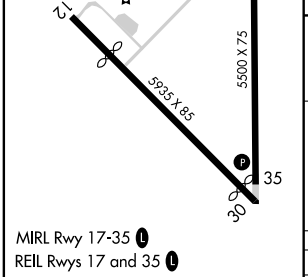
DELTA MUNI (DTA)

Circling to Rwy 30 NA at night.
NA If local altimeter setting not received, procedure NA.

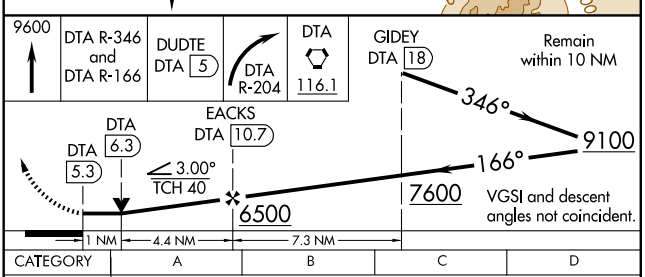
MISSED APPROACH: Climb to 9600 via DTA VORTAC R-346 and R-166 to DUDTE/5 DME and climbing right turn via DTA VORTAC R-204 to DTA VORTAC and hold, continue climb-in-hold to 9600.

AWOS-3	CEDAR CITY RADIO	UNICOM
127.75	122.1R	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17	5100-1 341 (400-1)			
CIRCLING	5140-1 381 (400-1)	5220-1 461 (500-1)	5220-1½ 461 (500-1½)	5320-2 561 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

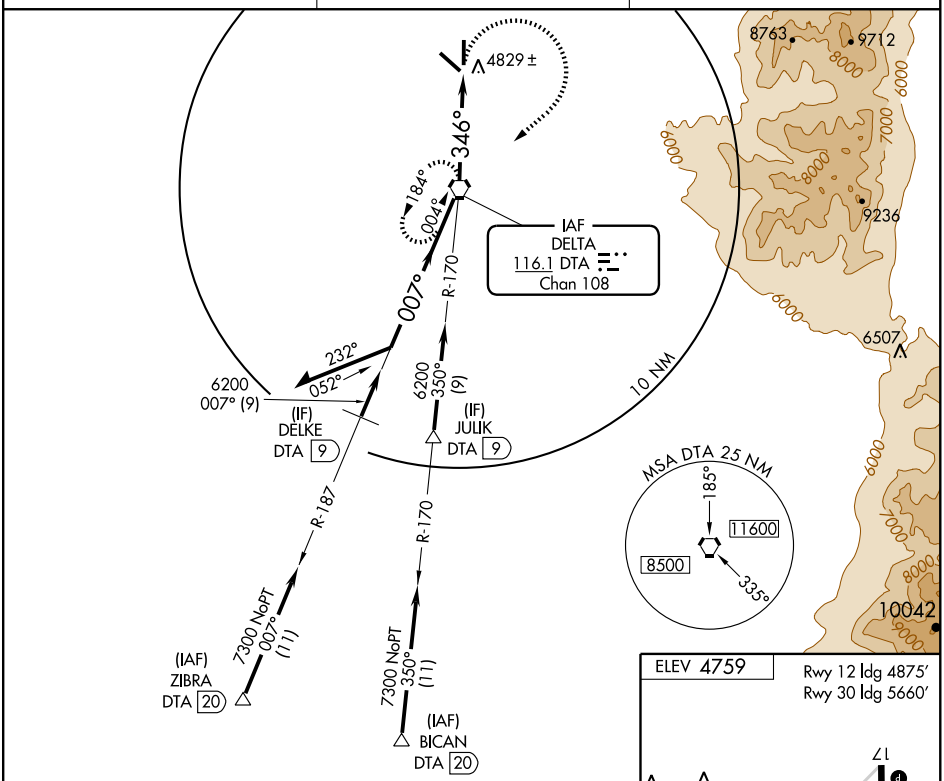
VORTAC DTA	APP CRS	Rwy Idg	5500
116.1	346°	TDZE	4758
Chan 108		Apt Elev	4759

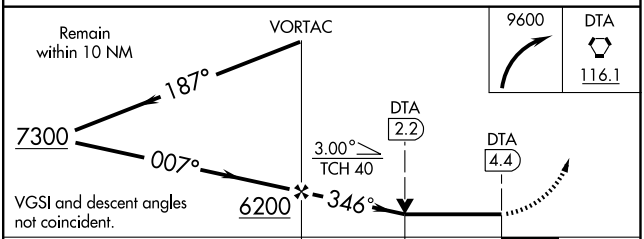
VOR RWY 35
DELTA MUNI (DTA)

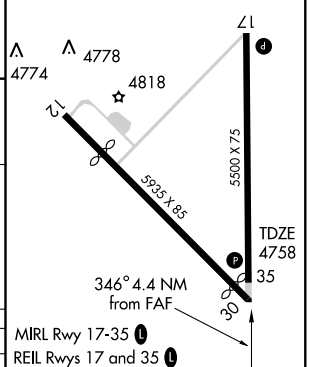
Circling to Rwy 30 NA at night.
NA If local altimeter setting not received, procedure, NA.

MISSED APPROACH: Climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

AWOS-3	CEDAR CITY RADIO	UNICOM
127.75	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	5500-1 742 (800-1)	5500-1¼ 742 (800-1¼)	5500-2¼ 742 (800-2¼)	5500-2½ 742 (800-2½)
CIRCLING	5500-1 741 (800-1)	5500-1¼ 741 (800-1¼)	5500-2¼ 741 (800-2¼)	5500-2½ 741 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MTU 112.7 Chan 74	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 5826

VOR/DME-A

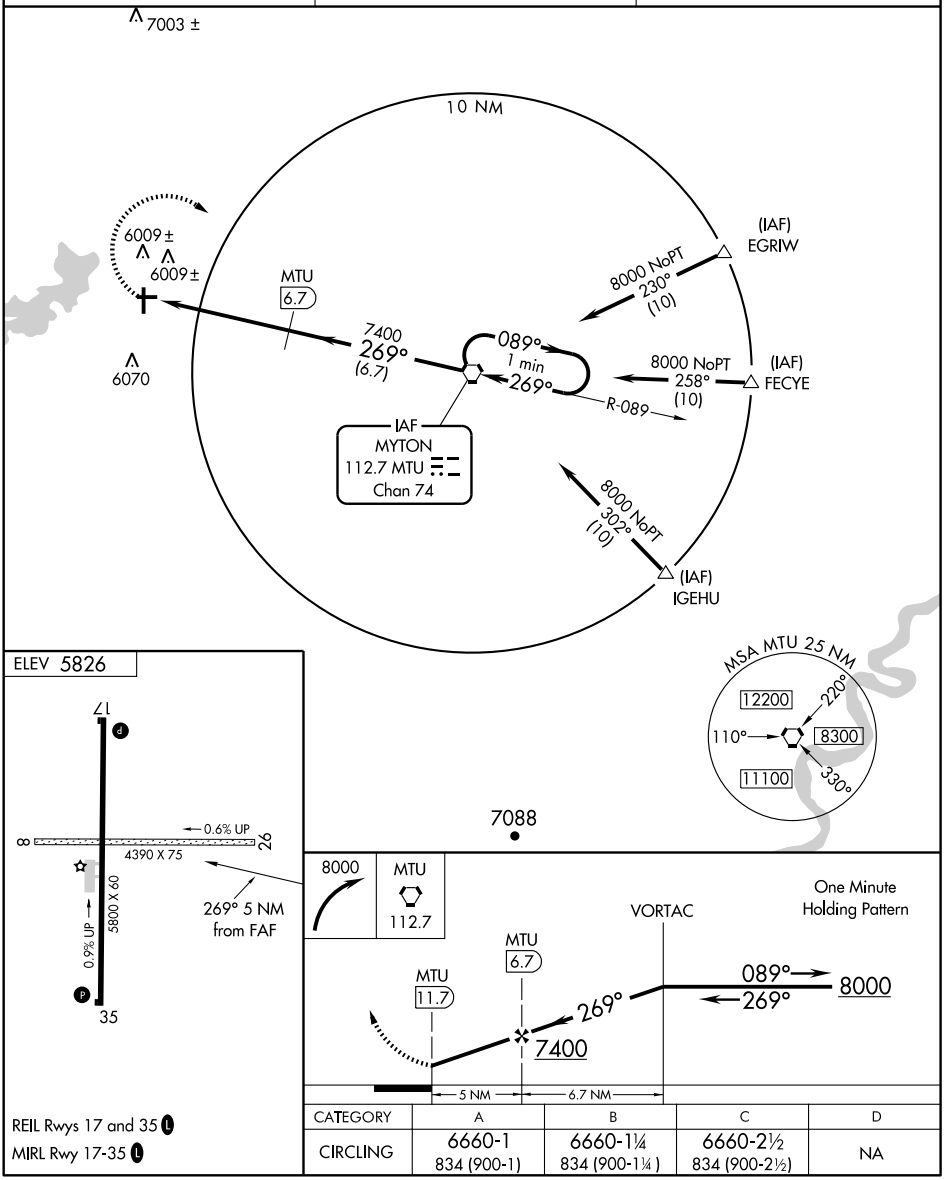
DUCHESNE MUNI (U69)

T
NA Use Vernal altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 8000 direct MTU VORTAC and hold.

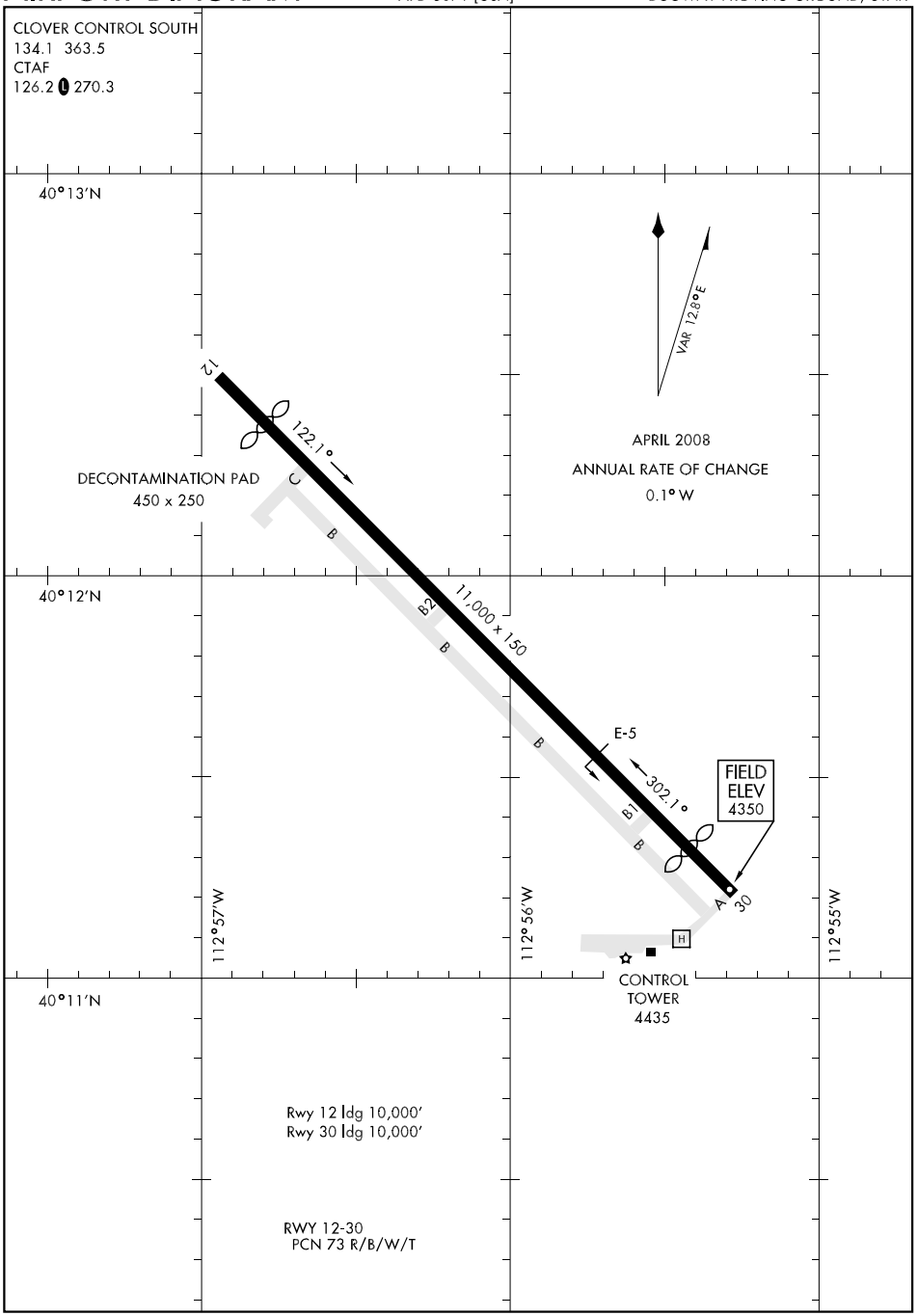
VERNAL ASOS	CEDAR CITY RADIO	UNICOM
135.175	122.1R	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	6660-1 834 (900-1)	6660-1¼ 834 (900-1¼)	6660-2½ 834 (900-2½)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

COPTER NDB 080°

NDB DPG 284	APCH CRS 080°	Rwy ldg 10,000 TDZE N/A Arpt Elev 4350	AL-5071 [USA]	MICHAEL AAF (KDPG)

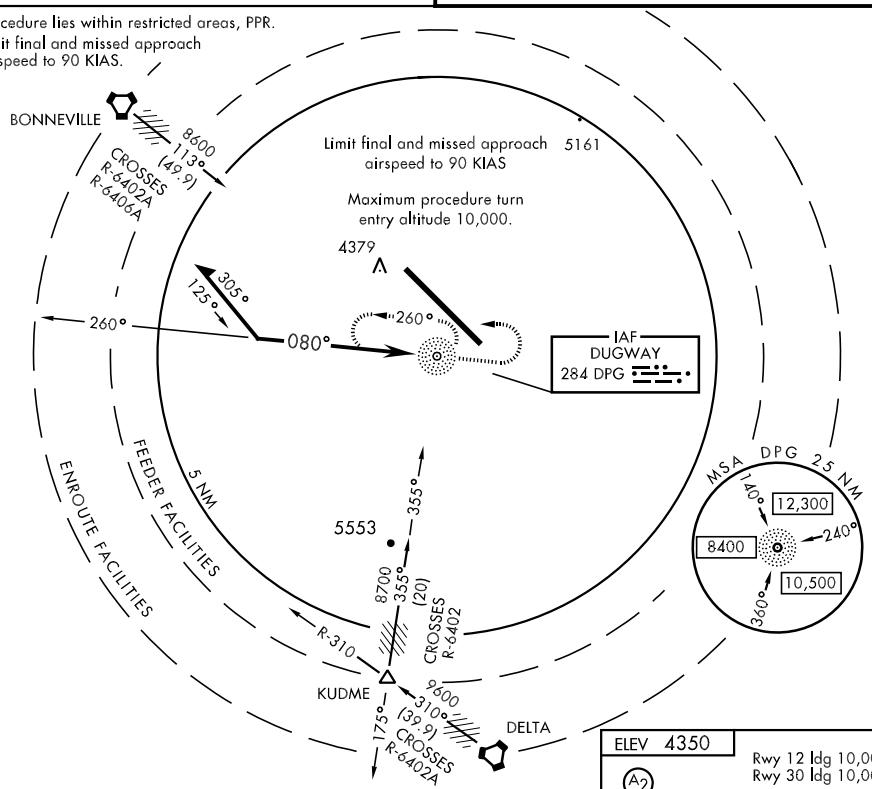
T
A NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

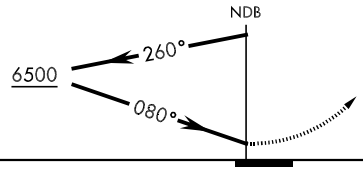
MISSED APPROACH: Climbing left turn to 6500 in DPG NDB holding pattern.

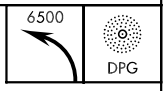
CLOVER CON	CTAF
134.1 363.5	126.2 (L) 270.3

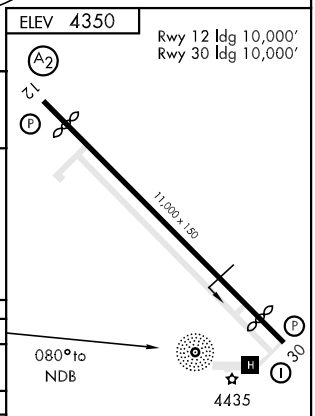
Procedure lies within restricted areas, PPR.
Limit final and missed approach airspeed to 90 KIAS.



Remain within 5 NM of DPG NDB







CATEGORY	COPTER		
H-080°	5160-1	809	(900-1)
* WENDOVER ALTIMETER SETTING MINIMUMS			
H-080°	5320-1	969	(1000-1)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

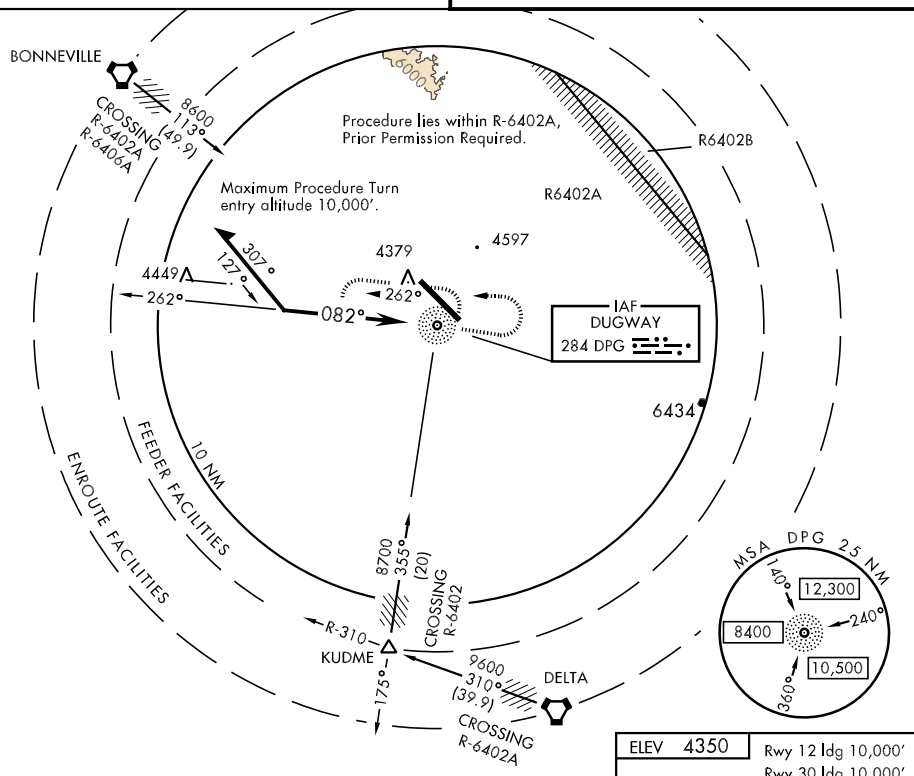
NDB DPG 284	APCH CRS 082°	Rwy Idg 10,000 TDZE N/A Arpt Elev 4350	AL-5071 [USA]	MICHAEL AAF (KDPG)

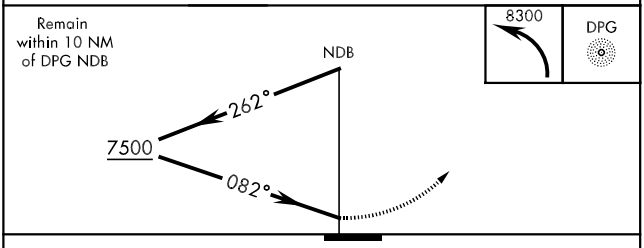
T
A NA

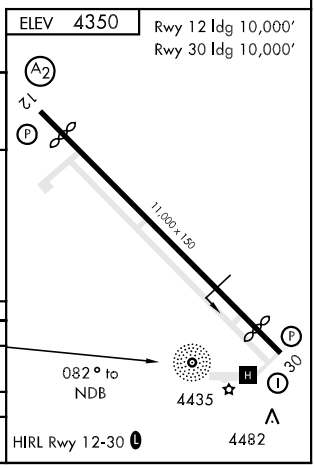
* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

MISSED APPROACH: Climbing left turn to 8300 in DPG NDB holding pattern.

CLOVER CON	CTAF
134.1 363.5	126.2 L 270.3







CATEGORY	A	B	C	D
CIRCLING	6000-1¼ 1649 (1700-1¼)	6000-1½ 1649 (1700-1½)	6000-3 1649 (1700-3)	
* WENDOVER ALTIMETER SETTING MINIMUMS				
CIRCLING	6160-1¼ 1809 (1900-1¼)	6160-1½ 1809 (1900-1½)	6160-3 1809 (1900-3)	

RNAV (GPS) Y RWY 12

APCH CRS **122°** | Rwy ldg **10,000** TDZE **4342** Arpt Elev **4350**

AL-5071 [USA]

MICHAEL AAF (KDPG)

NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF

MISSED APPROACH: Climbing right turn to 8000 direct GOYVE and hold.

CLOVER CON **134.1 363.5**

CTAF **126.2** C **270.3**

Procedure lies within R-6402A, PPR.

DME/DME RNP-0.3 NA.

Procedure NA for arrivals on DTA VORTAC airways radials R-348 CW R-008.

CEVAR

9100 204° (28.6)

6894 BONNEVILLE

8000 113° (28.6)

R-6405

R-6406A

R-6406B

R-6402B

R-6407

R-6402A

5306 8000 (IAF) GOYVE

7600 NoPT 122° 302° (6)

4348

(IAF) ETUBY

302° 122° (9) 6000

5906

5194 4467

4469

122° 4597

(FAF) UWOZO

HISUK

4379

5595

MSA HISUK 25 NM 12,300

9800 322° (70.9)

DELTA

VGSI and descent angles not coincident

VDP NA with Wendover altimeter setting minimums.

8000 GOYVE

ETUBY 302° 7600 122°

122° UWOZO 6000

.5 NM to HISUK

HISUK

3.04° TCH 55

4.2 NM

ELEV 4350

Rwy 12 ldg 10,000'

Rwy 30 ldg 10,000'

122° from FAF

TDZE 4342

11,000 x 150

HIRL Rwy 12-30 C

4435 4482

CATEGORY	A	B	C	D	E
LNAV MDA	4820-1 478 (500-1)		4820-1¼ 478 (500-1¼)	4820-1½ 478 (500-1½)	5120-2¾ 778 (800-2¾)
CIRCLING	4820-1 469 (500-1)		4820-1½ 469 (500-1½)	4920-2 569 (600-2)	5900-3 1549 (1600-3)
* WENDOVER ALTIMETER SETTING MINIMUMS					
LNAV MDA	4980-1 638 (700-1)		4980-1¾ 638 (700-1¾)	4980-2 638 (700-2)	5280-3 938 (1000-3)
CIRCLING	4980-1 629 (700-1)		4980-1¾ 629 (700-1¾)	5060-2¼ 709 (800-2¼)	6060-3 1709 (1800-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 12

APCH CRS 122° | Rwy ldg 10,000 | TDZE 4342 | Arpt Elev 4350

AL-5071 [USA]

MICHAEL AAF (KDPG)

T NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF

† MISSED APPROACH: Climbing right turn to 8000 direct GOYVE and hold.

CLOVER CON 134.1 363.5

CTAF 126.2 L 270.3

Procedure lies within R-6402A, PPR.

DME/DME RNP-0.3 NA.

† CAUTION: Missed Approach obstructions require a minimum climb gradient of 280 FT/NM to 6000 for CAT E aircraft

Procedure NA for arrivals on DTA VORTAC airways radials R-348 CW R-008.

6894 BONNEVILLE 8000 113° (28.6)

CEVAR 9100 204° (25.1)

R-6405 R-6406A R-6406B R-6402B R-6407 R-6402A

5306 8000 (IAF) GOYVE 7600 NoPT 122° (6) 302° 4348

(IAF) ETUBY 6000 122° (9) 302° 5906 5194 4467

4469 122° 4597 (FAF) UWOZO HISUK 4379 5595

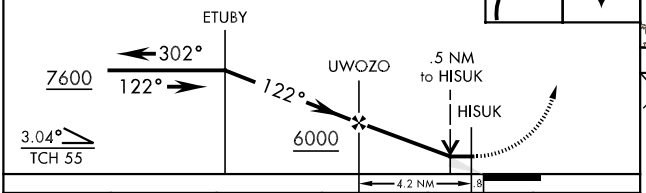
MSA HISUK 25 NM 12,300

DELTA 9600 322° (70.9)

VGSI and descent angles not coincident

VDP NA with Wendover altimeter setting minimums.

8000 GOYVE



ELEV 4350

Rwy 12 ldg 10,000'

Rwy 30 ldg 10,000'

122° from FAF

TDZE 4342

11,000 x 150

HIRL Rwy 12-30 L

4435 4482

CATEGORY	A	B	C	D	E
LNAV MDA	4820-1 478 (500-1)		4820-1¼ 478 (500-1¼)	4820-1½ 478 (500-1½)	4820-1¾ 478 (500-1¾)
CIRCLING	4820-1 469 (500-1)		4820-1½ 469 (500-1½)	4920-2 569 (600-2)	5900-3 1549 (1600-3)
*WENDOVER ALTIMETER SETTING MINIMUMS					
LNAV MDA	4980-1 638 (700-1)		4980-1¾ 638 (700-1¾)	4980-2 638 (700-2)	4980-2¼ 638 (700-2¼)
CIRCLING	4980-1 629 (700-1)		4980-1¾ 629 (700-1¾)	5060-2¼ 709 (800-2¼)	6060-3 1709 (1800-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN Y RWY 12

TACAN	MIJ	APCH CRS	Rwy ldg 10,000
Chan	79	117°	TDZE 4342
			Arpt Elev 4350

AL-5071 [USA]

MICHAEL AAF (KDPG)

T
A NA

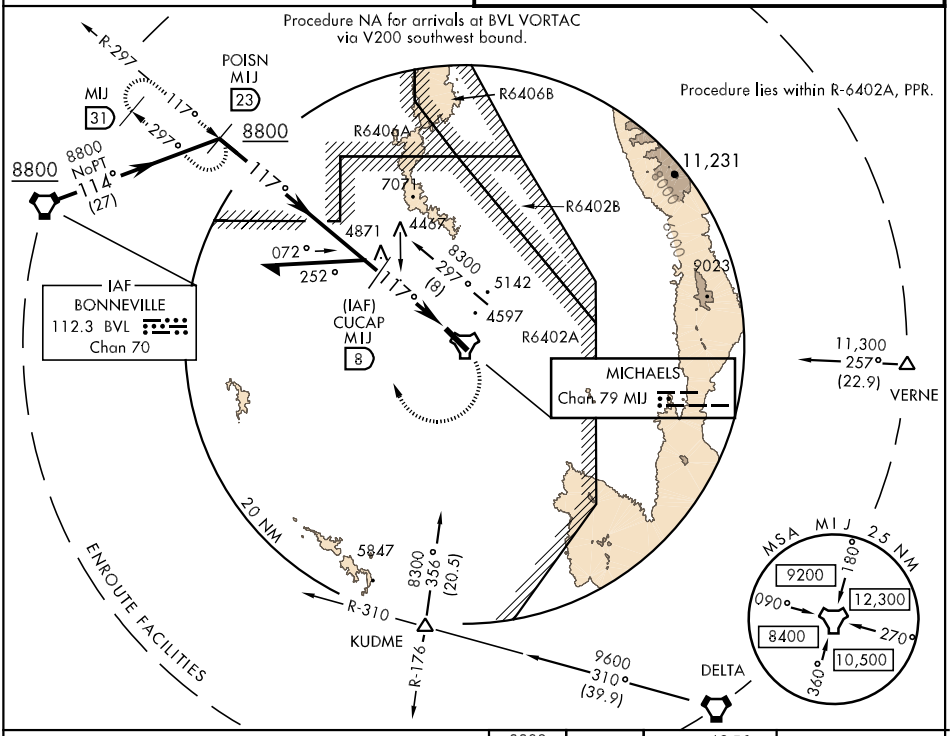
* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

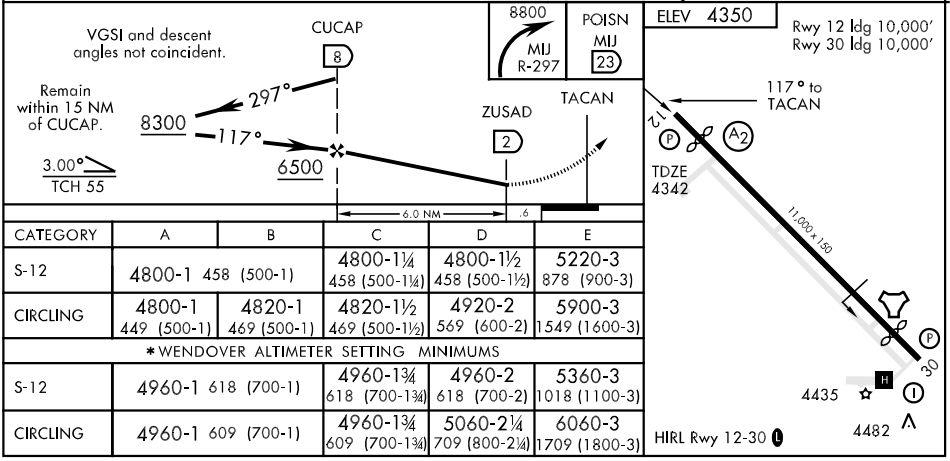
SALSF A2

MISSED APPROACH: Climbing right turn to 8800 via MIJ TACAN R-297 to POISN/23 DME and hold.

CLOVER CON
134.1 363.5

CTAF
126.2 L 270.3





CATEGORY	A	B	C	D	E
S-12	4800-1 458 (500-1)		4800-1¼ 458 (500-1¼)	4800-1½ 458 (500-1½)	5220-3 878 (900-3)
CIRCLING	4800-1 449 (500-1)	4820-1 469 (500-1)	4820-1½ 469 (500-1½)	4920-2 569 (600-2)	5900-3 1549 (1600-3)
*WENDOVER ALTIMETER SETTING MINIMUMS					
S-12	4960-1 618 (700-1)		4960-1¾ 618 (700-1¾)	4960-2 618 (700-2)	5360-3 1018 (1100-3)
CIRCLING	4960-1 609 (700-1)		4960-1¾ 609 (700-1¾)	5060-2¼ 709 (800-2¼)	6060-3 1709 (1800-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN Z RWY 12

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIJ Chan 79	117°	10,000	4342	4350

AL-5071 [USA]

MICHAEL AAF (KDPG)

T A NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF A2

† MISSED APPROACH: Climbing right turn to 8800 via MIJ TACAN R-297 to POISN/23 DME and hold.

CLOVER CON
134.1 363.5

CTAF
126.2 L 270.3

Procedure NA for arrivals at BVL VORTAC via V200 southwest bound.

† CAUTION: Missed Approach obstructions require a minimum climb gradient of 351 FT/NM to 6000 for CAT E aircraft

Procedure lies within R-6402A, PPR.

R-297 117° 297° POISN MIJ 23 MIJ 31 8800 8800 8800 NoPT 114° (27) 117°

R6406B R6406A R6402B R6402A 7071 4467 4871 11,231 6000 9023 5142 4597 4379

072° 252° 117° 8300 297° (8)

IAF BONNEVILLE 112.3 BVL Chan 70

(IAF) CUCAP MIJ 8

MICHAELS Chan 79 MIJ

11,300 257° (22.9) VERNE

20 NM 5847 8300 356° (20.5) R-310 KUDME R-176 9600 310° (39.9) DELTA

ENROUTE FACILITIES

MSA MIJ 25 NM 180° 9200 090° 12,300 270° 8400 360° 10,500

VGSI and descent angles not coincident.

Remain within 15 NM of CUCAP.

CUCAP 8 297° 8300 117° 6500 3.00° TCH 55 ZUSAD 2 TACAN

6.0 NM .6

8800 MIJ R-297 POISN MIJ 23

ELEV 4350

Rwy 12 ldg 10,000'
Rwy 30 ldg 10,000'

117° to TACAN

12 P A2 TDZE 4342

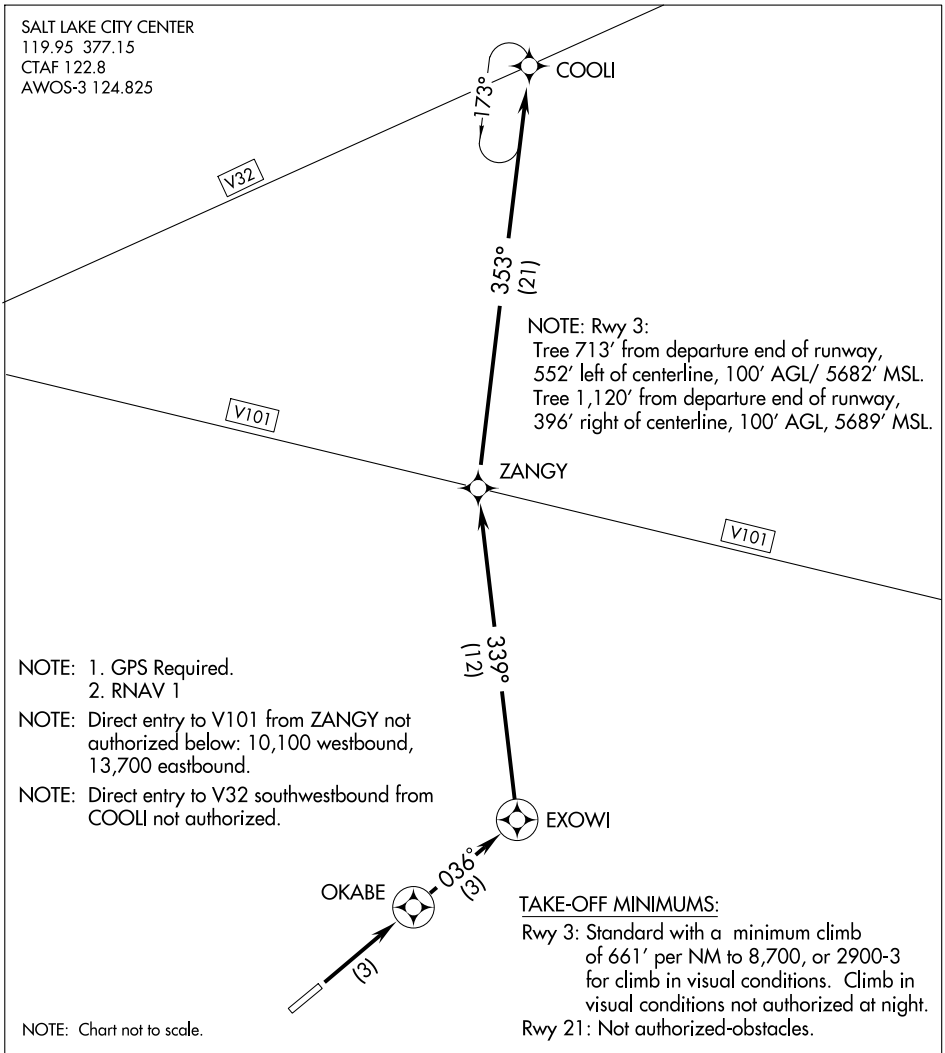
11,000 x 150

30 P H I 4435 4482

HIRL Rwy 12-30 L

CATEGORY	A	B	C	D	E
S-12	4800-1 458 (500-1)		4800-1¼ 458 (500-1¼)	4800-1½ 458 (500-1½)	
CIRCLING	4800-1 449 (500-1)	4820-1 469 (500-1)	4820-1½ 469 (500-1½)	4920-2 569 (600-2)	5900-3 1549 (1600-3)
* WENDOVER ALTIMETER SETTING MINIMUMS					
S-12	4960-1 618 (700-1)		4960-1¾ 618 (700-1¾)	4960-2 618 (700-2)	4960-2¼ 618 (700-2¼)
CIRCLING	4960-1 609 (700-1)		4960-1¾ 609 (700-1¾)	5060-2¼ 709 (800-2¼)	6060-3 1709 (1800-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 12,000 (or assigned altitude) direct OKABE and 036° track to EXOWI, Then via depicted route to COOLI, thence...

or climb in visual conditions to cross departure end of runway northeastbound at or above 8,400 direct OKABE and 036° track to EXOWI, then via depicted route to COOLI, thence...

....climb in holding (if required) at COOLI before proceeding via assigned route.

APP CRS	Rwy Idg	N/A
176°	TDZE	N/A
	Apt Elev	5637

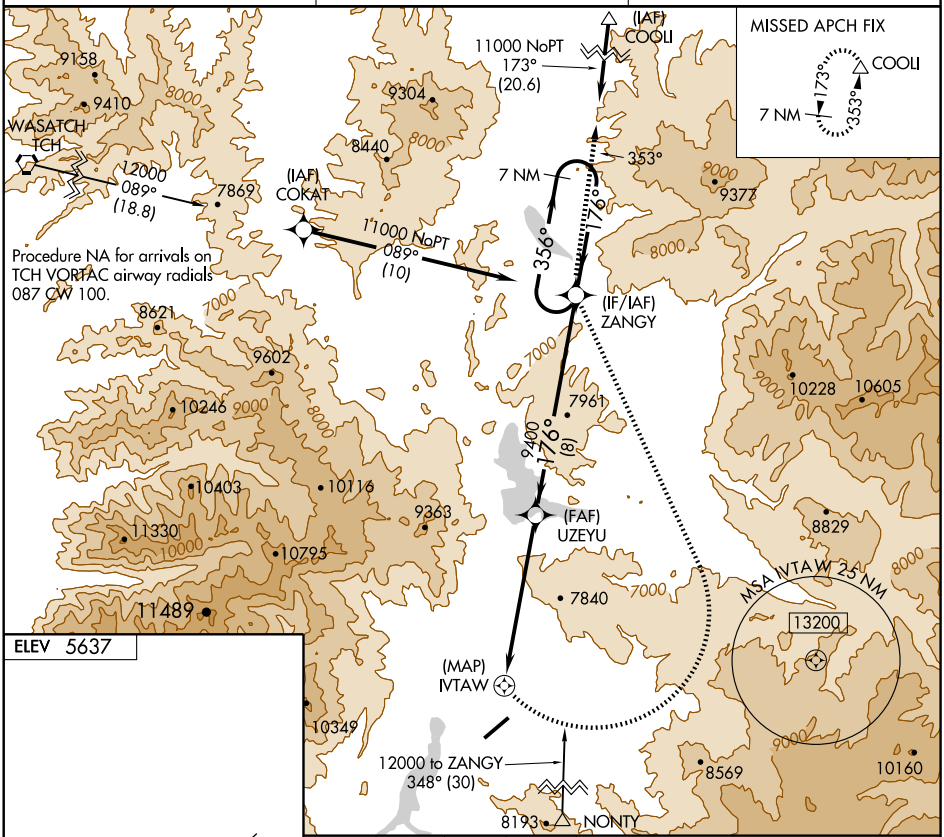
RNAV (GPS) -A

HEBER CITY MUNI-RUSS MCDONALD FIELD (36U)

When local altimeter setting not received, procedure NA.
Circling NA south of Rwy 3-21.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 12000 direct ZANGY and via track 353° to COOLI and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
124.825	119.95 377.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8280-1½ 2643 (2700-1½)		NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) -C

HUNTINGTON MUNI (69V)

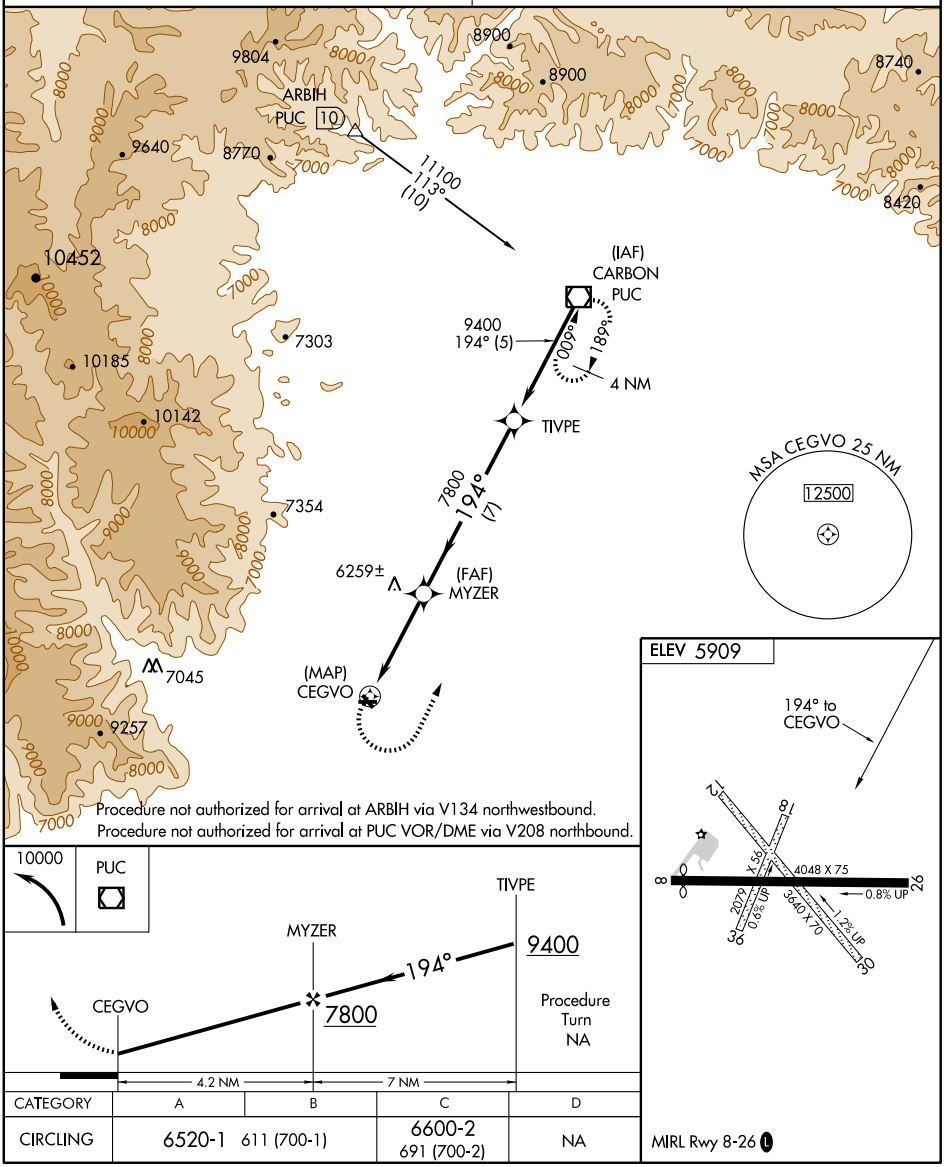
APP CRS	Rwy Idg	N/A
194°	TDZE	N/A
	Apt Elev	5909

NA

Use Carbon County Rgnl/Buck Davis Field altimeter setting; when not received, procdure NA.
Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 10000 direct PUC VOR/DME and hold.

SALT LAKE CENTER	UNICOM
133.9 370.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	6520-1 611 (700-1)		6600-2 691 (700-2)	NA

MIRL Rwy 8-26 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

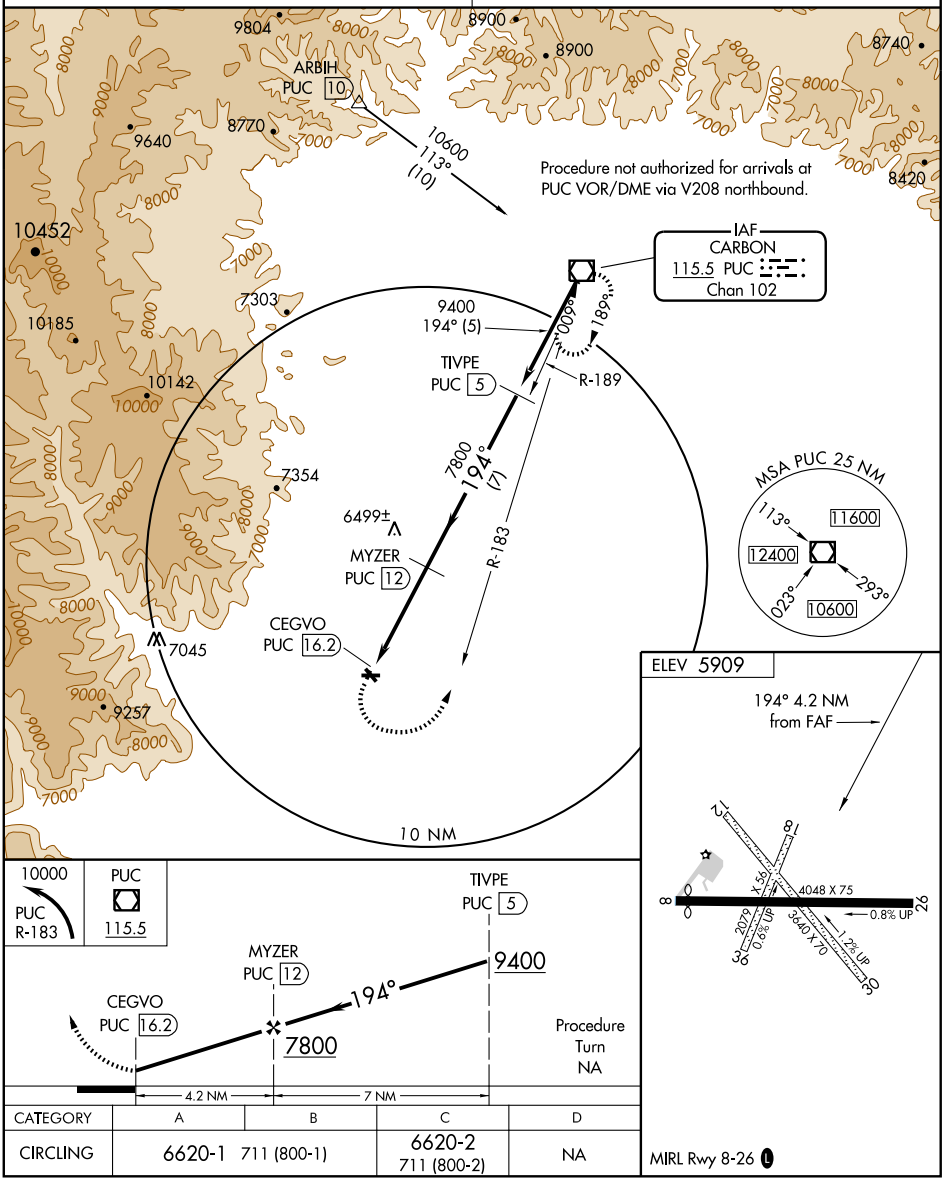
VOR/DME PUC	APP CRS	Rwy Idg	N/A
115.5	194°	TDZE	N/A
Chan 102		Apt Elev	5909

VOR/DME -B
HUNTINGTON MUNI (69V)

Use Carbon County Rgnl/Buck Davis Field altimeter setting; when not received, procedure not authorized. Circling not authorized at night to Rwy 18, 36, 12, and 30.

MISSED APPROACH: Climbing left turn to 10000 via PUC VOR/DME R-183 to PUC VOR/DME and hold.

SALT LAKE CENTER	UNICOM
133.9 370.85	122.8 (CTAF) L

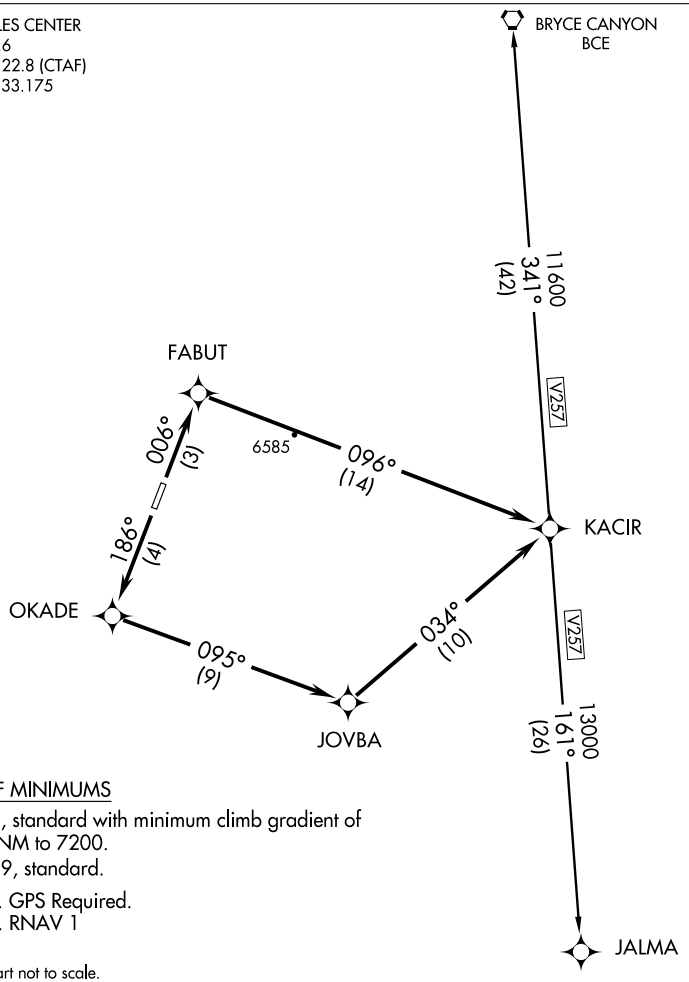


CATEGORY	A	B	C	D
CIRCLING	6620-1 711 (800-1)		6620-2 711 (800-2)	NA

MIRL Rwy 8-26 L

SW-4, 21 OCT 2010 to 18 NOV 2010

LOS ANGELES CENTER
124.2 343.6
UNICOM 122.8 (CTAF)
AWOS-3 133.175



TAKE-OFF MINIMUMS

Runway 1, standard with minimum climb gradient of 316' per NM to 7200.

Runway 19, standard.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb via 006° course to FABUT WP, then via 096° course to KACIR WP, then via assigned transition/altitude.

TAKE-OFF RUNWAY 19: Climb via 186° course to OKADE WP, then via 095° course to JOVBA WP, then via 034° to KACIR WP, then via assigned transiton/altitude.

BRYCE CANYON TRANSITION (KACIR1.BCE)

JALMA TRANSITION (KACIR1.JALMA)

SW-4, 21 OCT 2010 to 18 NOV 2010

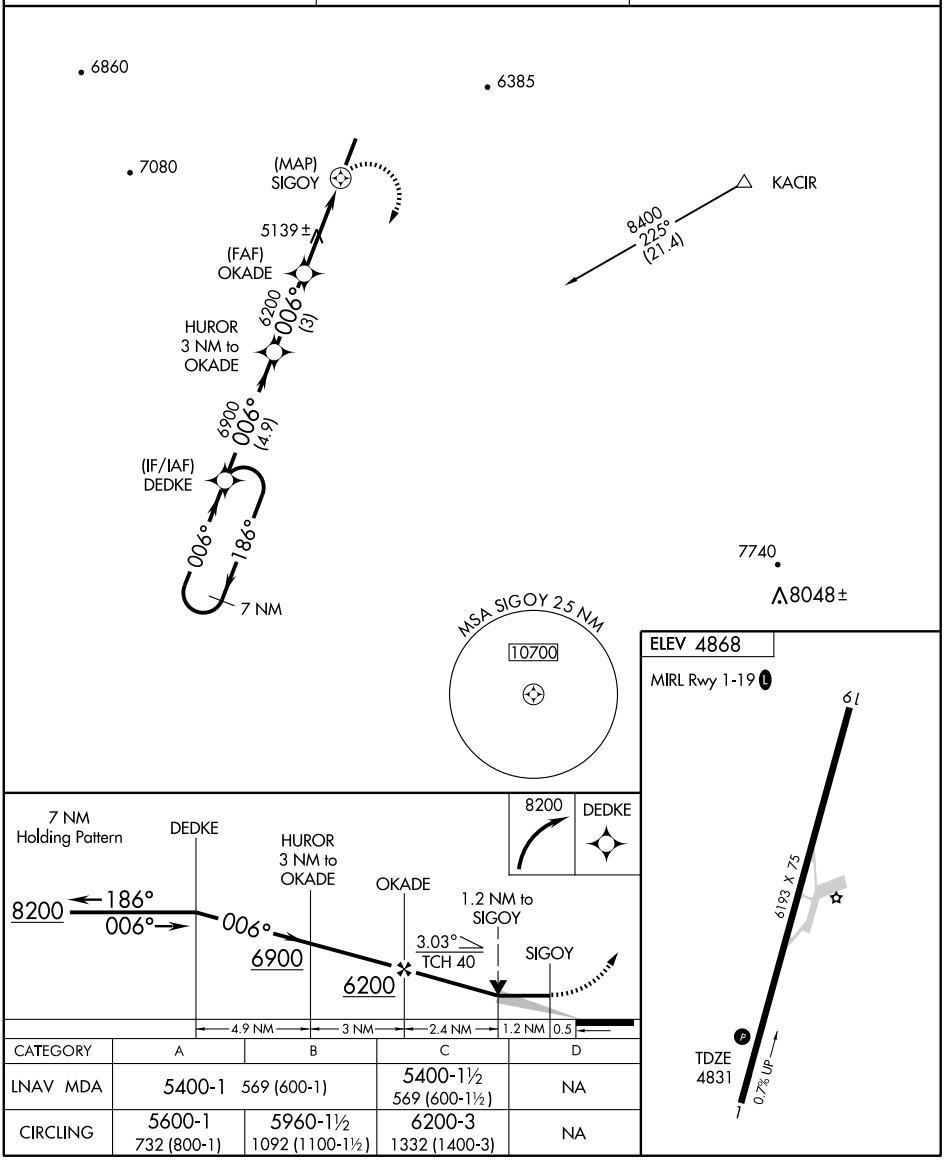
APP CRS	Rwy Idg	6193
006°	TDZE	4831
	Apt Elev	4868

RNAV (GPS) RWY 1
KANAB MUNI (KNB)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 8200 direct DEDKE and hold.

AWOS-3	LOS ANGELES CENTER	UNICOM
133.175	124.2 343.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5400-1 569 (600-1)		5400-1½ 569 (600-1½)	NA
CIRCLING	5600-1 732 (800-1)	5960-1½ 1092 (1100-1½)	6200-3 1332 (1400-3)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LGU	APP CRS	Rwy Idg	9010
109.15	169°	TDZE	4457
Chan 28 (Y)		Apt Elev	4457

ILS or LOC/DME RWY 17

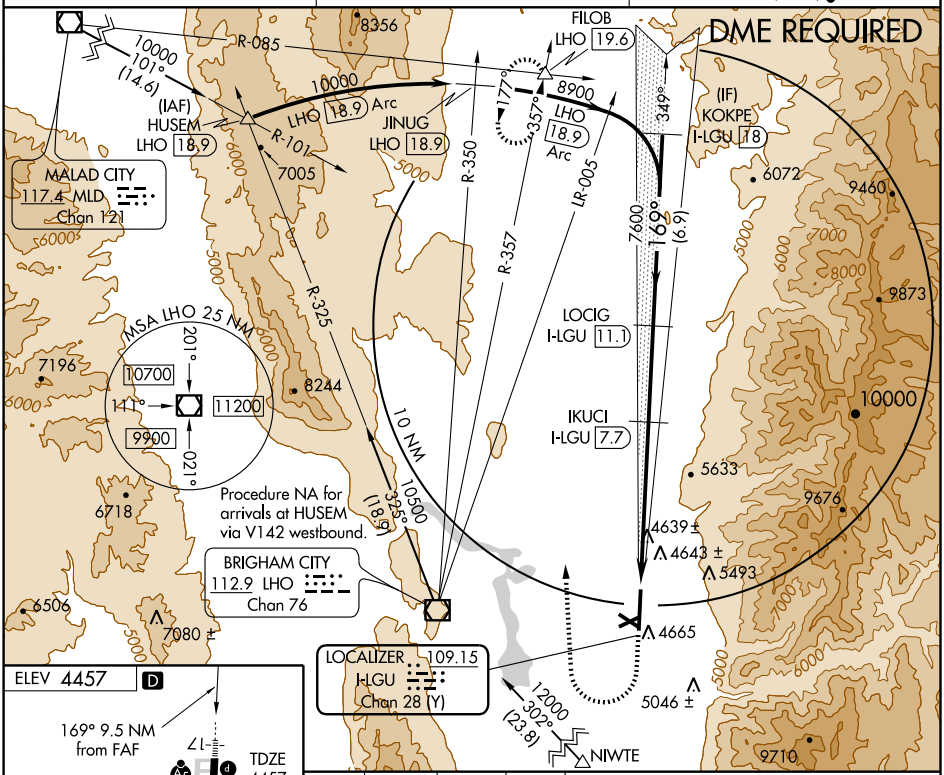
LOGAN-CACHE (LGU)

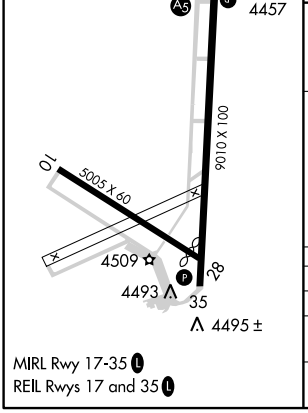
Circling NA east of Rwy 17-35.
Circling to Rwy 10-28 NA at night.
Inoperative table does not apply.

MALSR

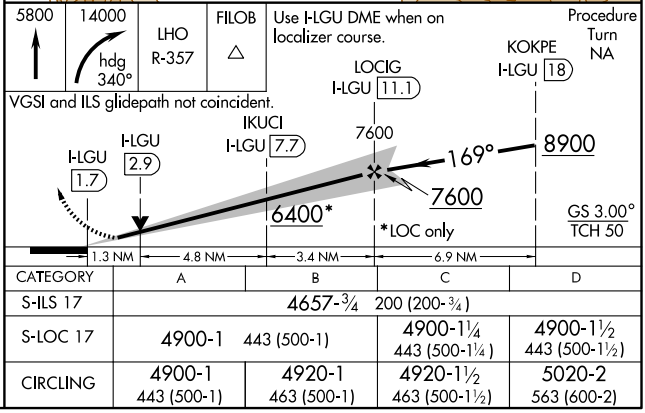
MISSED APPROACH: Climb to 5800 then climbing right turn to 14000 via heading 340° and LHO VOR/DME R-357 to FILOB INT/LHO 19.6 DME and hold, continue climb-in-hold to 14000.

ASOS	CEDAR CITY RADIO	UNICOM
135.275	122.2	122.8 (CTAF)





MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

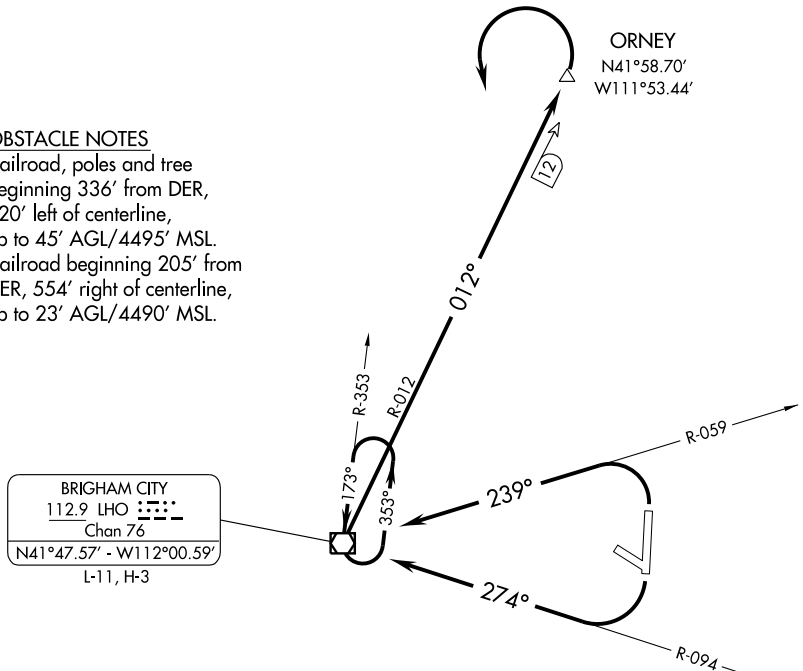


CATEGORY	A	B	C	D
S-ILS 17	4657-¾ 200 (200-¾)			
S-LOC 17	4900-1 443 (500-1)		4900-1¼ 443 (500-1¼)	4900-1½ 443 (500-1½)
CIRCLING	4900-1 443 (500-1)	4920-1 463 (500-1)	4920-1½ 463 (500-1½)	5020-2 563 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ORNEY ONE DEPARTURE (OBSTACLE)

CEDER CITY RADIO
122.2
ASOS 135.275
UNICOM
122.8 (CTAF)



TAKEOFF OBSTACLE NOTES
RWY 17: Railroad, poles and tree beginning 336' from DER, 220' left of centerline, up to 45' AGL/4495' MSL.
RWY 35: Railroad beginning 205' from DER, 554' right of centerline, up to 23' AGL/4490' MSL.

TAKE-OFF MINIMUMS
Rwy 10, 28: NA-obstacles.
Rwy 17: Standard with minimum climb of 276' per NM to 7100', or 4700-3 for climb in visual conditions.
Rwy 35: Standard with minimum climb of 274' per NM to 9500', or 4700-3 for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

. . . continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9010
155°	TDZE	4457
	Apt Elev	4457

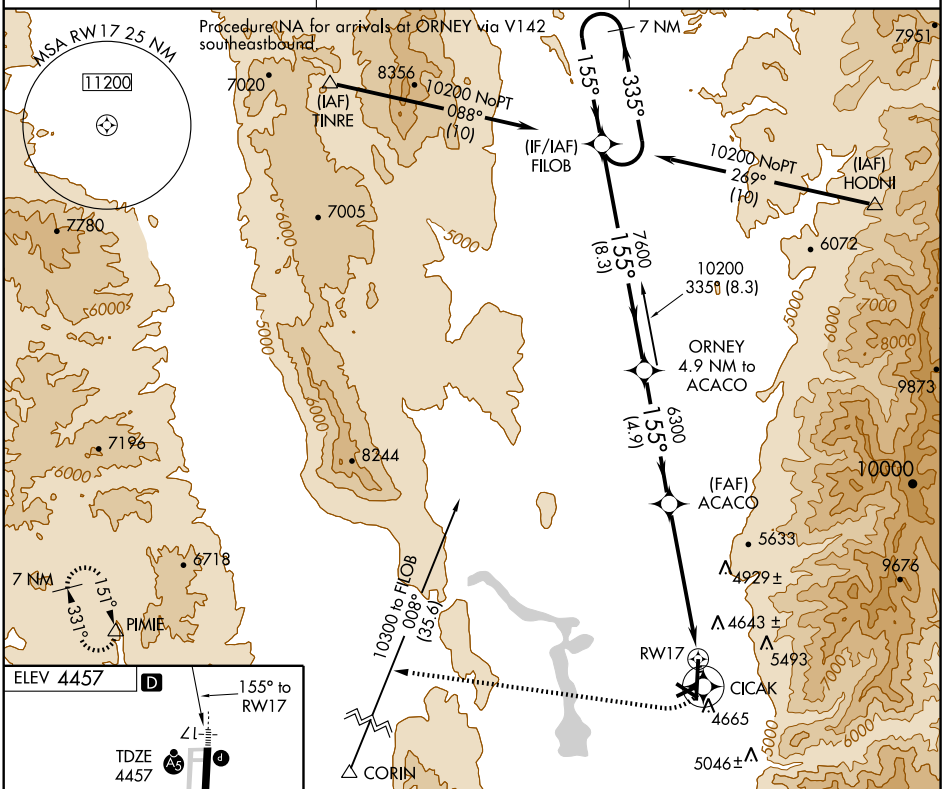
RNAV (GPS) RWY 17
LOGAN-CACHE (LGU)

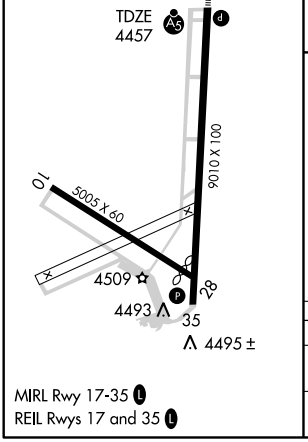
Circling NA east of Rwy 17-35.
DME/DME RNP-0.3 NA.

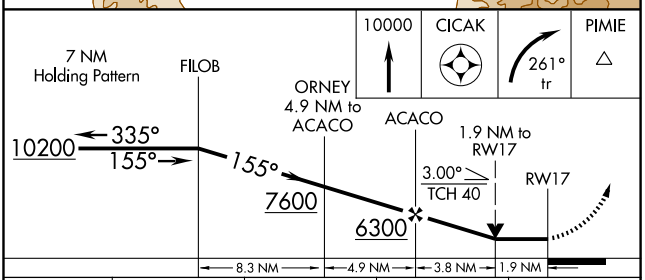
MALSR

MISSED APPROACH: Climb to 10000 direct CICAK and right turn via 261° track to PIMIE and hold, continue climb-in-hold to 10000.

ASOS	CEDAR CITY RADIO	UNICOM
135.275	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5100-1	643 (700-1)	5100-1¾ 643 (700-1¾)	5100-2 643 (700-2)
CIRCLING	5100-1	643 (700-1)	5100-1¾ 643 (700-1¾)	5100-2 643 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

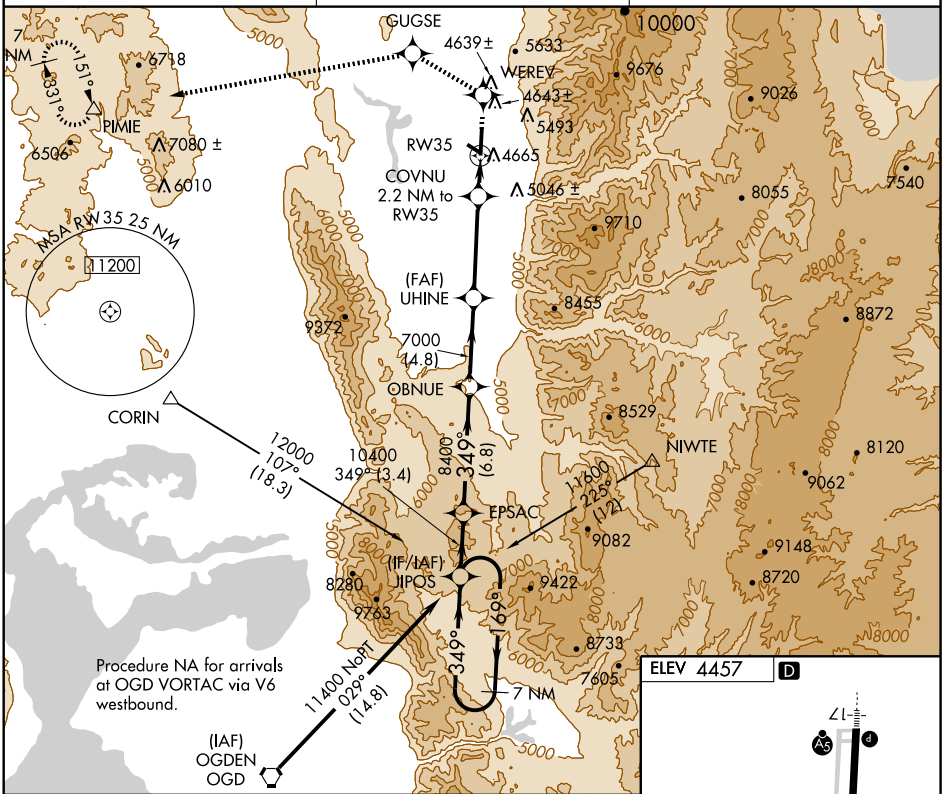
WAAS	APP CRS	Rwy Idg	9010
CH 57900	349°	TDZE	4457
W35A		Apt Elev	4457

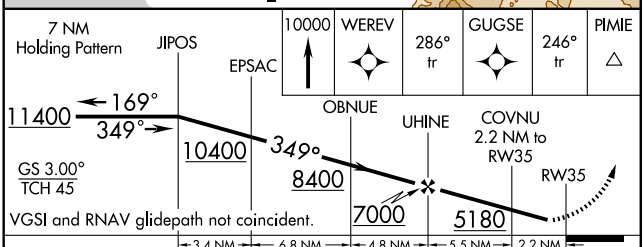
RNAV (GPS) RWY 35
LOGAN-CACHE (LGU)

Circling NA east of Rwy 17-35.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct WEREV and via 286° track to GUGSE and 246° track to PIMIE and hold, continue climb-in-hold to 10000.

ASOS	CEDAR CITY RADIO	UNICOM
135.275	122.2	122.8 (CTAF) L

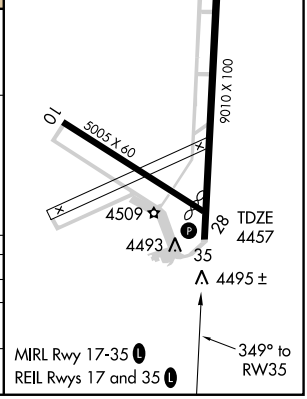




10000	WEREV	286° tr	GUGSE	246° tr	PIMIE
↑	✧		✧		△

CATEGORY	A	B	C	D
LPV DA	4746-1 289 (300-1)			
LNAV MDA	5060-1 603 (700-1)		5060-1¾ 603 (700-1¾)	5060-2 603 (700-2)
CIRCLING	5060-1 603 (700-1)		5060-1¾ 603 (700-1¾)	5060-2 603 (700-2)

ELEV 4457 D



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

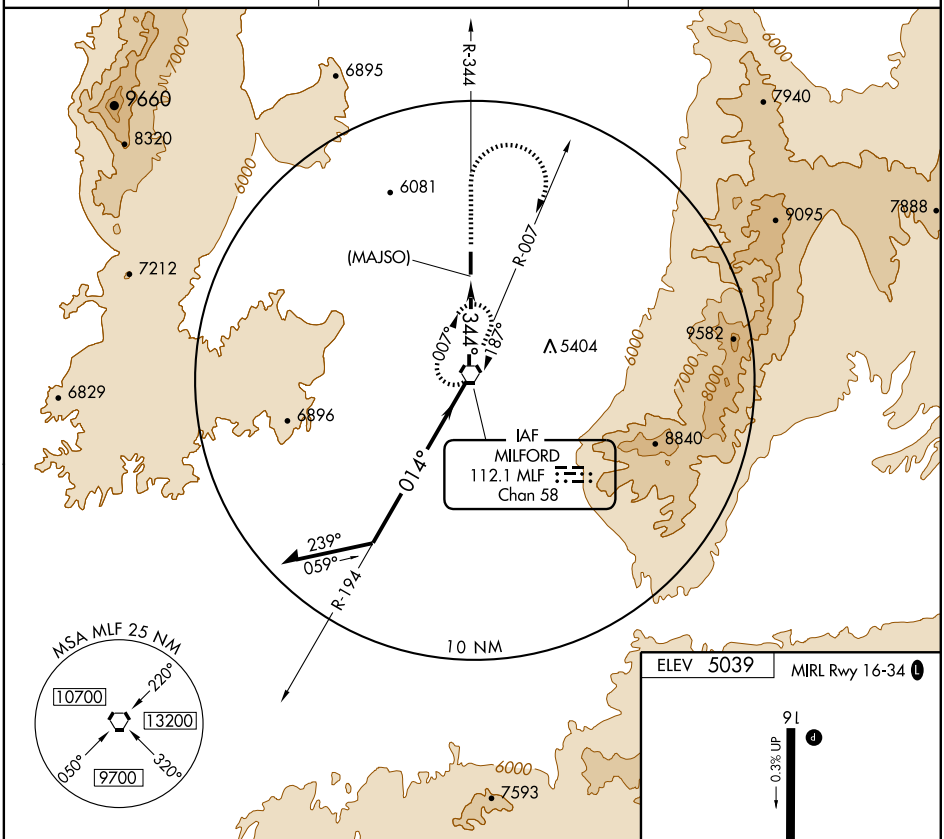
VORTAC MLF	APP CRS	Rwy Idg	N/A
112.1	344°	TDZE	N/A
Chan 58		Apt Elev	5039

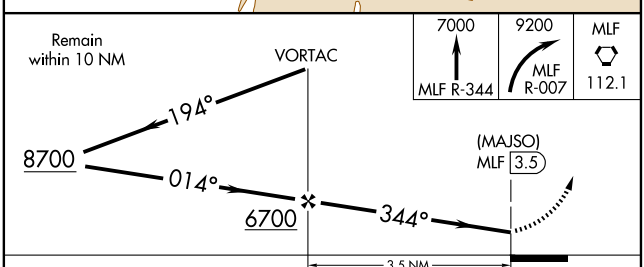
VOR or GPS-A

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD (MLF)

MISSED APPROACH: Climb to 7000 via MLF R-344, then climbing right turn to 9200 via R-007 to MLF VORTAC and hold.

ASOS	CEDAR CITY RADIO	UNICOM
135.025	122.1R	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	5660-1 621 (700-1)	5680-1 641 (700-1)	5700-1¾ 661 (700-1¾)	5780-2 ½ 741 (800-2 ½)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7100
039°	TDZE	4551
	Apt Elev	4555

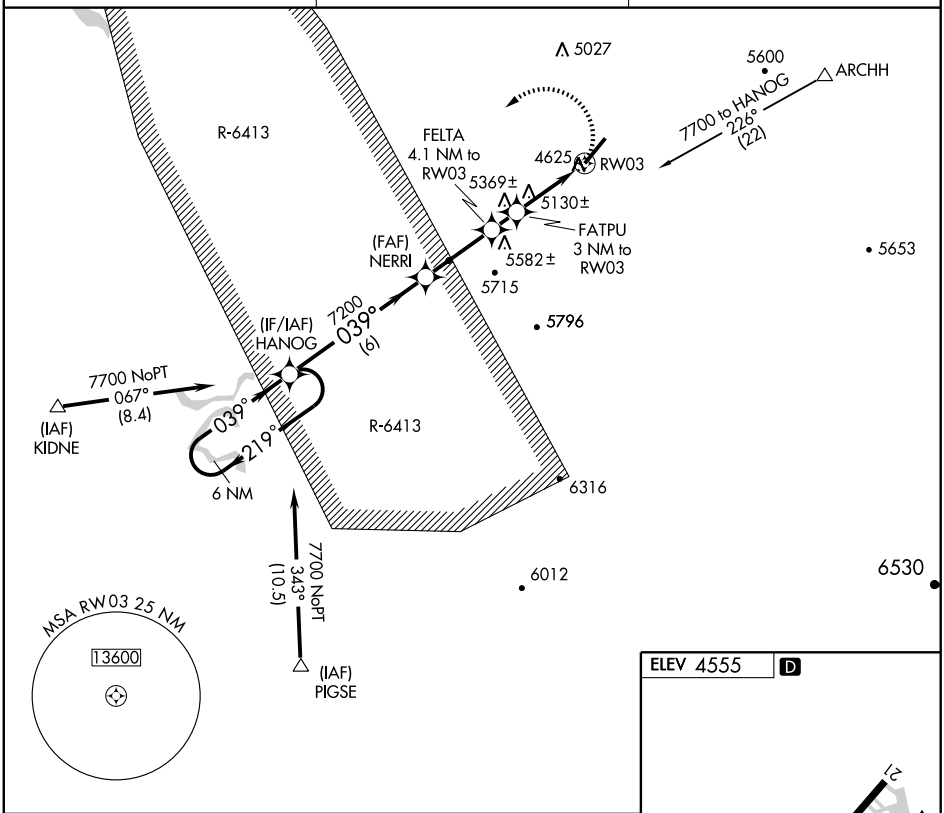
RNAV (GPS) RWY 3
MOAB/CANYONLANDS FIELD (CNY)

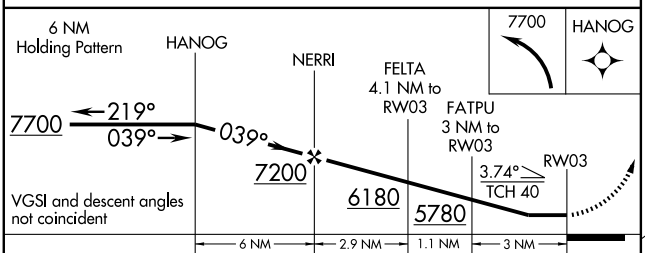
T
NA

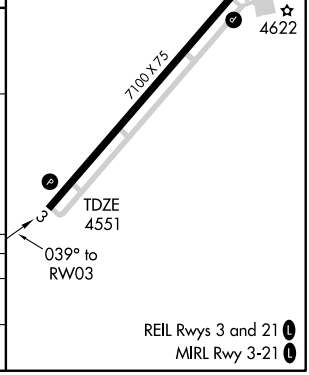
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA when R-6413 in operation.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 7700 direct HANOG WP and hold.

ASOS	DENVER CENTER	UNICOM
118.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5380-1 829 (900-1)	5380-1¼ 829 (900-1¼)	5380-2½ 829 (900-2½)	5380-2¾ 829 (900-2¾)
CIRCLING	5380-1 825 (900-1)	5380-1¼ 825 (900-1¼)	5380-2½ 825 (900-2½)	5440-3 885 (900-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OAB 109.8 Chan 35	APP CRS 113°	Rwy Idg N/A TDZE N/A Apt Elev 4555

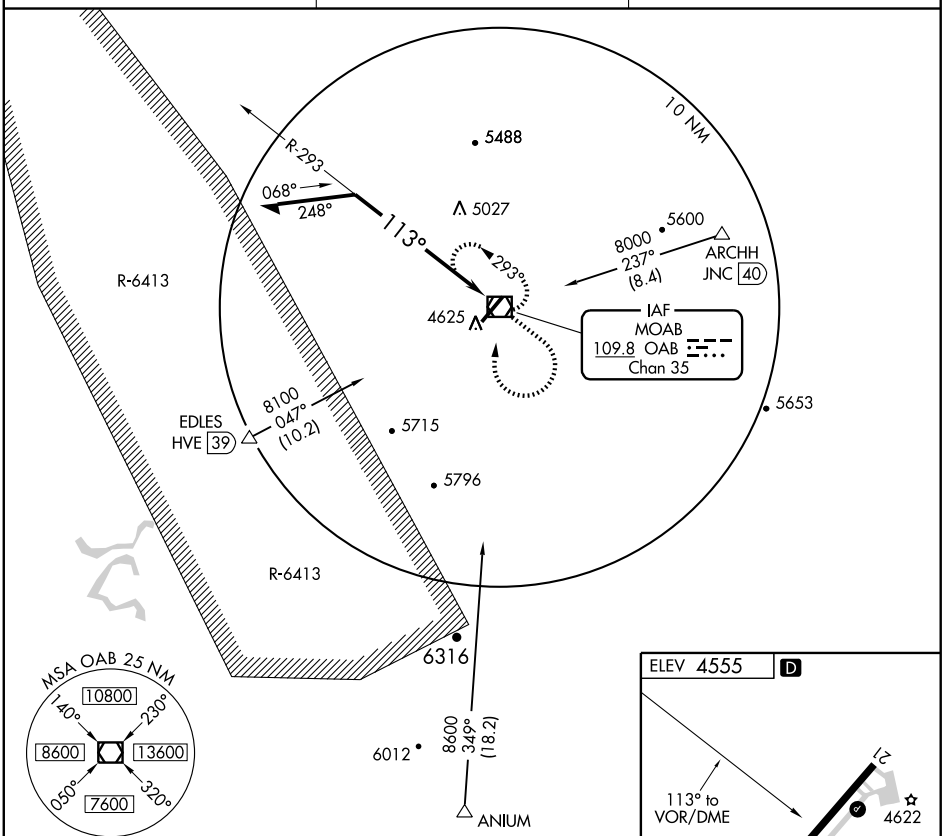
VOR-A

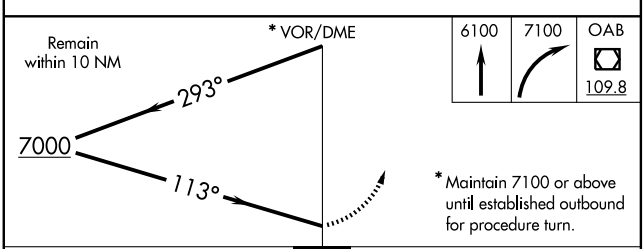
MOAB/CANYONLANDS FIELD (CNY)

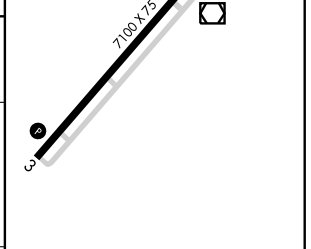
NA Procedure not authorized when R-6413 in operation.

MISSED APPROACH: Climb to 6100 then climbing right turn to 7100 direct OAB VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.525	134.5 327.8	122.8 (CTAF) L



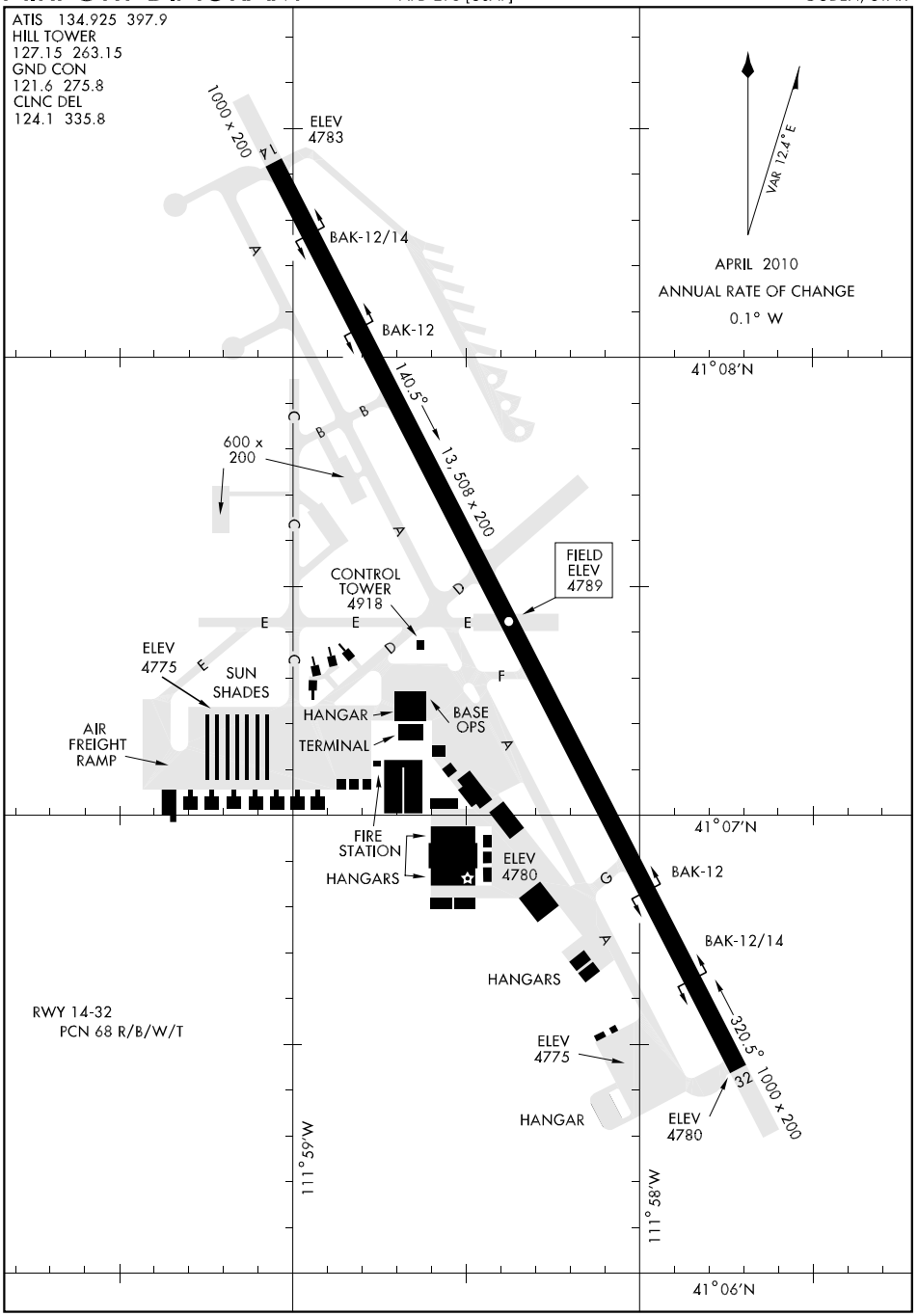




CATEGORY	A	B	C	D
CIRCLING	5500-1¼ 945 (1000-1¼)		5500-2¾ 945 (1000-2¾)	5500-3 945 (1000-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

DEVLN 1 DP (DEVLN1 • DEVLN)

SHL-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH

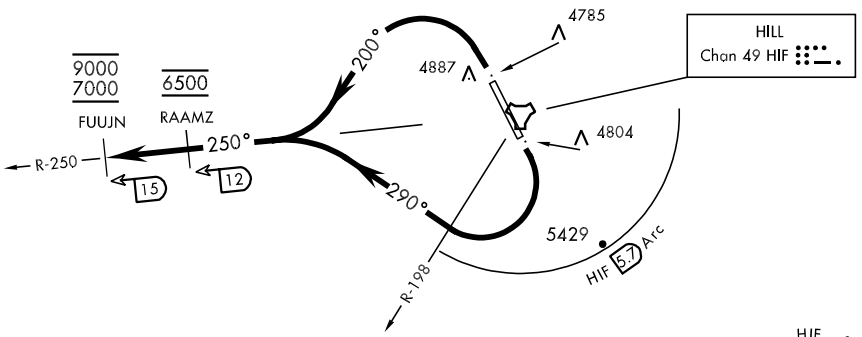
ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

Rwy	Knots	60	120	180	240	300	360
14	V/V(fpm)	2095	4190	6285	8380	10475	12570
32	V/V(fpm)	4610	9220	13830	18440	23050	27660

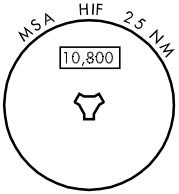
ATC Climb Rate to 5200

FOR STEREO FLIGHT
PLAN USE ONLY

AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°
RWY 32 HEADING 200°



COMPLETE TURN WITHIN 5.7 DME



MANDATORY: ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 9000, DEVLN 1".

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

SW-4, 21 OCT 2010 to 18 NOV 2010

FALCN 1 DP (FALCN1 • FALCN)

SHL-296 [USAF]

OGDEN, UTAH

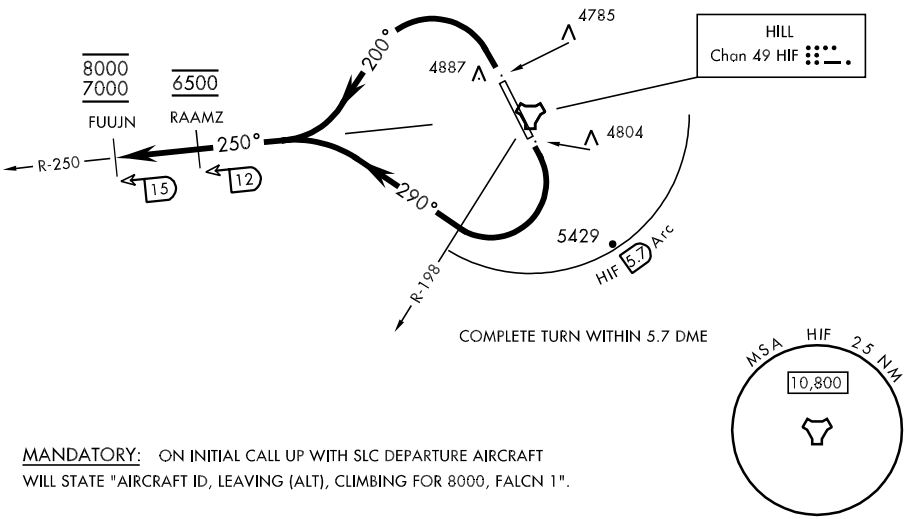
ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

Rwy	Knots	60	120	180	240	300	360
14	V/V(fpm)	2095	4190	6285	8380	10475	12570
32	V/V(fpm)	4610	9220	13830	18440	23050	27660

ATC Climb Rate to 5200

FOR STEREO FLIGHT
PLAN USE ONLY

AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°
RWY 32 HEADING 200°



MANDATORY: ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 8000, FALCN 1".

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

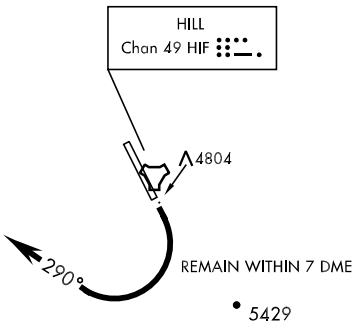
FREMONT 1 (VECTOR) DP (FRMNT1 • FRMNT)

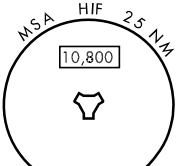
ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

SHL-296 [USAF]

Rwy	Knots	60	120	180	240	300	360
14 ⓐ	V/V(fpm)	580	1160	1740	2320	2900	3480
14 ⓑ	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate
ⓐ To 5200
ⓑ From 5200 to 6300





LOST COMMUNICATIONS: IF RADIO CONTACT HAS NOT BEEN ESTABLISHED BY HIF R-225 OR 12 DME, SQUAWK 7600 AND IMMEDIATELY CLIMB TO 7500 MSL.

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within 7 DME, maintain 6500.

TACAN OUT: Turn right heading 290°, maintain 6500.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

OGDEN, UTAH

HI-ILS RWY 14

HILL AFB (KHIF)

LOC I-HIF	APCH CRS	Rwy ldg 13,508 / TDZE 4786 / Arpt Elev 4789
109.9	139°	

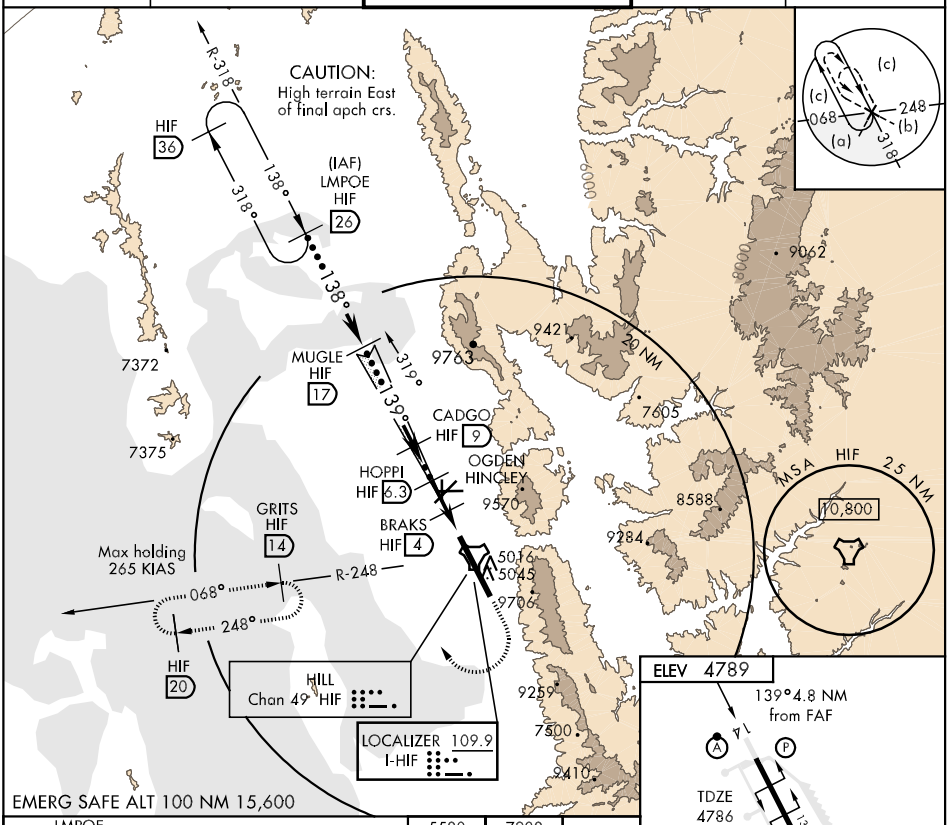
JAL-296 [USAF]

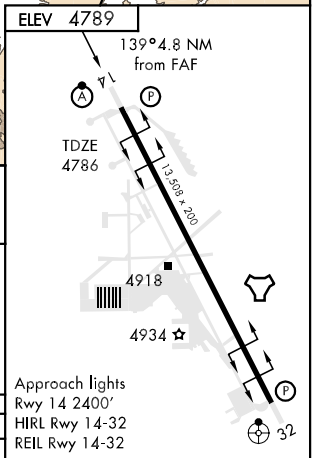
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized NE of Rwy 14-32.

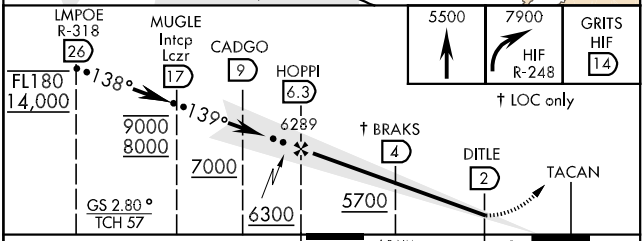
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

ATIS ★	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8







CATEGORY	C	D	E
S-ILS 14 *	4986/24	200	(200-½)
S-LOC 14 **	5040/40	254	(300-¾)
CIRCLING ***	5240-1½ 451 (500-1½)	5340-2	551 (600-2)

FAF to MAP 4.3 NM

Knots	120	140	160	180	200
Min:Sec	2:09	1:51	1:37	1:26	1:17

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN HIF Chan 49	APCH CRS 131°	Rwy ldg 13,508 TDZE 4786 Arpt Elev 4789

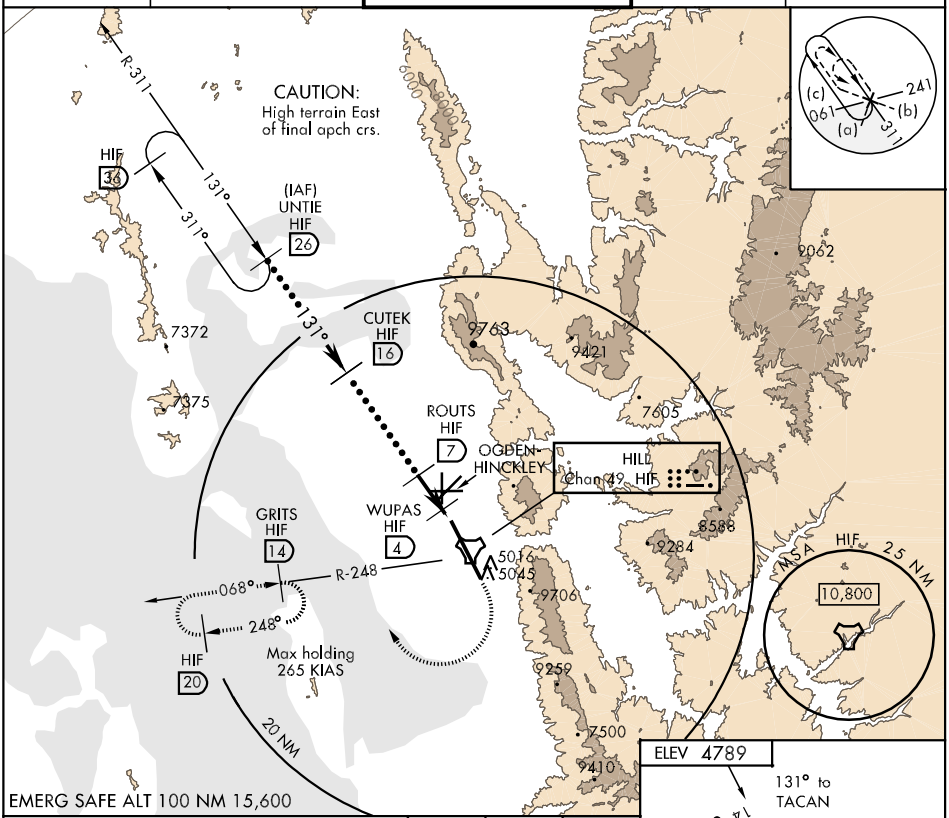
JAL-296 [USAF]

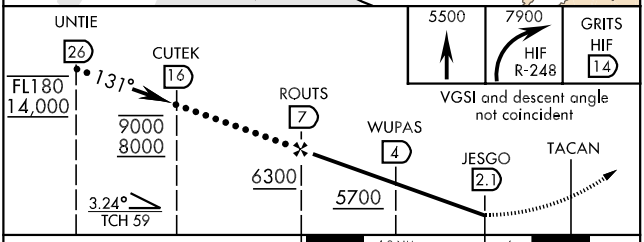
▼ * When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized NE of Rwy 14-32.

ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

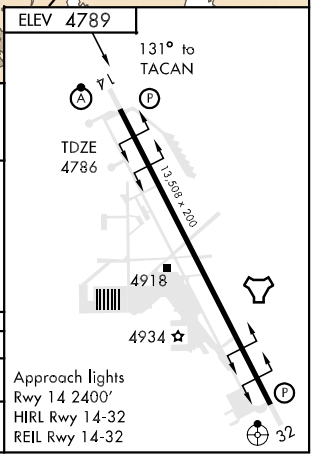
ATIS ★	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8





5500	7900	GRITS
	HIF R-248	HIF 14

VGSI and descent angle not coincident



CATEGORY	C	D	E
S-14 *	5140/40	354 (400-¾)	
CIRCLING **	5240-1½ 451 (500-1½)	5340-2 551 (600-2)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
HIF Chan 49	332°	13,508	4783	4789

JAL-296 [USAF] HILL AFB (KHIF)

* Circling not authorized E of Rwy 14-32.

ODALS

MISSED APPROACH: Climbing left turn to 8400 out HIF TACAN R-295 to BRESS and hold.

ATIS	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8

Max holding 265 KIAS

HIF 30 115° 295° BRESS HIF 20 R-295

OGDEN HINCKLEY

HILL Chan 49 HIF

CAUTION: High terrain East of final apch crs.

20 NM

SALT LAKE CITY INTL

OPGEE HIF 6

TUBBY HIF 10

FEDAD HIF 14

ZASKO HIF 18

(HAF) PEERC HIF 24

332° 152°

HIF 34 R-T52

MSA HIF 25 NM 10,800

EMERG SAFE ALT 100 NM 15,600

ELEV 4789

4887 4876 4918 4934

13,508 × 200

TDZE 4783

32

Approach lights
Rwy 14 2400'
HIRL Rwy 14-32
REIL Rwy 14-32

332° to TACAN

8400 HIF R-295

BRESS HIF 20

VGSI and descent angle not coincident.

PEERC R-152 24

FEDAD 14 ZASKO 18 TUBBY 10 OPGEE 6 TACAN FIKAP 1.4

15,000 14,000 10000 9500 8400 6800

3.55° TCH 52

.6 8.6 NM

CATEGORY	C	D	E
S-32	5240/50 457 (500-1)	5240/60 457	(500-1¼)
CIRCLING *	5240-1½ 451 (500-1½)	5340-2 551	(600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILONN 1 DP (ILONN1 • ILONN)

SHL-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH

ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

Rwy	Knots	60	120	180	240	300	360
14 ⓐ	V/V(fpm)	580	1160	1740	2320	2900	3480
14 ⓑ	V/V(fpm)	260	520	780	1040	1300	1560
32 ⓒ	V/V(fpm)	660	1320	1980	2640	3300	3960

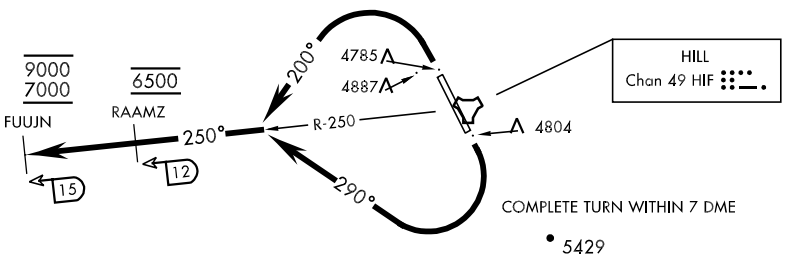
ATC Climb Rate

ⓐ To 5200

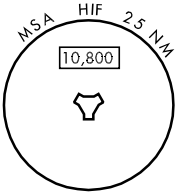
ⓑ From 5200 to 6300

ⓒ To 5700

FOR STEREO FLIGHT PLAN USE ONLY



AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°.
RWY 32 HEADING 200°



EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, intercept HIF R-250 outbound prior to 12 DME (complete turn within 7 DME), cross RAAMZ at 6500, maintain block 7000 through 9000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF R-250 outbound prior to 12 DME, cross RAAMZ at 6500, maintain block 7000 through 9000.

SW-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 14

HILL AFB (KHIF)

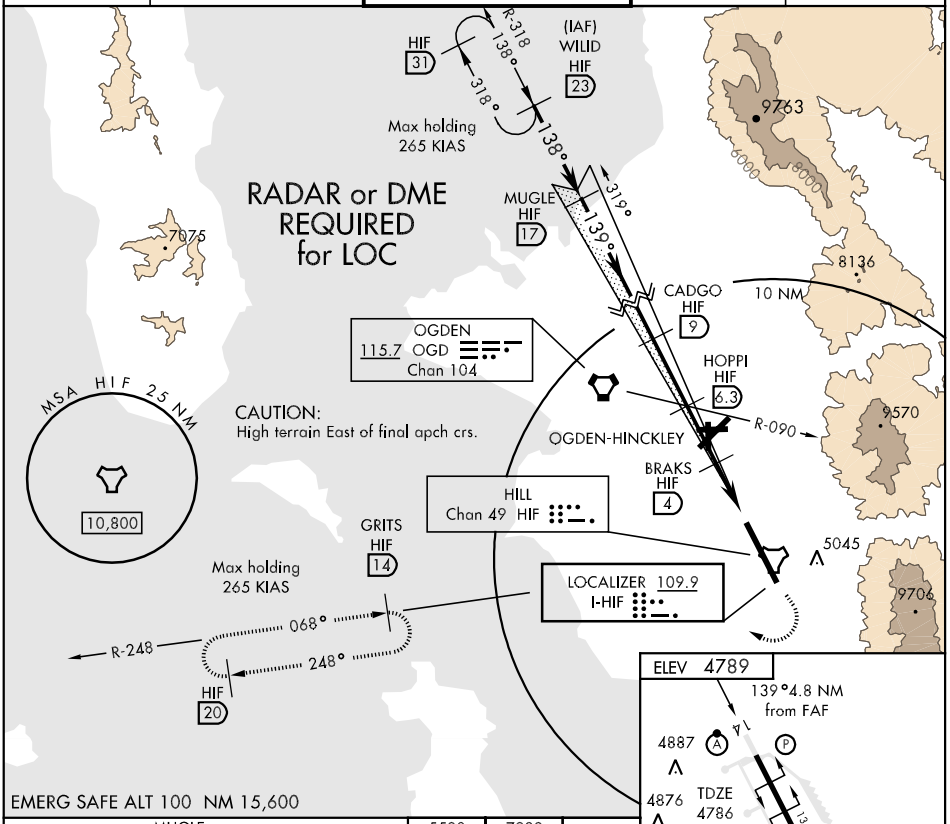
LOC I-HIF	APCH CRS	Rwy ldg 13,508 / TDZE 4786 / Arpt Elev 4789
109.9	139°	AL-296 [USAF]

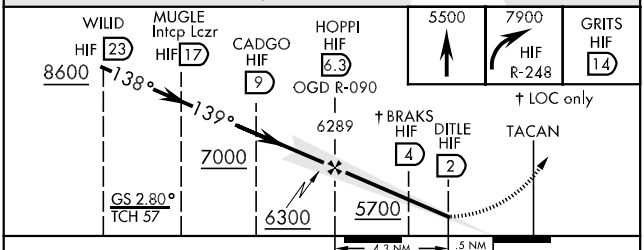
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized in sector NE of Rwy 14-32.

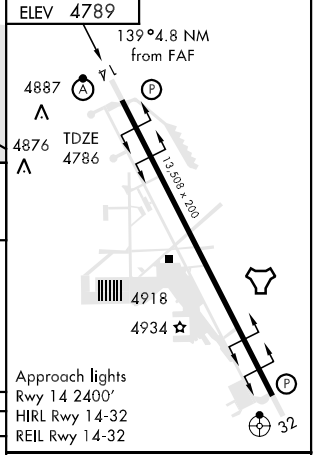
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

ATIS	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8







CATEGORY	A	B	C	D	E
S-ILS 14 *	4986/24 200 (200-½)				
S-LOC 14 **	5040/24 254 (300-½)		5040/40 254 (300-¾)		
CIRCLING ***	5240-1 451 (500-1)		5240-1½ 451(500-1½)	5340-2 551 (600-2)	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SW-4, 21 OCT 2010 to 18 NOV 2010

ILS Z RWY 14

LOC I-HIF	APCH CRS	Rwy Idg 13,508 / TDZE 4786 / Arpt Elev 4789
109.9	139°	

AL-296 [USAF]

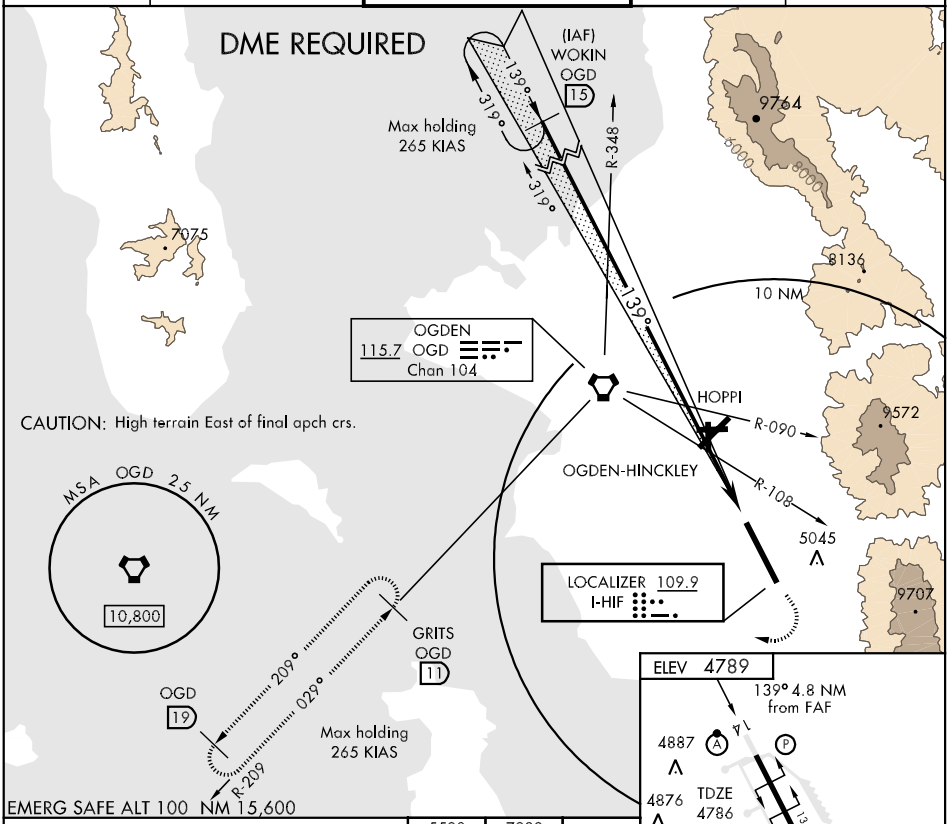
HILL AFB (KHIF)

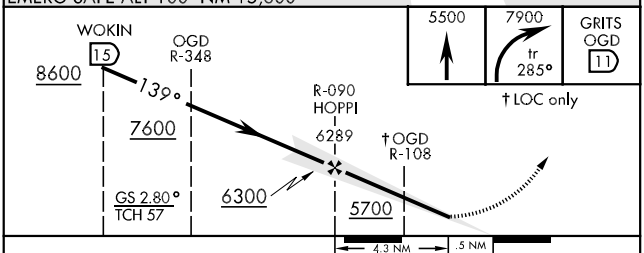
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized in sector NE of Rwy 14-32.

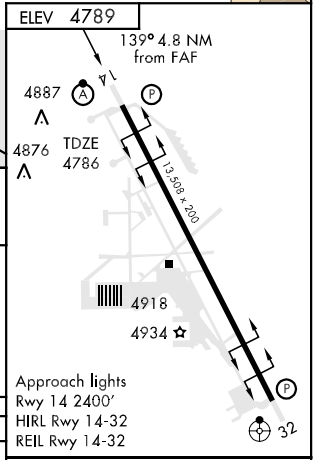
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900, track 285° intercept OGD VORTAC R-209 to GRITS and hold.

ATIS	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8







CATEGORY	A	B	C	D	E
S-ILS 14 *	4986/24 200 (200-½)				
S-LOC 14 **	5060/24 274 (300-½)		5060/40 274 (300-¾)		
CIRCLING ***	5240-1 451 (500-1)		5240-1½ 451(500-1½)	5340-2 551 (600-2)	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14

TACAN	HIF	APCH CRS	Rwy ldg	13,508
Chan	49	131°	TDZE	4786
			Arpt Elev	4789

AL-296 [USAF]

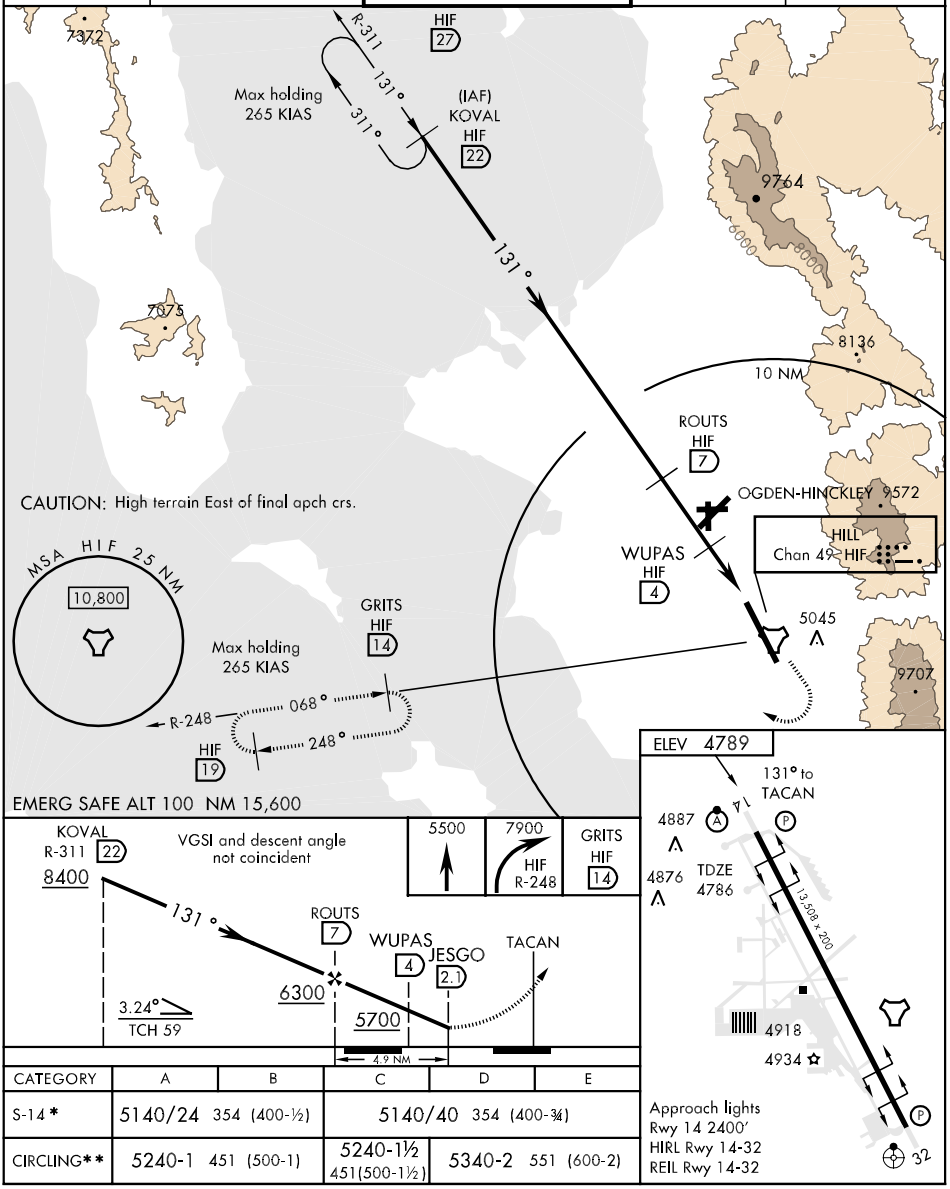
HILL AFB (KHIF)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized in sector NE of Rwy 14-32.

ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

ATIS	SALT LAKE CITY APP CON	HILL TOWER	GND CON	CLNC DEL
134.925 397.9	121.1 319.25	127.15 263.15	121.6 275.8	124.1 335.8



CATEGORY	A	B	C	D	E
S-14 *	5140/24	354 (400-½)	5140/40	354 (400-¾)	
CIRCLING**	5240-1	451 (500-1)	5240-1½ 451(500-1½)	5340-2	551 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010

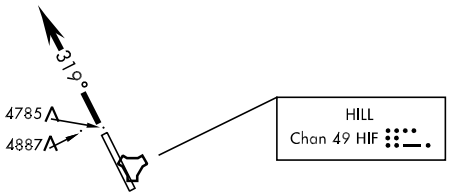
WILLARD 1 (VECTOR) DP (WLLRD1 • WLLRD)

ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

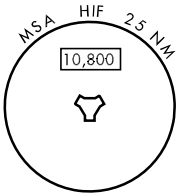
SHL-296 [USAF]

Rwy	Knots	60	120	180	240	300	360
32	V/V(fpm)	660	1320	1980	2640	3300	3960

ATC Climb Rate to 5700



5429



EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

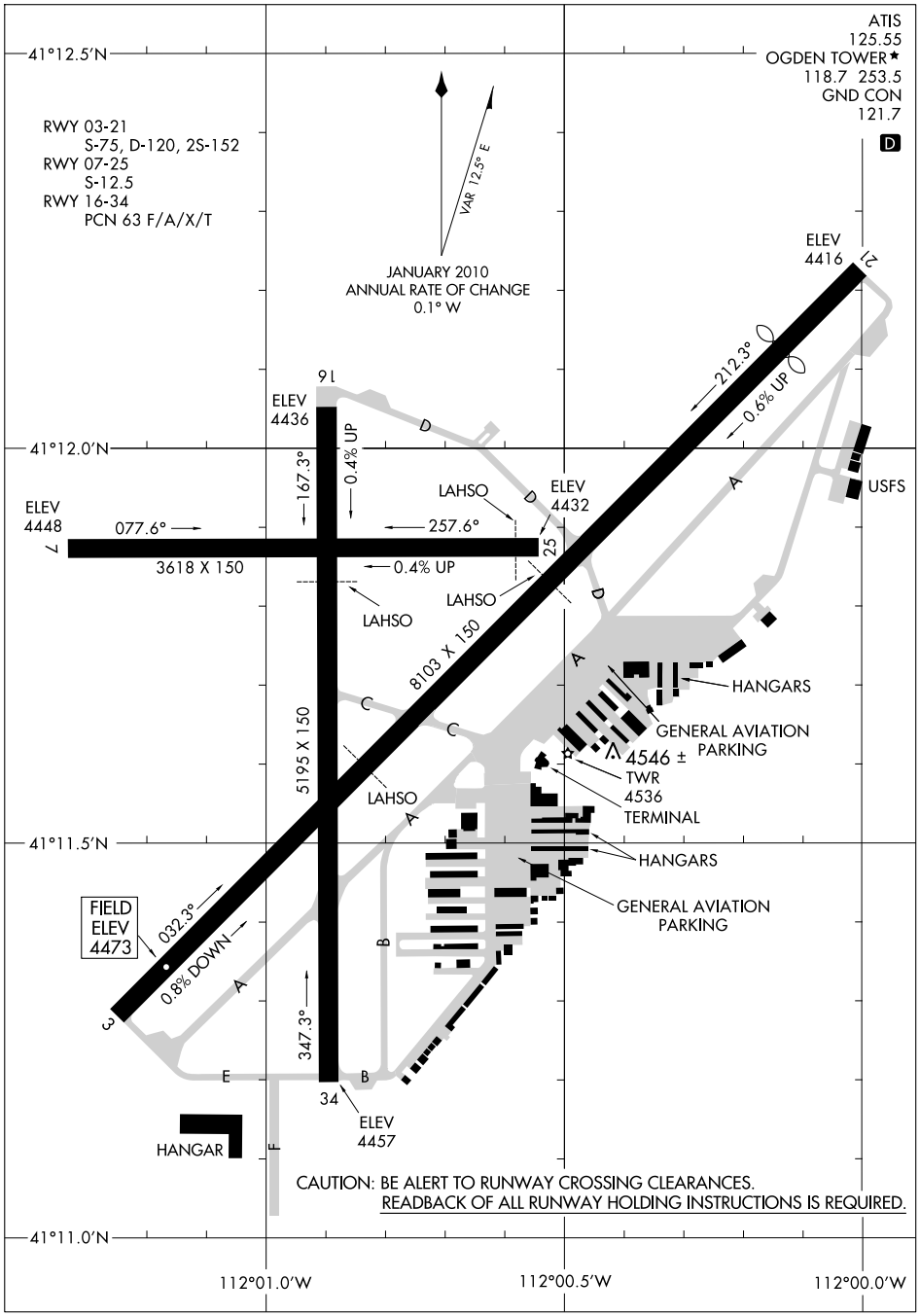
TAKE-OFF RWY 32: Track heading 319 °, maintain 7000.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)
OGDEN, UTAH



SW-4, 21 OCT 2010 to 18 NOV 2010

EMONT ONE DEPARTURE (OBSTACLE)

SL-297 (FAA)

TAKE-OFF OBSTACLE NOTES

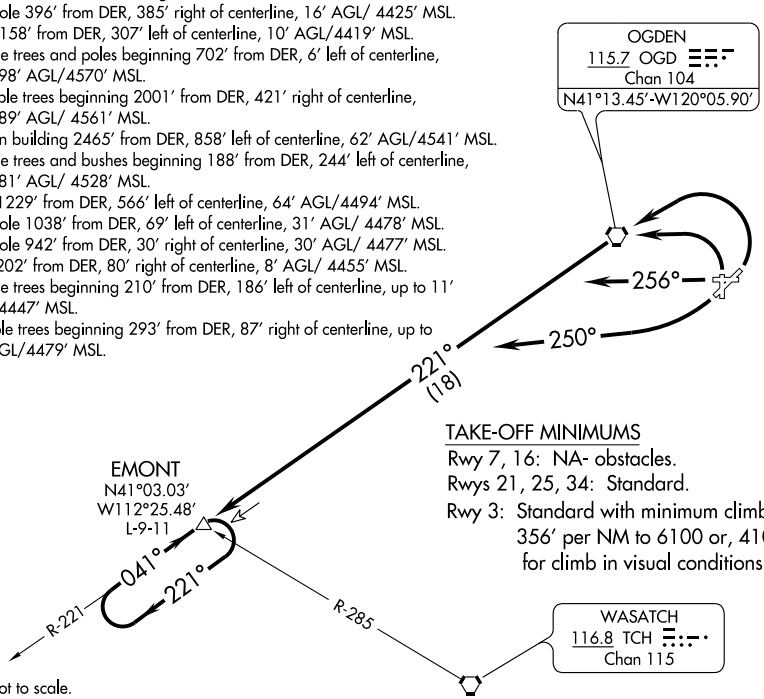
Rwy 3: Multiple trees beginning 376′ from DER, 62′ left of centerline, up to 42′ AGL/4451′ MSL.
Tree 430′ from DER, 503′ right of centerline, 46′ AGL/4455′ MSL.
Flagpole 348′ from DER, 583′ right of centerline, 42′ AGL/4451′ MSL.
Lightpole 241′ from DER, 535′ left of centerline, 38′ AGL/4447′ MSL.
Pole 628′ from DER, 611′ right of centerline, 45′ AGL/ 4454′ MSL.
OL on DME 195′ from DER, 268′ right of centerline, 17′ AGL/ 4426′ MSL.
Road 231′ from DER, 470′ right of centerline, 14′ AGL/ 4423′ MSL.
Lightpole 396′ from DER, 385′ right of centerline, 16′ AGL/ 4425′ MSL.
Road 158′ from DER, 307′ left of centerline, 10′ AGL/4419′ MSL.

Rwy 21: Multiple trees and poles beginning 702′ from DER, 6′ left of centerline, up to 98′ AGL/4570′ MSL.
Multiple trees beginning 2001′ from DER, 421′ right of centerline, up to 89′ AGL/ 4561′ MSL.
Rod on building 2465′ from DER, 858′ left of centerline, 62′ AGL/4541′ MSL.

Rwy 25: Multiple trees and bushes beginning 188′ from DER, 244′ left of centerline, up to 81′ AGL/ 4528′ MSL.
Tank 1229′ from DER, 566′ left of centerline, 64′ AGL/4494′ MSL.
Lightpole 1038′ from DER, 69′ left of centerline, 31′ AGL/ 4478′ MSL.
Lightpole 942′ from DER, 30′ right of centerline, 30′ AGL/ 4477′ MSL.
Bush 202′ from DER, 80′ right of centerline, 8′ AGL/ 4455′ MSL.

Rwy 34: Multiple trees beginning 210′ from DER, 186′ left of centerline, up to 11′ AGL/4447′ MSL.
Multiple trees beginning 293′ from DER, 87′ right of centerline, up to 43′ AGL/4479′ MSL.

ATIS 125.55
GND CON
121.7
OGDEN TOWER ★
118.7 253.5
SALT LAKE CITY DEP CON
121.1 319.25



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 7, 16: NA- obstacles.
Rwys 21, 25, 34: Standard.
Rwy 3: Standard with minimum climb of 356′ per NM to 6100 or, 4100-3 for climb in visual conditions.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence.... Or, climb in visual conditions to cross OGD VORTAC southwest bound at or above 8500, then on OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 250° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 25: Climb heading 256° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 34: Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence....

....Climb in EMONT INT holding pattern to MEA/MCA for assigned route of flight.

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGD	APP CRS	Rwy Idg	7252
111.7	031°	TDZE	4473
Chan 54		Apt Elev	4473

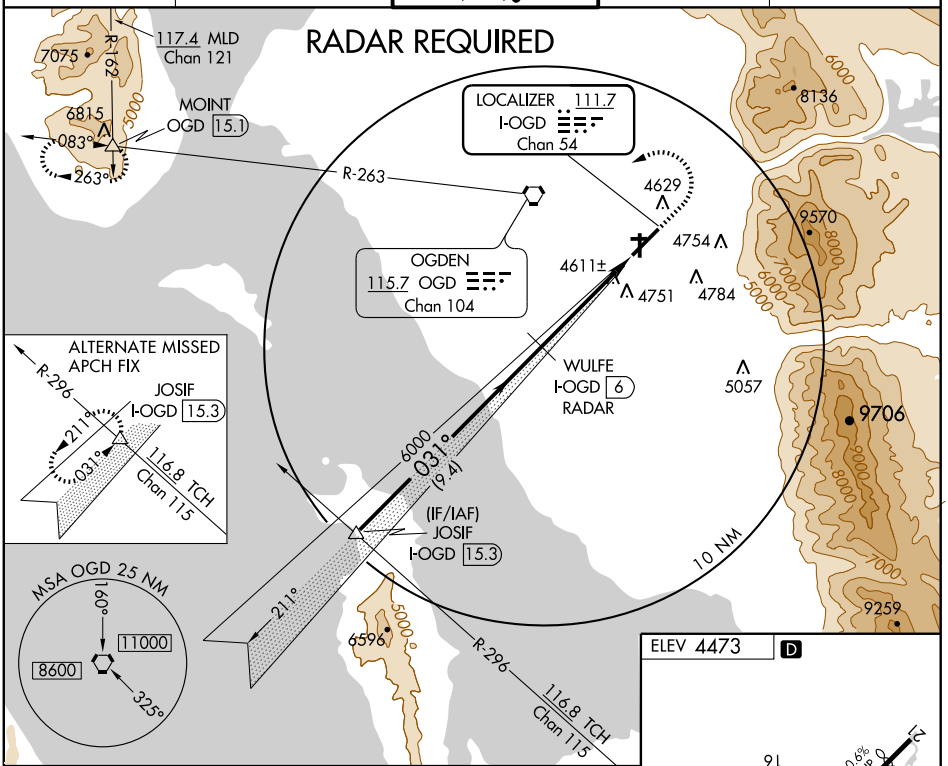
ILS or LOC RWY 3
OGDEN-HINCKLEY (OGD)

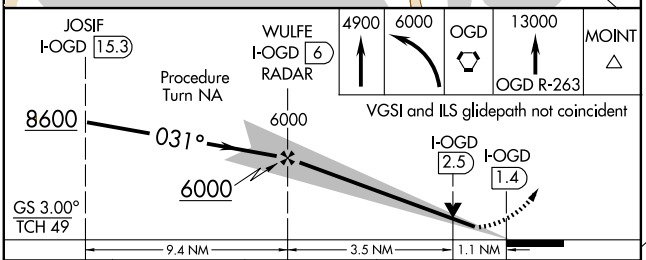
When VGSI inoperative, circling Rwy 7 and 16 NA at night.
DME or RADAR required.
Inoperative table does not apply to S-ILS-3 and S-LOC-3 Cat C.
When local altimeter setting not received, use Hill AFB altimeter setting.

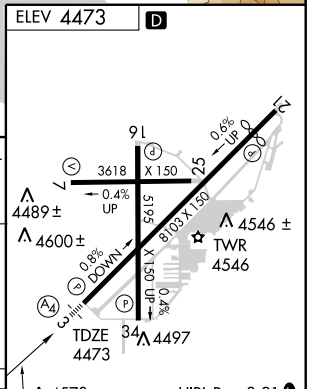
MALS

MISSED APPROACH: Climb to 4900, then climbing left turn to 6000 direct OGD VORTAC, then climb to 13000 via OGD R-263 to MOINT INT/OGD 15.1 DME and hold, continue climb-in-hold to 13000.

ATIS	SALT LAKE CITY APP CON	OGDEN TOWER★	GND CON	UNICOM
125.55	121.1 319.25	118.7 (CTAF) 253.5	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 3	4673-¾ 200 (200-¾)			
S-LOC 3	4880-¾ 407 (500-¾)		4880-1¼ 407 (500-1¼)	
CIRCLING	4980-1 507 (600-1)	5060-1 587 (600-1)	5060-1½ 587 (600-1½)	5100-2 627 (700-2)

HIRL Rwy 3-21
MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SW-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
LAS VEGAS, NV			
NORTH LAS VEGAS (VGT)	25	12R-30L	4,000 feet
	30L	07-25	4,000 feet
OGDEN, UT			
OGDEN-HINCKLEY (OGD)	03	07-25	4,700 feet
	07	03-21	3,450 feet
	21	16-34	4,550 feet
	34	07-25	3,850 feet
PRESCOTT, AZ			
ERNEST A. LOVE FIELD (PRC)	21L	12-30	5,150 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 3

OGDEN-HINCKLEY (OGD)

APP CRS	Rwy Idg	7252
031°	TDZE	4473
	Apt Elev	4473

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Hill AFB altimeter setting.
When VGSI inoperative, circling Rwy 7 and 16 NA at night.
Inoperative table does not apply to LNAV Cat C.

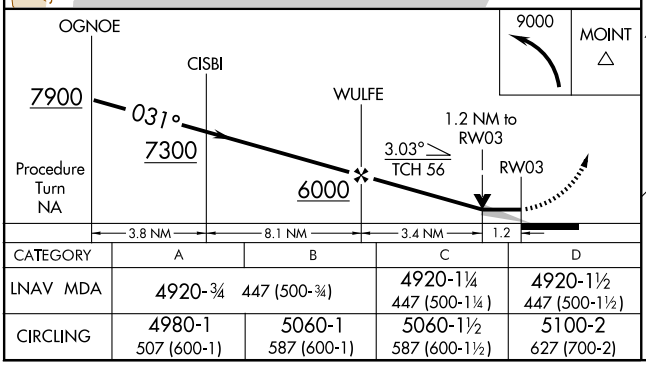
MALS

MISSED APPROACH: Climbing left turn to 9000 direct MOINT and hold, continue climb-in-hold to 9000.

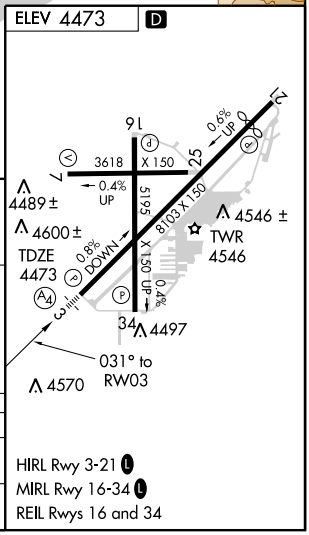
ATIS	SALT LAKE CITY APP CON	OGDEN TOWER★	GND CON	UNICOM
125.55	121.1 319.25	118.7 (CTAF) L 253.5	121.7	122.95

Procedure NA for arrivals at TCH VORTAC via V21-101 southeastbound.

6815
083°
263°
7 NM
MOINT
9000
165° (6.2)
(IAF) RIDEN
7900 130° (11.6)
(FAF) WULFE
6000 031° (8.1)
CISBI
7300 031° (3.8)
(IF) OGNOE
MSA RW03 25 NM
11000
7900 018° (12.2)
(IAF) STACO
7900 289° (15.9)
(IAF) WASATCH TCH
RW03
4629
4751
4754
4784
9570
9706
5057
6596
9259
5000
6000
7000
8000



CATEGORY	A	B	C	D
LNAV MDA	4920-¾ 447 (500-¾)		4920-1¼ 447 (500-1¼)	4920-1½ 447 (500-1½)
CIRCLING	4980-1 507 (600-1)	5060-1 587 (600-1)	5060-1½ 587 (600-1½)	5100-2 627 (700-2)



HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 3

OGDEN-HINCKLEY (OGD)

WAAS	APP CRS	Rwy Idg	7252
CH 65620	031°	TDZE	4473
W03A		Apt Elev	4473

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Hill AFB altimeter setting.
Inoperative table does not apply.

MALS

MISSED APPROACH: Climb to 9000 direct JISUP and via 271° track to TOGTE and via 238° track to MOINT and hold, continue climb-in-hold to 9000.

ATIS	SALT LAKE CITY APP CON	OGDEN TOWER★	GND CON	UNICOM
125.55	121.1 319.25	118.7 (CTAF) L 253.5	121.7	122.95

Procedure NA for arrivals at TCH VORTAC via V21-101 southeastbound.

TOGTE (4.4) 238° 271° (16) JISUP

MOINT 083° 263° 7 NM 165° (6.2) 9000

(IAF) RIDEN 7900 130° (11.6)

(FAF) WULFE 6000 031° (8.1) CISBI

(IF) OGNOE 7300 031° (3.8)

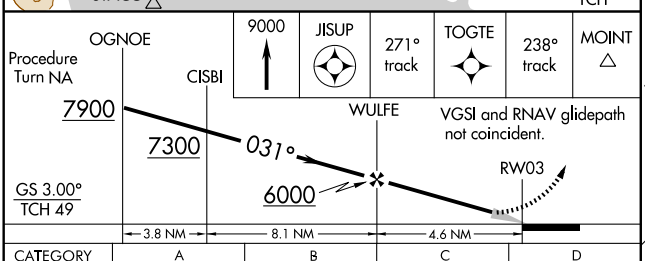
MSA RW03 25 NM 11000

(IAF) STACO 7900 018° (12.2)

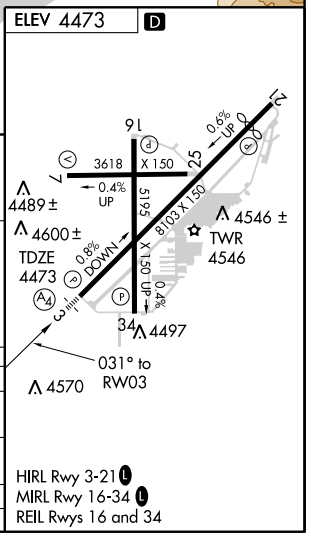
(IAF) WASATCH TCH 7900 289° (15.9)

RW03

8136 9570 9706 9259 6596 6815 4629 4754 4751 4784 5057



CATEGORY	A	B	C	D
LPV DA	4890-1½ 417 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	NA			
CIRCLING	NA			



HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC OGD 115.7 Chan 104	APP CRS 101°	Rwy Idg 3618 TDZE 4448 Apt Elev 4473

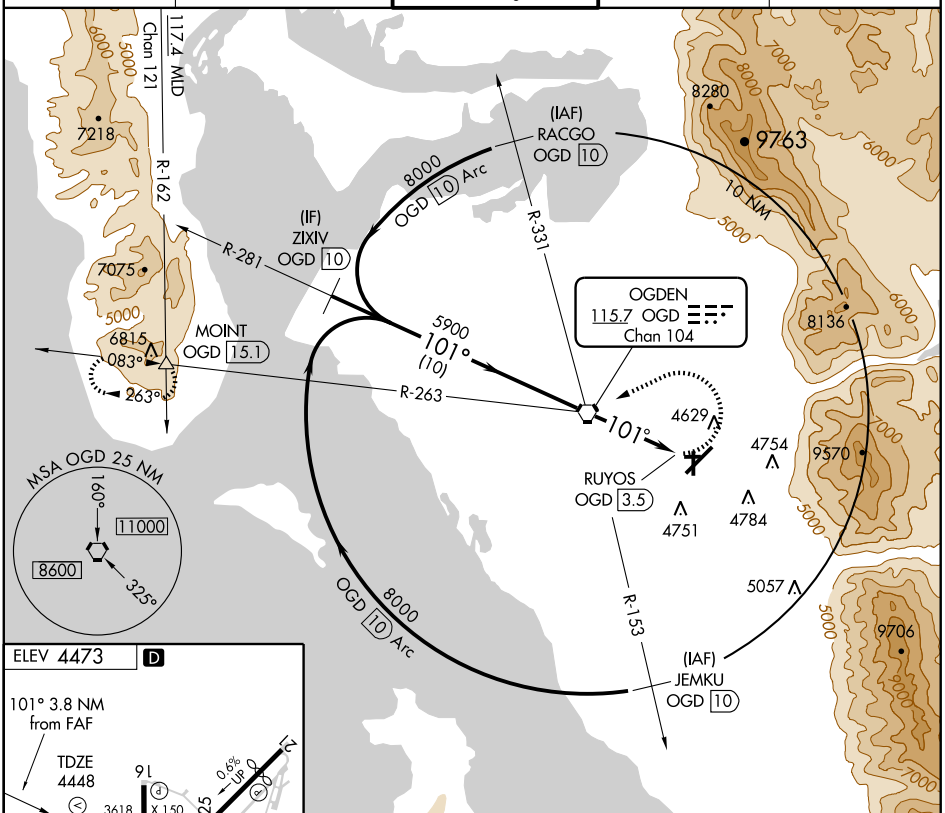
VOR/DME RWY 7

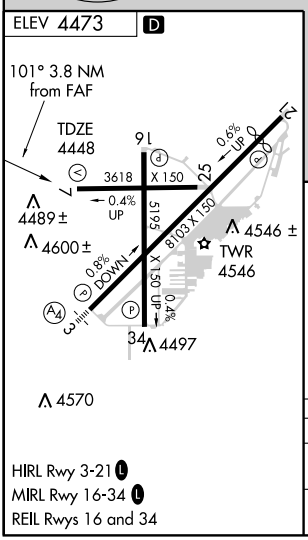
OGDEN-HINCKLEY (OGD)

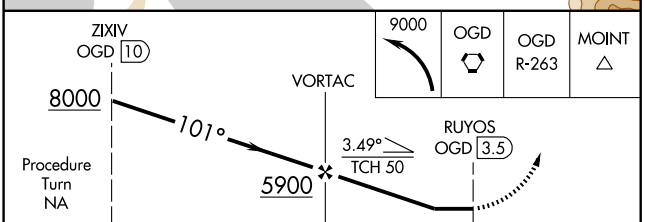
When local altimeter setting not received, use Hill AFB altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 7 procedure NA at night.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 9000 direct OGD VORTAC and via OGD VORTAC R-263 to MOINT/15.1 DME and hold, continue climb-in-hold to 9000.

ATIS	SALT LAKE CITY APP CON	OGDEN TOWER★	GND CON	UNICOM
125.55	121.1 319.25	118.7 (CTAF) L 253.5	121.7	122.95







CATEGORY	A	B	C	D
S-7	4900-1 452 (500-1)		4900-1¼ 452 (500-1¼)	4900-1½ 452 (500-1½)
CIRCLING	4980-1 507 (600-1)	5060-1 587 (600-1)	5060-1½ 587 (600-1½)	5100-2 627 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PUC	APP CRS	Rwy Idg	8313
109.35	004°	TDZE	5863
Chan 30 (Y)		Apt Elev	5957

ILS or LOC/DME RWY 36

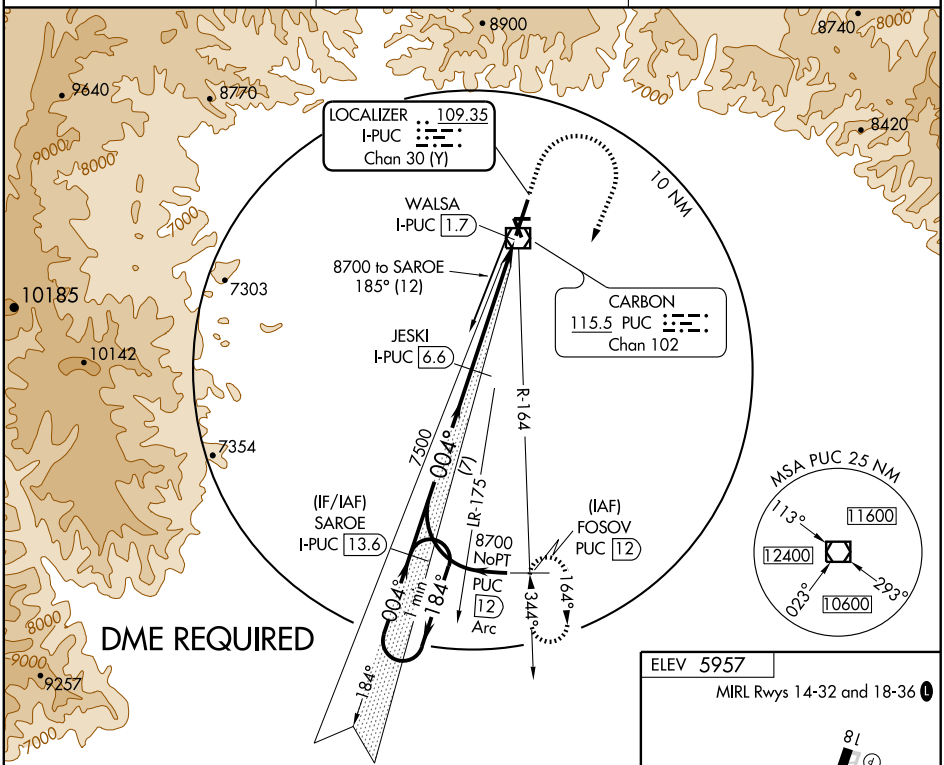
PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

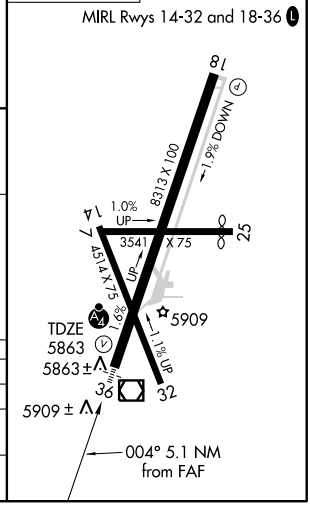
Inoperative table does not apply.
NA Circling NA at night to Rwy 18, 25, and 32.

MALSF

MISSED APPROACH: Climb to 6400, then climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/PUC VOR/DME 12 DME and hold, continue climb-in-hold to 10000.

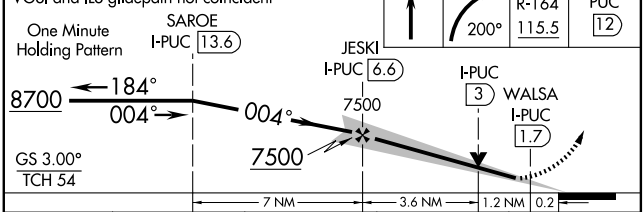
ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF) L





Use I-PUC DME when on the localizer course.
VGSI and ILS glidepath not coincident

6400	10000	PUC	FOSOV
↑	200°	R-164	PUC
		115.5	12



CATEGORY	A	B	C	D
S-ILS 36	6114-1 251 (200-1)			
S-LOC 36	6240-1 377 (300-1)			6240-1¼ 377 (300-1¼)
CIRCLING	6660-1 703 (800-1)	6740-1¼ 783 (800-1¼)	6820-2½ 863 (900-2½)	6980-3 1023 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD AIRPORT (PUC)

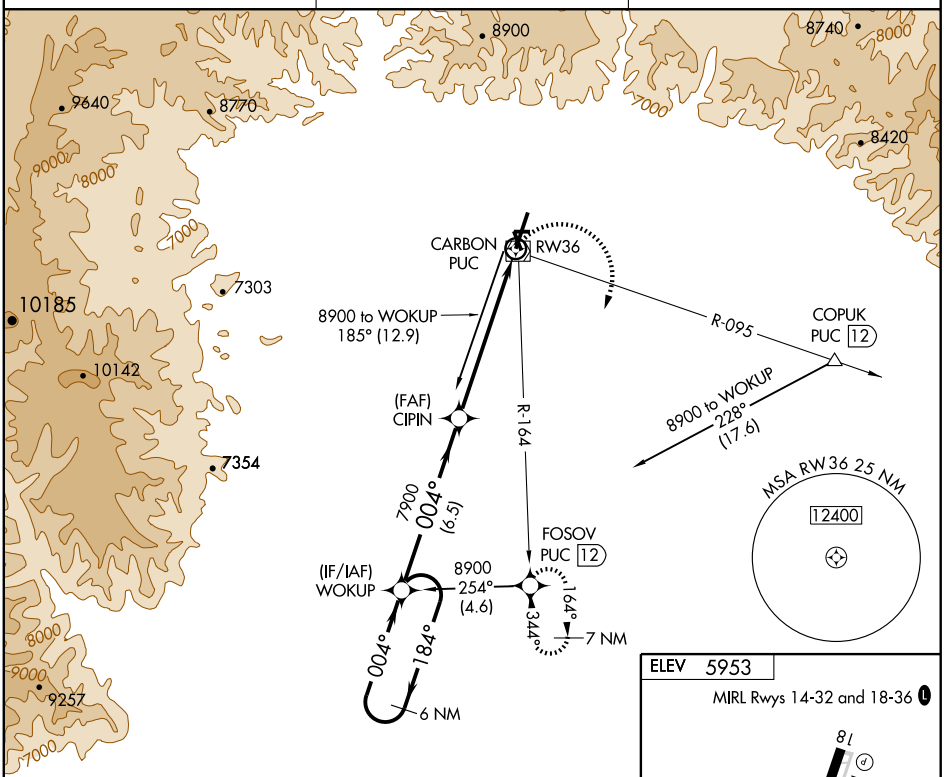
APP CRS	Rwy Idg	8313
004°	TDZE	5835
	Apt Elev	5953

Circling not authorized at night to Rwy 18, 25, and 32.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

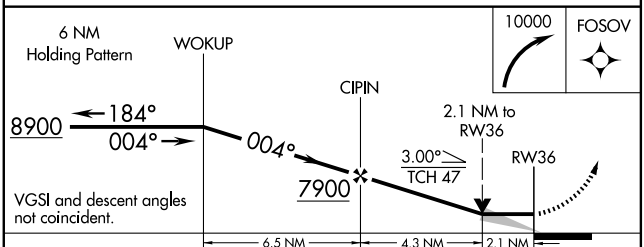
MALSF

MISSED APPROACH: Climbing right turn to 10000 direct FOSOV WP and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF)



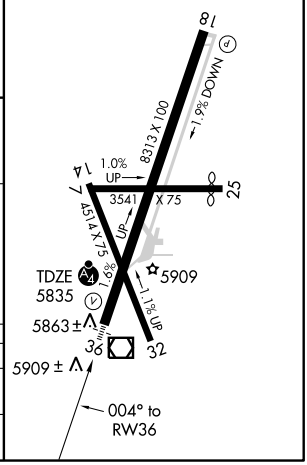
Procedure NA for arrival at COPUK via V134 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	6400-1 565 (500-1)		6400-1½ 565 (500-1½)	6400-1¾ 565 (500-1¾)
CIRCLING	6660-1 707 (800-1)	6740-1¼ 787 (800-1¼)	6820-2½ 867 (900-2½)	6980-3 1027 (1100-3)

ELEV 5953

MIRL Rwys 14-32 and 18-36



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PUC	APP CRS	Rwy Idg	8313
115.5	009°	TDZE	5835
Chan 102		Apt Elev	5953

VOR/DME RWY 36

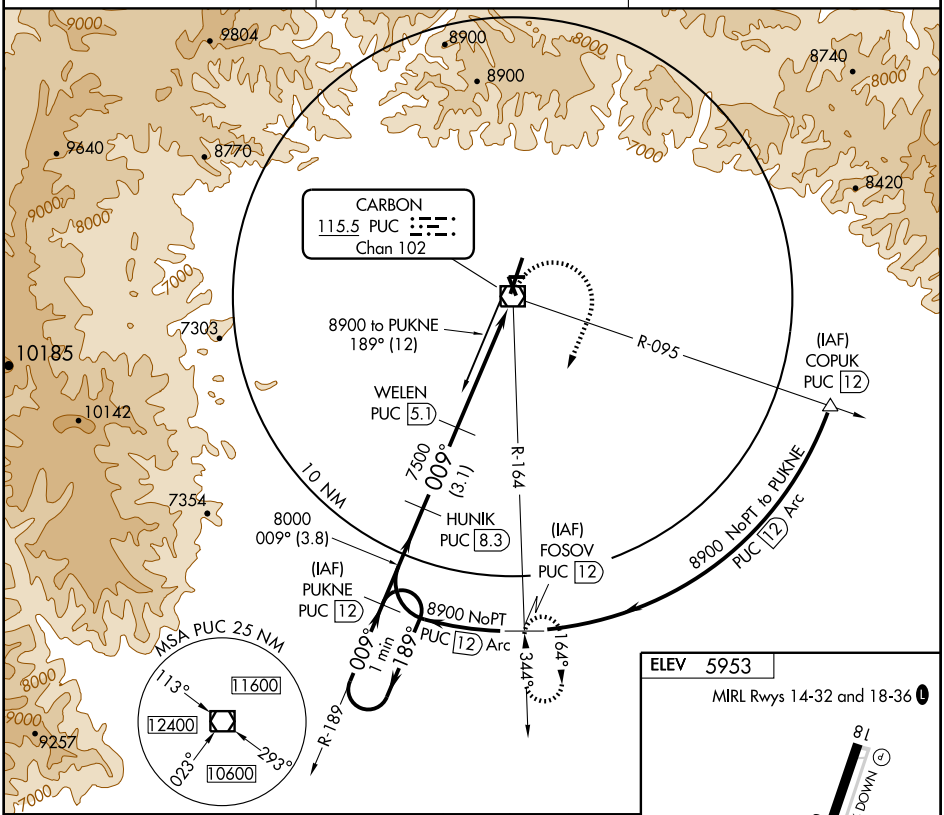
PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

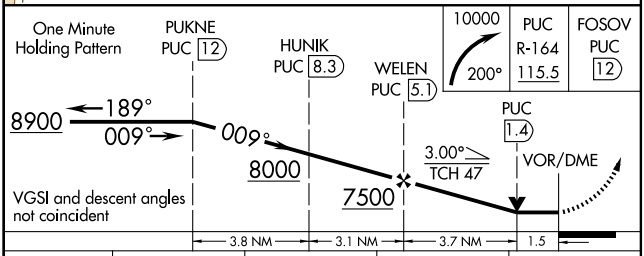
Circling NA at night to Rwy 18, 25, and 32.

MALSF

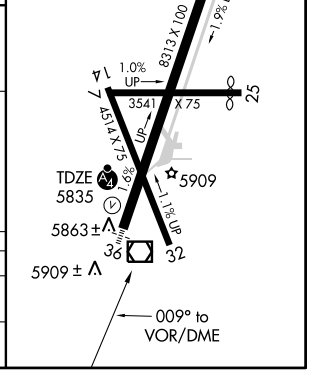
MISSED APPROACH: Climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/12 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	6240-1 405 (300-1)		6240-1¼ 405 (300-1¼)	
CIRCLING	6660-1 707 (800-1)	6740-1¼ 787 (800-1¼)	6820-2½ 867 (900-2½)	6980-3 1027 (1100-3)



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PUC	APP CRS	Rwy Idg	8313
115.5	009°	TDZE	5835
Chan 102		Apt Elev	5953

VOR RWY 36

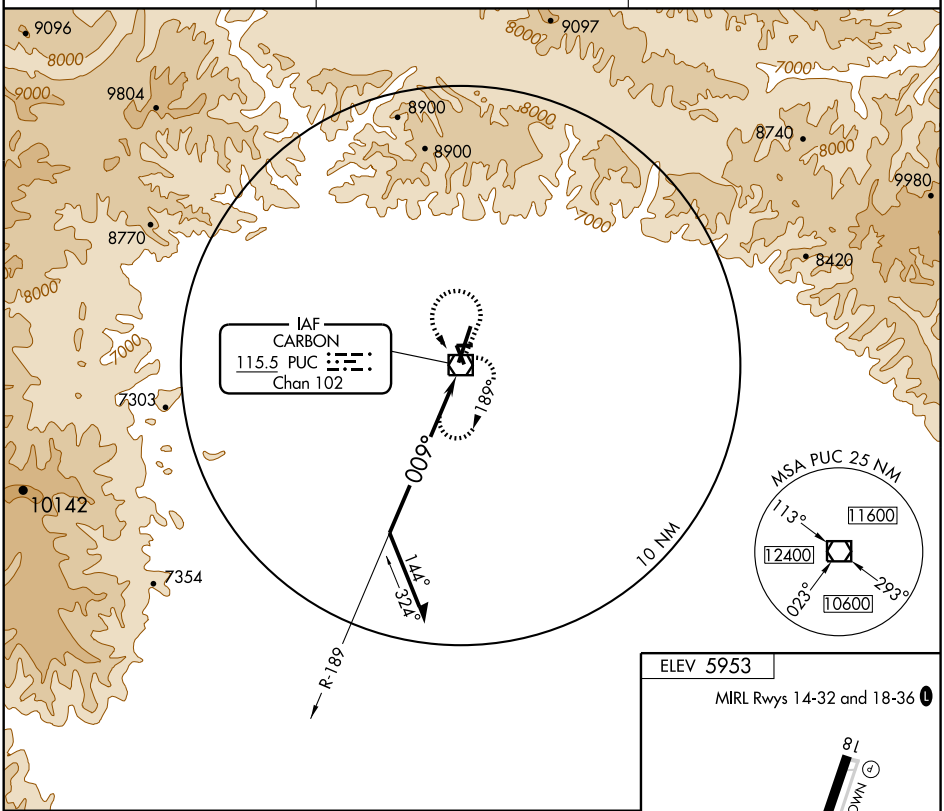
PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

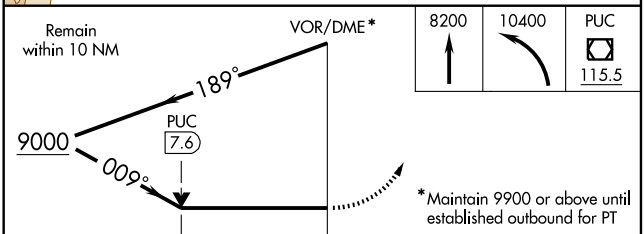
T A — Circling NA at night to Rwy 18, 25, and 32.

MALSF

MISSED APPROACH: Climb to 8200, then climbing left turn to 10400 direct PUC VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF) L

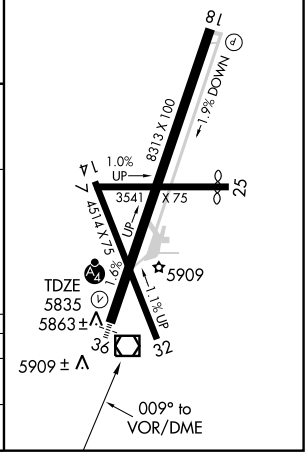




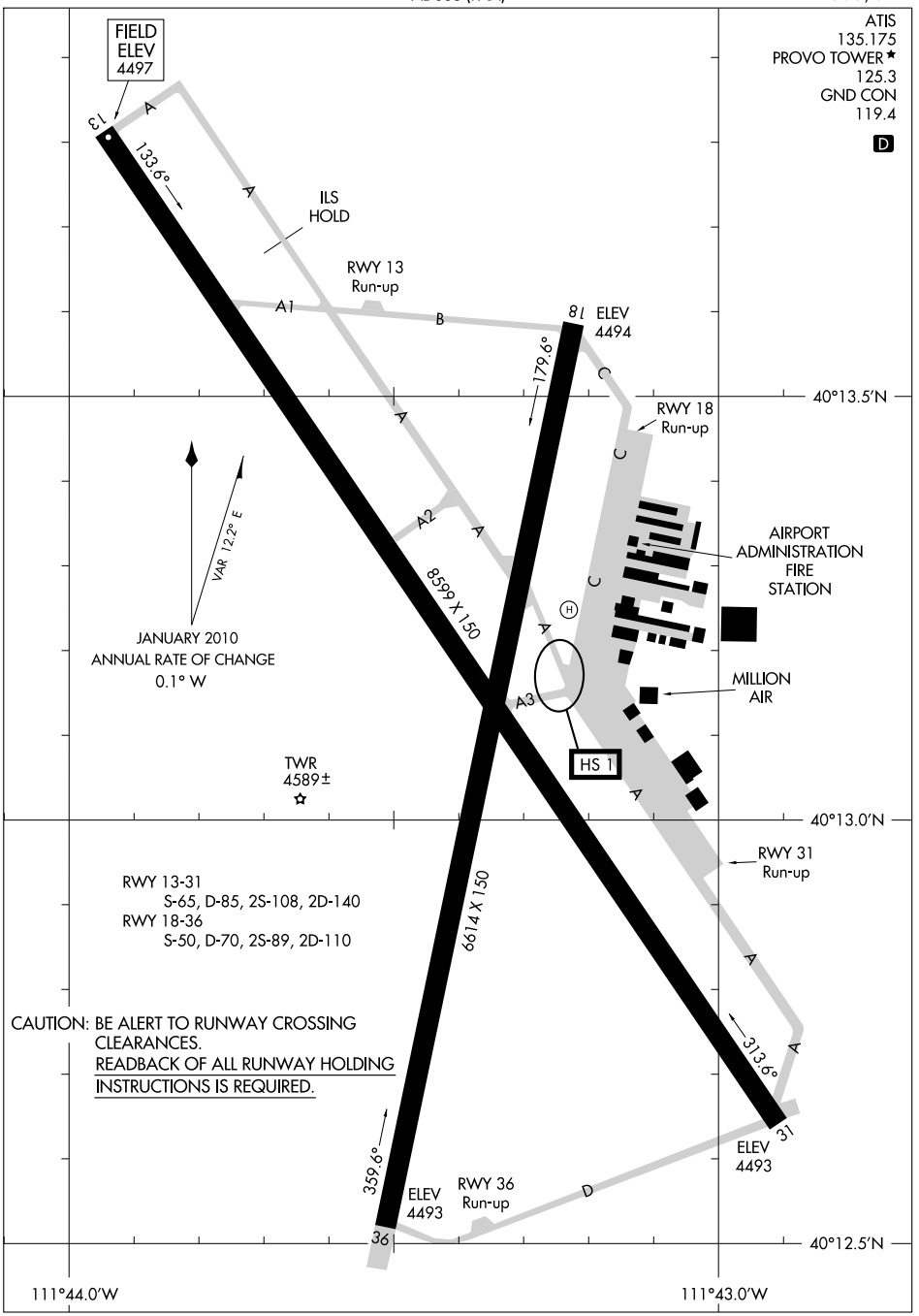
CATEGORY	A	B	C	D
S-36	7880-1¼ 2045 (2000-1¼)	7880-1½ 2045 (2000-1½)	7880-3 2045 (2000-3)	
CIRCLING	7880-1¼ 1927 (2000-1¼)	7880-1½ 1927 (2000-1½)	7880-3 1927 (2000-3)	

ELEV 5953

MIRL Rwys 14-32 and 18-36 L



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-PVU	APP CRS	Rwy Idg	8599
110.3	134°	TDZE	4497
Chan 40		Apt Elev	4497

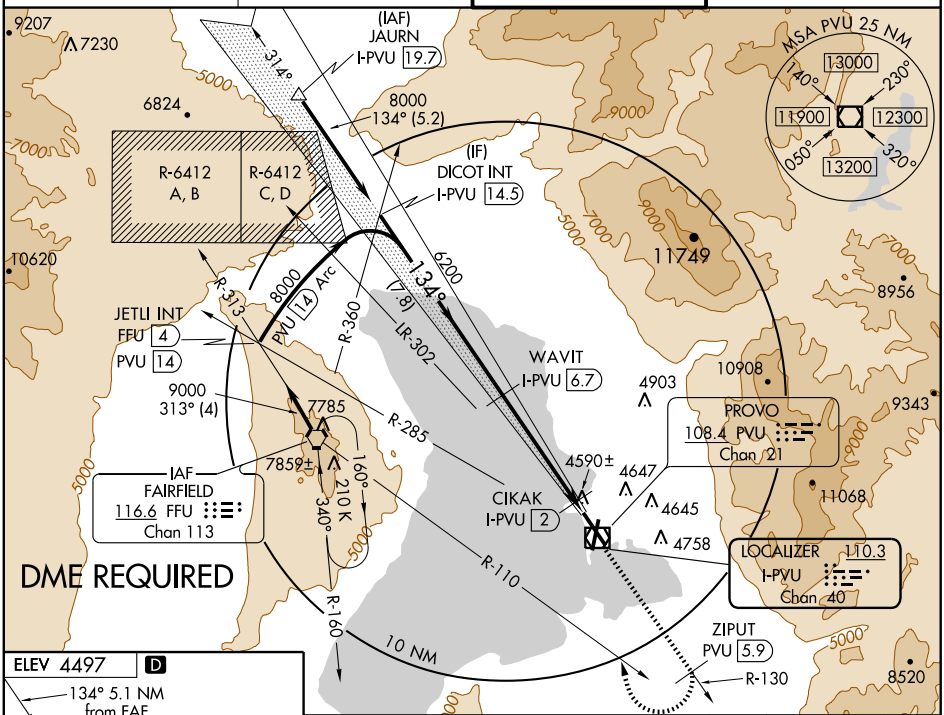
ILS or LOC/DME RWY 13

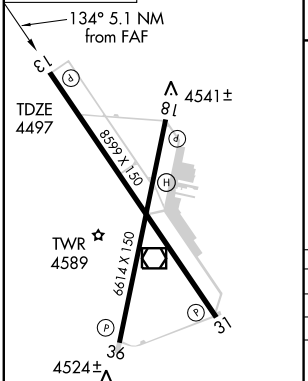
PROVO MUNI (PVU)

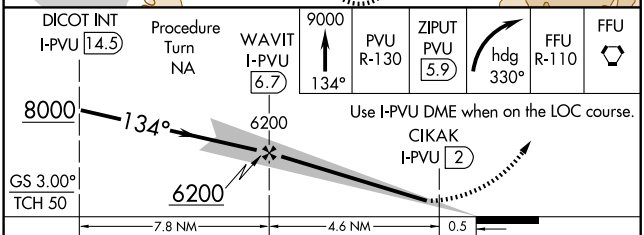
Circling NA East of Rwys 18 and 31.
*Missed approach requires minimum climb of 315 feet per NM to 8600.

MISSED APPROACH: Climb to 9000 via heading 134° to intercept PVU VOR/DME R-130 to ZIPUT/PVU 5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	PROVO TOWER★	GND CON
135.175	124.3 322.3	125.3 (CTAF)	119.4







CATEGORY	A	B	C	D
S-ILS 13*	4697-¾ 200 (200-¾)			
S-LOC 13*	4820-1 323 (400-1)			
CIRCLING*	4900-1 403 (500-1)	4960-1 463 (500-1)	4980-1½ 483 (500-1½)	5060-2 563 (600-2)
S-ILS 13	4947-1½ 450 (500-½)			
S-LOC 13	5100-1 603 (700-1)		5100-1¾ 603 (700-1¾)	5100-2 603 (700-2)
CIRCLING	5100-1 603 (700-1)		5100-1¾ 603 (700-1¾)	5100-2 603 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

PROVO FOUR DEPARTURE (OBSTACLE)

ATIS 135.175
GND CON 119.4
PROVO TOWER ★
125.3 (CTAF)
SALT LAKE CITY DEP CON
118.85

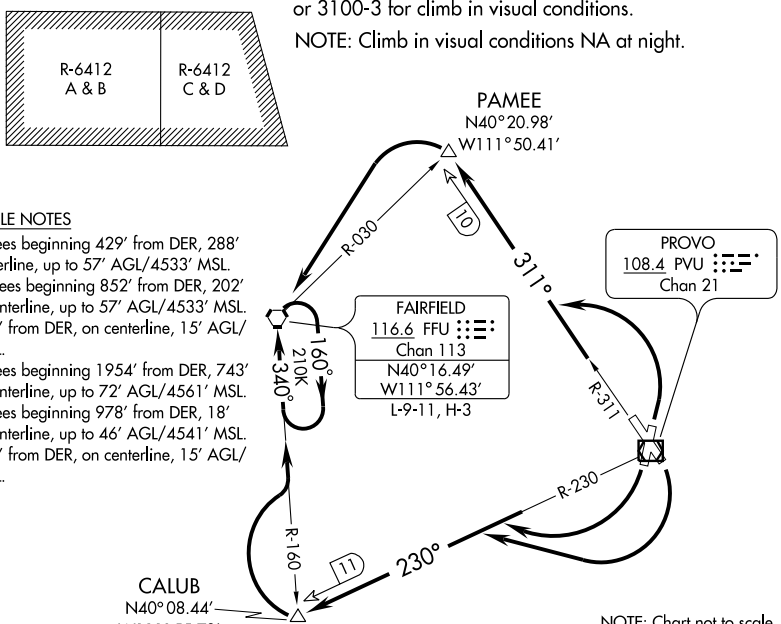
TAKE-OFF MINIMUMS

Rwy 13: Standard with a minimum climb of 400′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 18: Standard with a minimum climb of 350′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 31: Standard with a minimum climb of 380′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 36: Standard with a minimum climb of 365′ per NM to 9000, or 3100-3 for climb in visual conditions.

NOTE: Climb in visual conditions NA at night.

TAKE-OFF OBSTACLE NOTES

Rwy 18: Multiple trees beginning 429′ from DER, 288′ left of centerline, up to 57′ AGL/4533′ MSL. Multiple trees beginning 852′ from DER, 202′ right of centerline, up to 57′ AGL/4533′ MSL. Road 775′ from DER, on centerline, 15′ AGL/4518′ MSL.
Rwy 31: Multiple trees beginning 1954′ from DER, 743′ right of centerline, up to 72′ AGL/4561′ MSL.
Rwy 36: Multiple trees beginning 978′ from DER, 18′ right of centerline, up to 46′ AGL/4541′ MSL. Road 210′ from DER, on centerline, 15′ AGL/4516′ MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 18: Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 31: Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 36: Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

....Expect clearance for filed route and altitude within 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

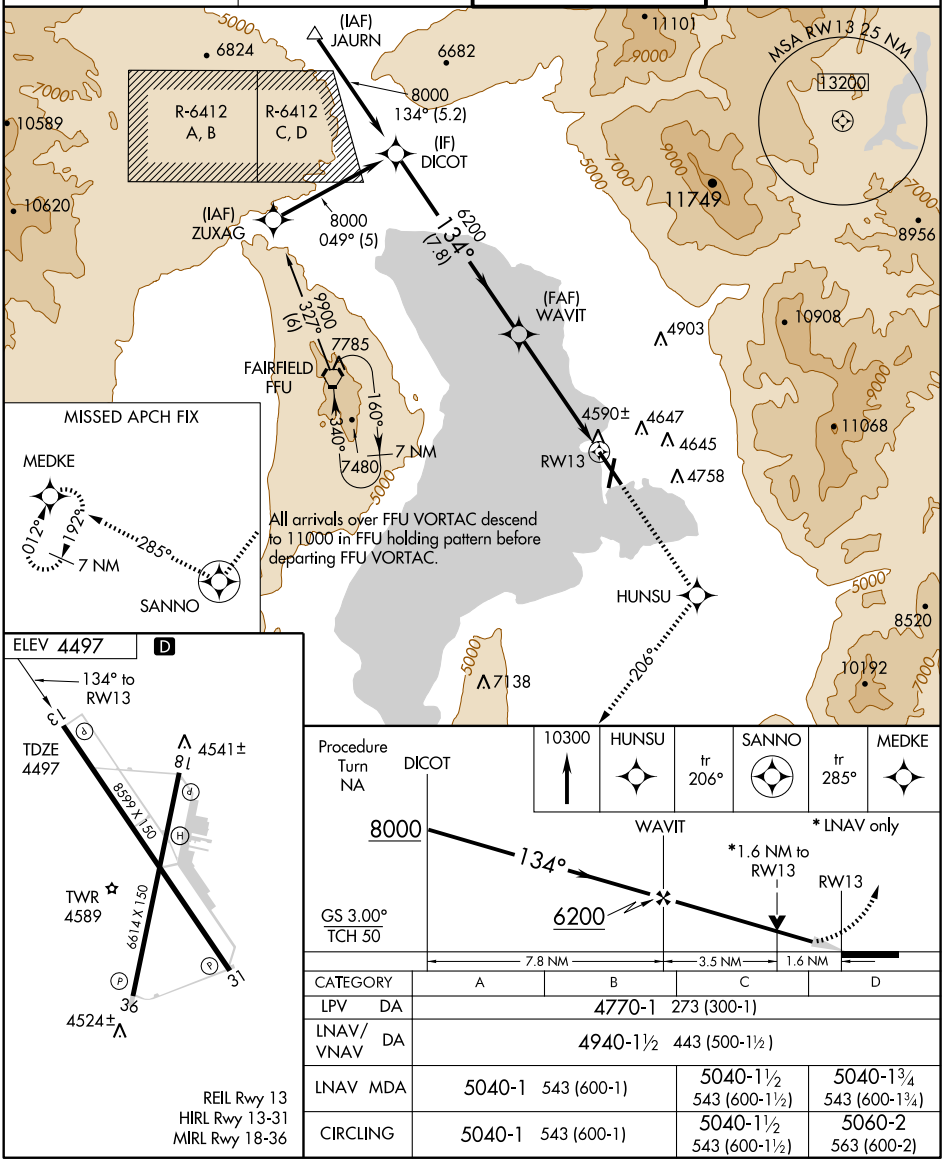
WAAS	APP CRS	Rwy Idg	8599
CH 97307	134°	TDZE	4497
W13A		Apt Elev	4497

RNAV (GPS) RWY 13
PROVO MUNI (PVU)

Circling NA East of Rwys 18 and 31.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10300 direct HUNSU and via track 206° to SANNO and via track 285° to MEDKE and hold, continue climb-in-hold to 10300.

ATIS	SALT LAKE CITY APP CON	PROVO TOWER ★	GND CON
135.175	124.3 322.3	125.3 (CTAF)	119.4



CATEGORY	A	B	C	D
LPV DA	4770-1 273 (300-1)			
LNAV/VNAV DA	4940-1½ 443 (500-1½)			
LNAV MDA	5040-1 543 (600-1)		5040-1½ 543 (600-1½)	5040-1¾ 543 (600-1¾)
CIRCLING	5040-1 543 (600-1)		5040-1½ 543 (600-1½)	5060-2 563 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

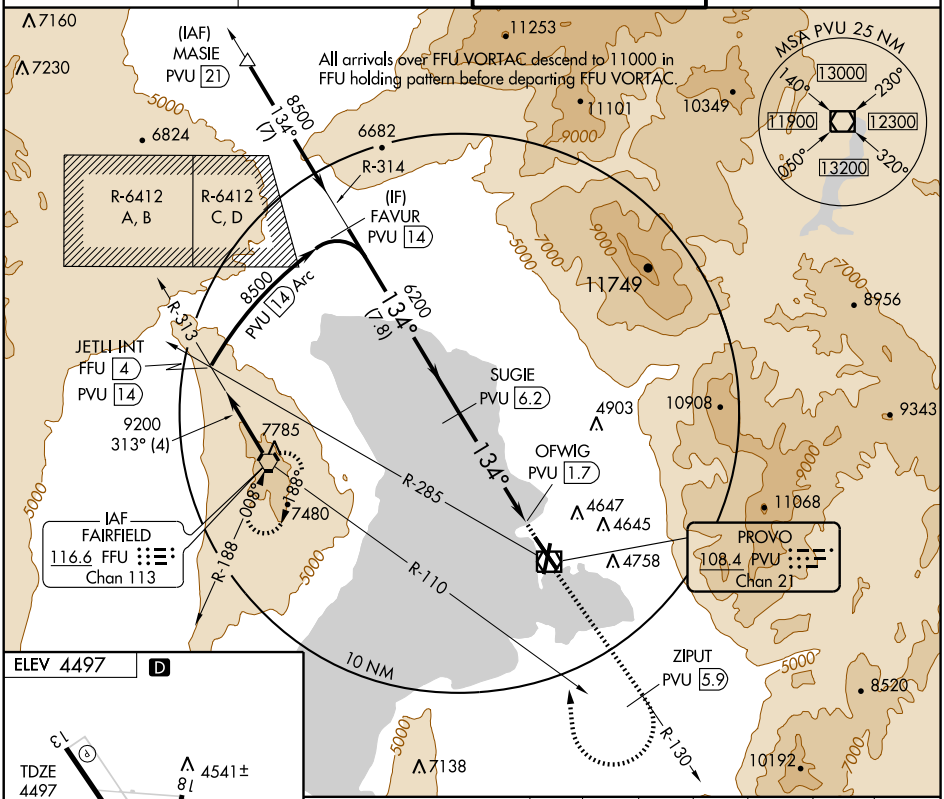
VOR/DME PVU	APP CRS	Rwy Idg	8599
108.4	134°	TDZE	4497
Chan 21		Apt Elev	4497

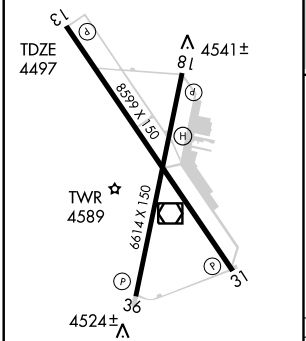
VOR/DME RWY 13
PROVO MUNI (PVU)

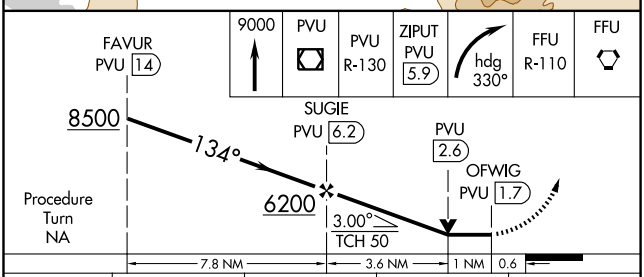
Circling NA East of Rwys 18 and 31.

MISSED APPROACH: Climb to 9000 direct PVU VOR/DME and PVU R-130 to ZIPUT/5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	PROVO TOWER ★	GND CON
135.175	124.3 322.3	125.3 (CTAF)	119.4





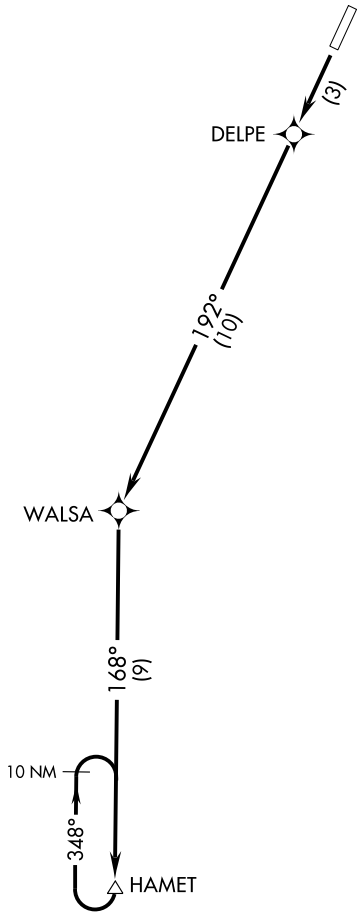


CATEGORY	A	B	C	D
S-13	5040-1	543 (600-1)	5040-1½ 543 (600-1½)	5040-1¾ 543 (600-1¾)
CIRCLING	5040-1	543 (600-1)	5040-1½ 543 (600-1½)	5060-2 563 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

HAMET TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CITY CENTER
133.6 269.25
UNICOM 122.8 (CTAF)
AWOS-3 133.375



NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF MINIMUMS

Rwy 1: NA-ATC.

Rwy 19: Standard with a minimum climb of 382′ per NM to 14700.

TAKE-OFF OBSTACLE NOTE

Rwy 19: Road 0′ from DER, 400′ right of centerline, 15′ AGL/5334′ MSL.

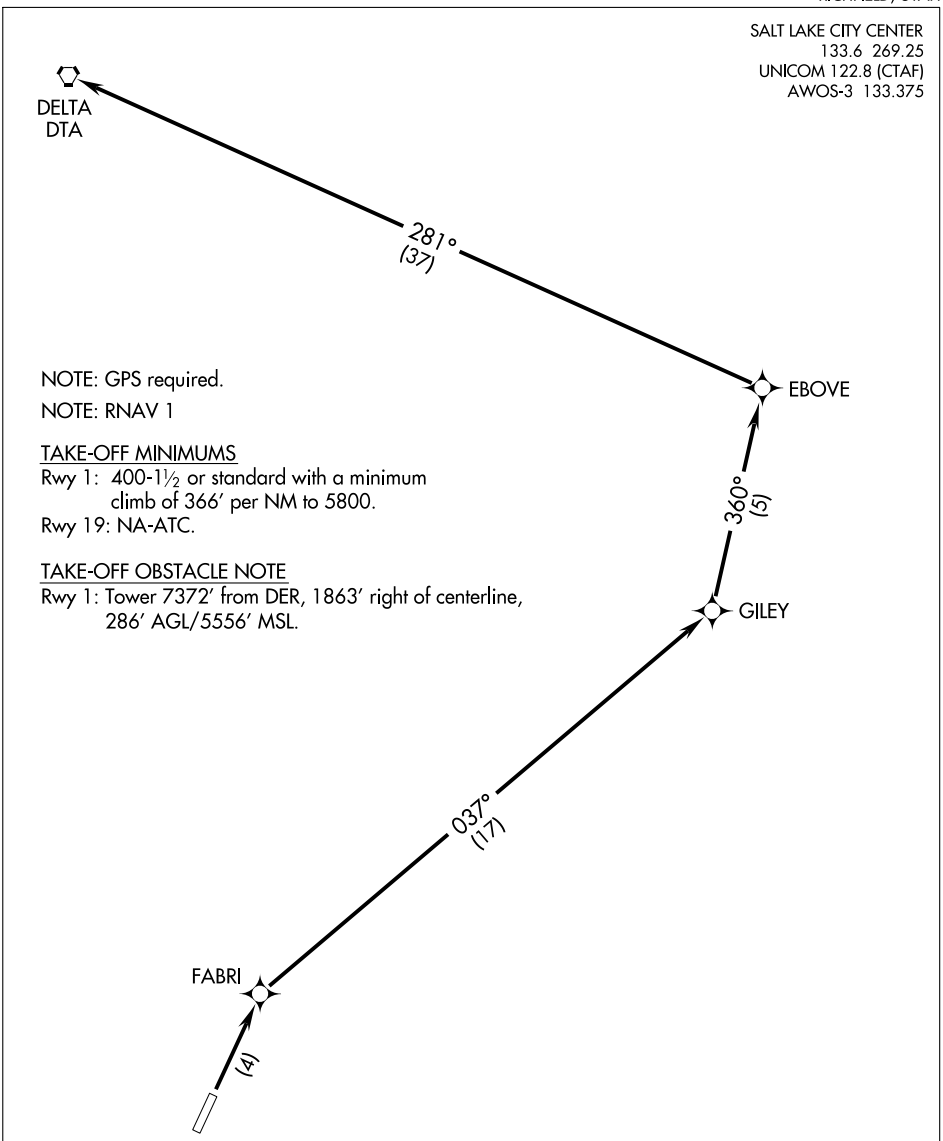
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb direct DELPE, then via 192° track/10 to WALSA, then via 168° track/9 to HAMET. Continue climb-in-hold at HAMET to 16000 before proceeding on course.

SW-4, 21 OCT 2010 to 18 NOV 2010

RICHFIELD ONE DEPARTURE (RNAV) (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb direct FABRI, then via 037° track/17 to GILEY, then via 360° track/5 to EBOVE, then via 281° track/37 to DELTA VORTAC, maintain 10700.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6600
207°	TDZE	5275
	Apt Elev	5301

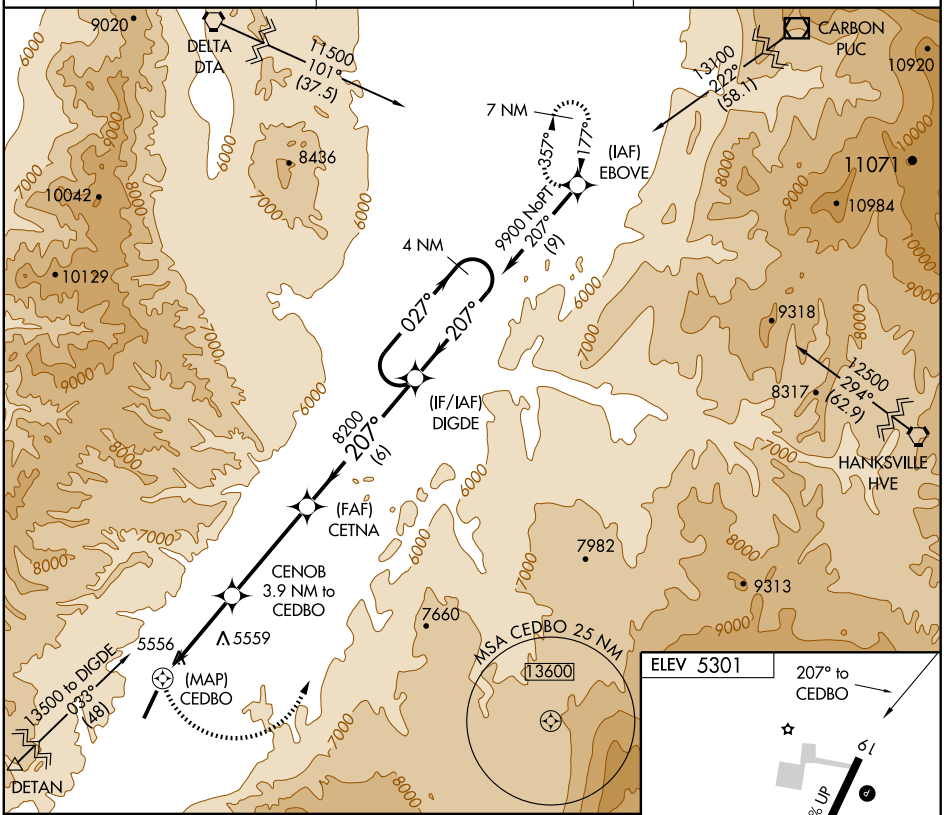
RNAV (GPS) RWY 19
RICHFIELD MUNI (RIF)

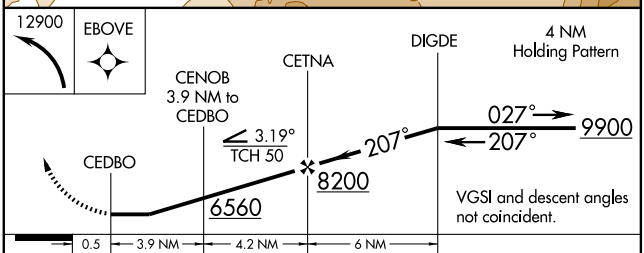
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 12900 direct EBOVE WP and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
133.375	133.6 269.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	6440-1¼ 1165 (1200-1¼)	6440-1½ 1165 (1200-1½)	6440-3 1165 (1200-3)	NA
CIRCLING	6780-1¼ 1479 (1500-1¼)	7120-1½ 1819 (1900-1½)	7280-3 1979 (2000-3)	NA

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

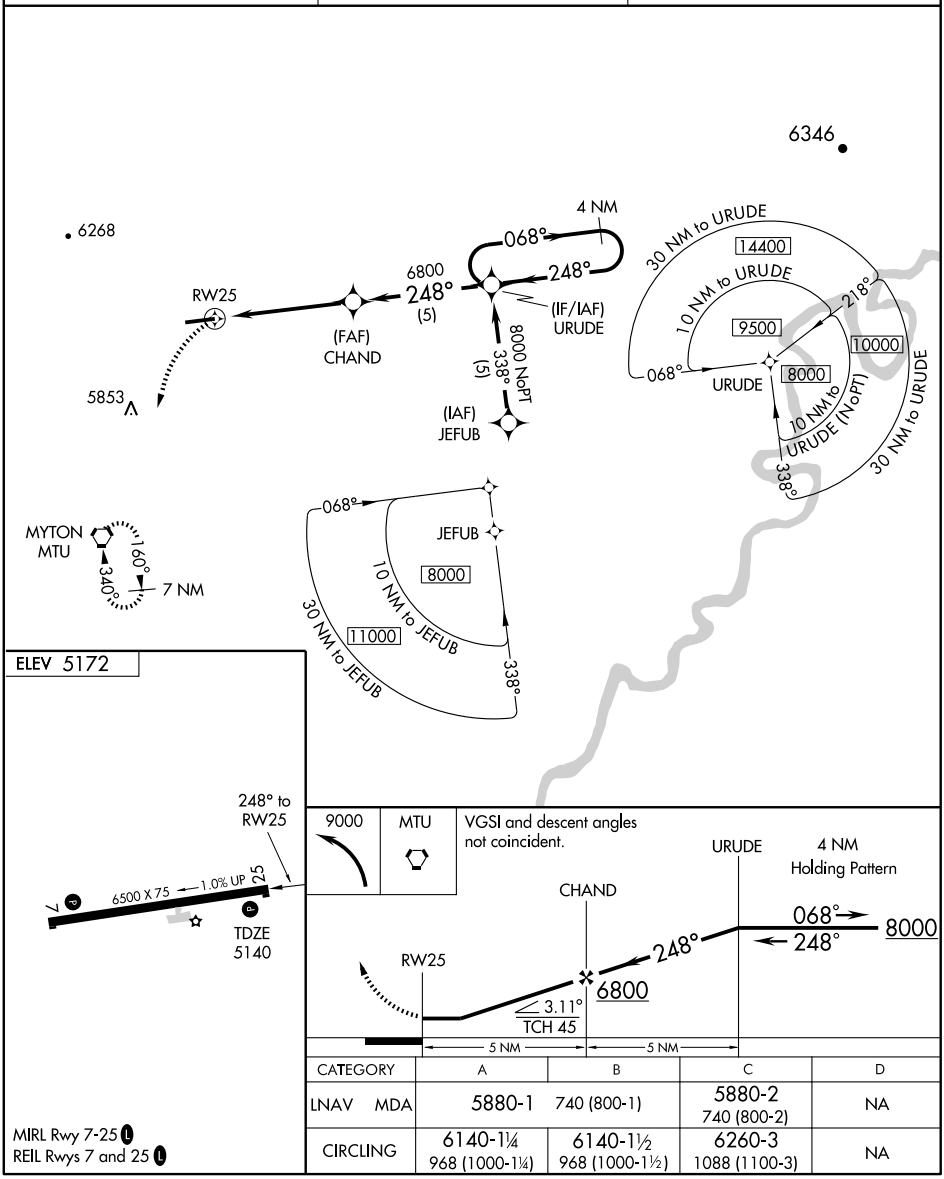
ROOSEVELT MUNI (74V)

APP CRS	Rwy Idg	6500
248°	TDZE	5140
	Apt Elev	5172

Use Vernal altimeter setting. When not received, procedure not authorized.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct MTU VORTAC and hold.

AWOS-3	CEDAR CITY RADIO	UNICOM
118.975	122.1R	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	5880-1 740 (800-1)		5880-2 740 (800-2)	NA
CIRCLING	6140-1¼ 968 (1000-1¼)	6140-1½ 968 (1000-1½)	6260-3 1088 (1100-3)	NA

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

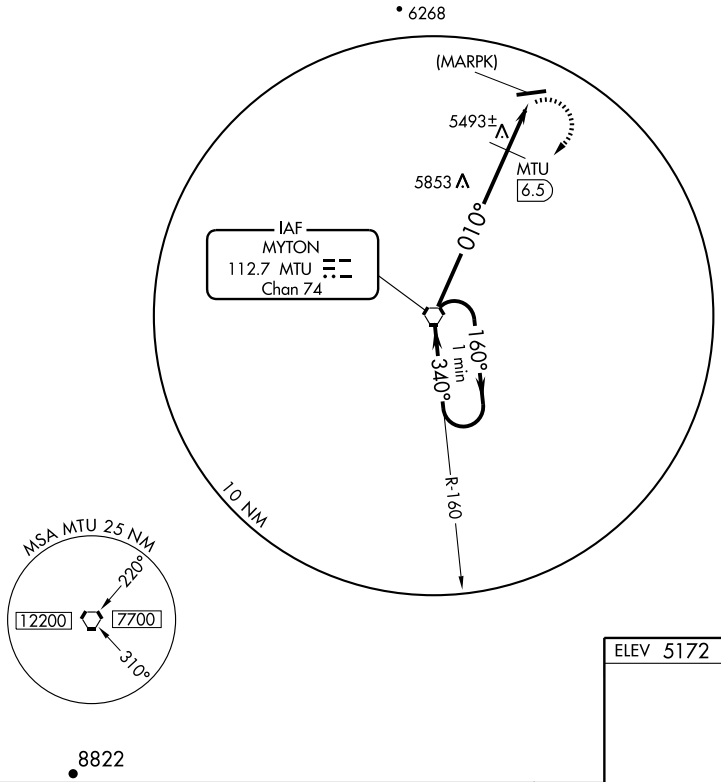
VORTAC MTU	APP CRS	Rwy Idg	N/A
112.7	010°	TDZE	N/A
Chan 74		Apt Elev	5172

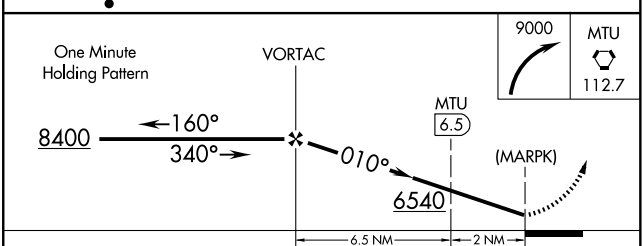
VOR or GPS-A
ROOSEVELT MUNI (74V)

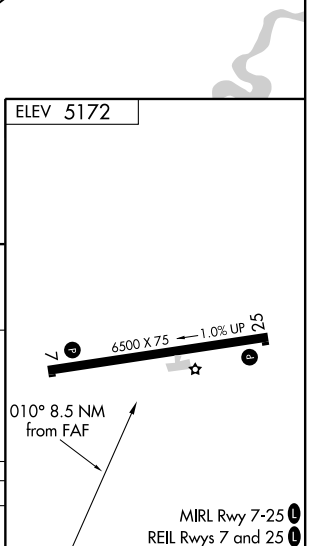
Use Vernal altimeter setting. When not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 9000 direct MTU VORTAC and hold.

AWOS-3	CEDAR CITY RADIO	UNICOM
118.975	122.1R	122.8 (CTAF)





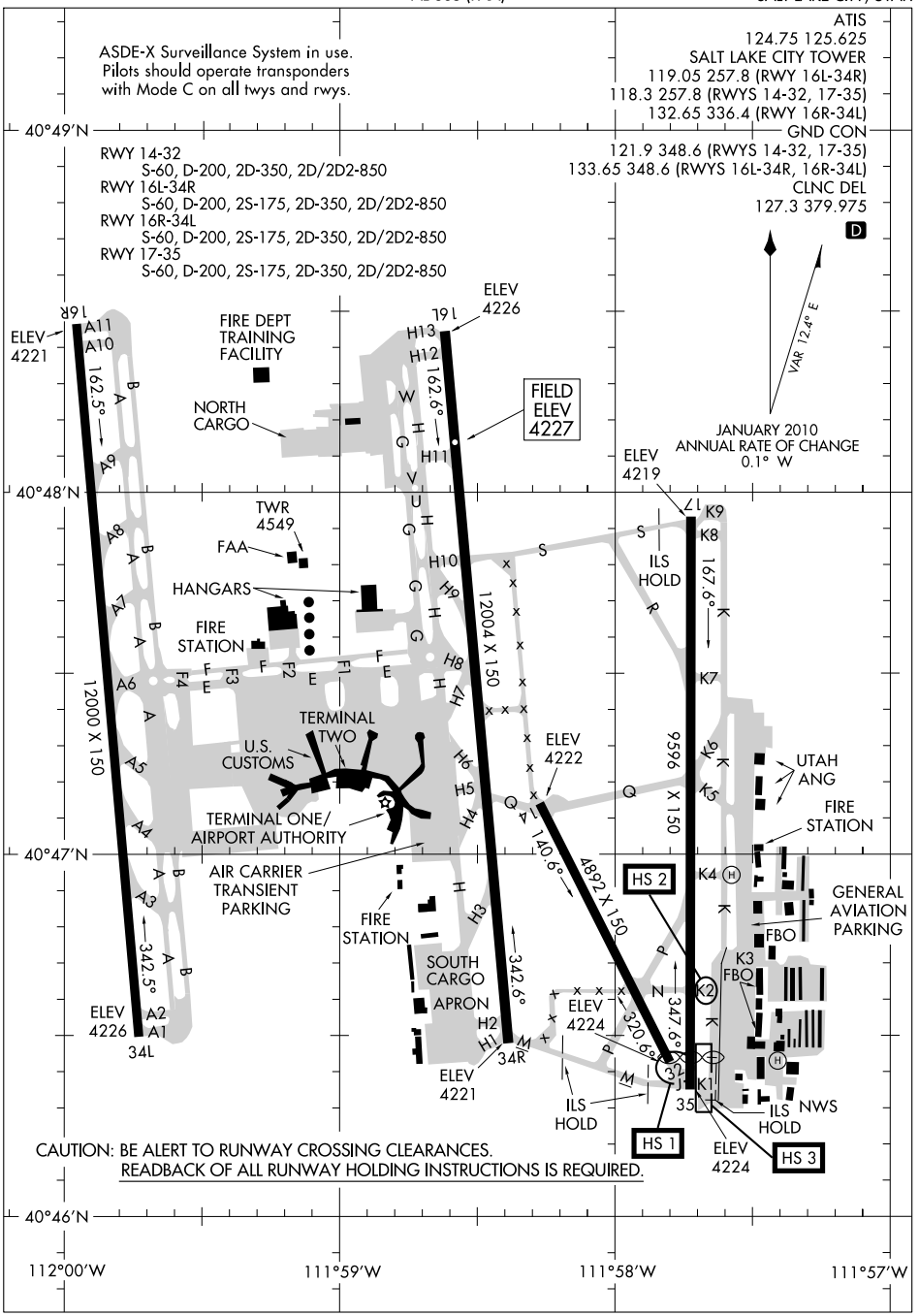


CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1368 (1400-1¼)	6540-1½ 1368 (1400-1½)	6540-3 1368 (1400-3)	NA
DME MINIMUMS				
CIRCLING	6140-1¼ 968 (1000-1¼)	6140-1½ 968 (1000-1½)	6260-3 1088 (1100-3)	NA

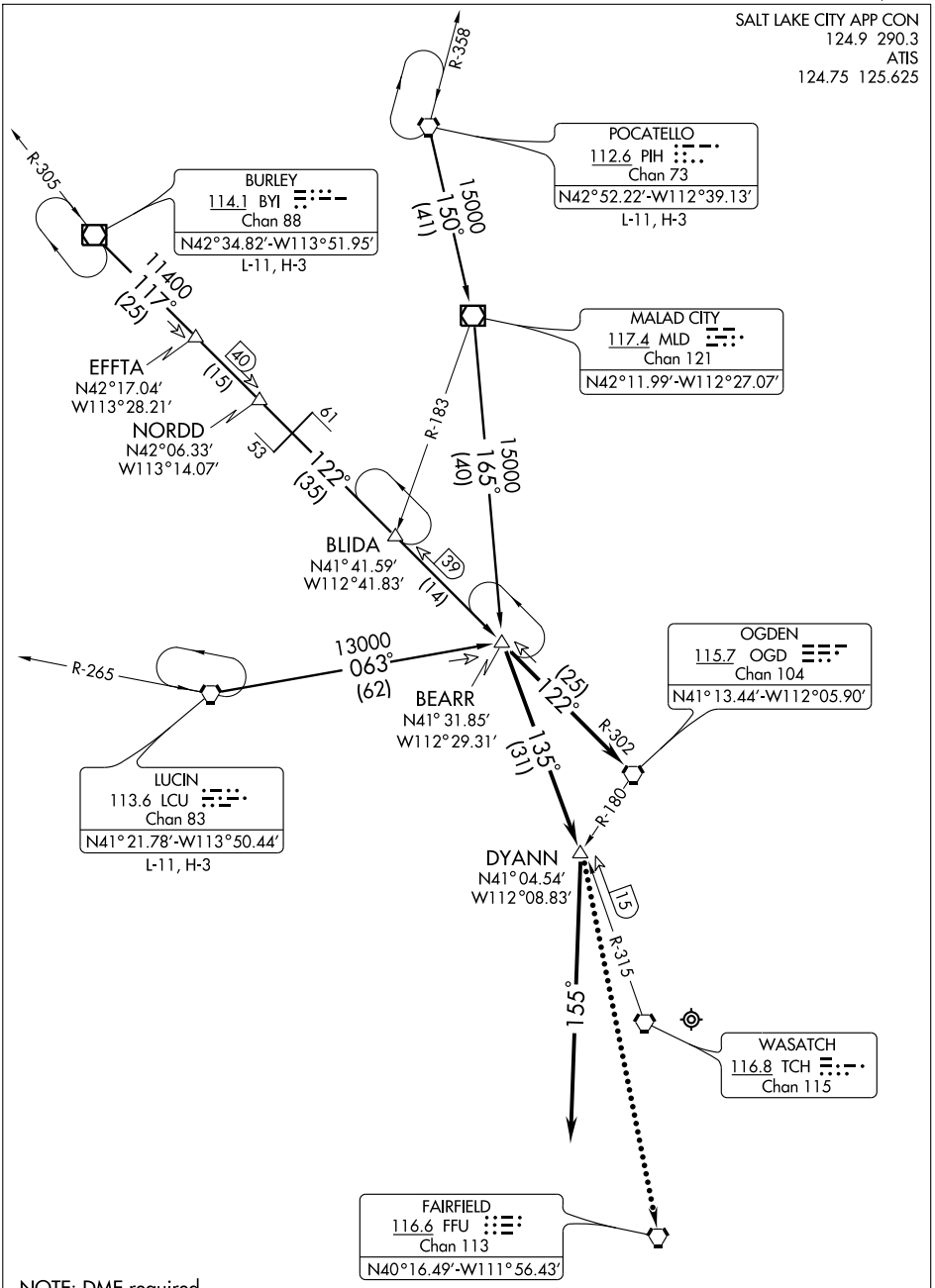
FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010



NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

BURLEY TRANSITION (BYI.BEARR4): From over BYI VOR/DME via BYI R-117 and OGD R-302 to BEARR INT. Thence....
LUCIN TRANSITION (LCU.BEARR4): From over LCU VORTAC via LCU R-063 to BEARR INT.Thence....
POCATELLO TRANSITION (PIH.BEARR4): From over PIH VORTAC via PIH R-150 to MLD VOR/DME, then via MLD R-165 to BEARR INT. Thence....

.... LANDING NORTH: Via TCH R-315 to DYANN INT. After DYANN INT fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.
.... LANDING SOUTH: Via OGD R-302 to OGD VORTAC. Expect ILS/DME RWY 16L approach.

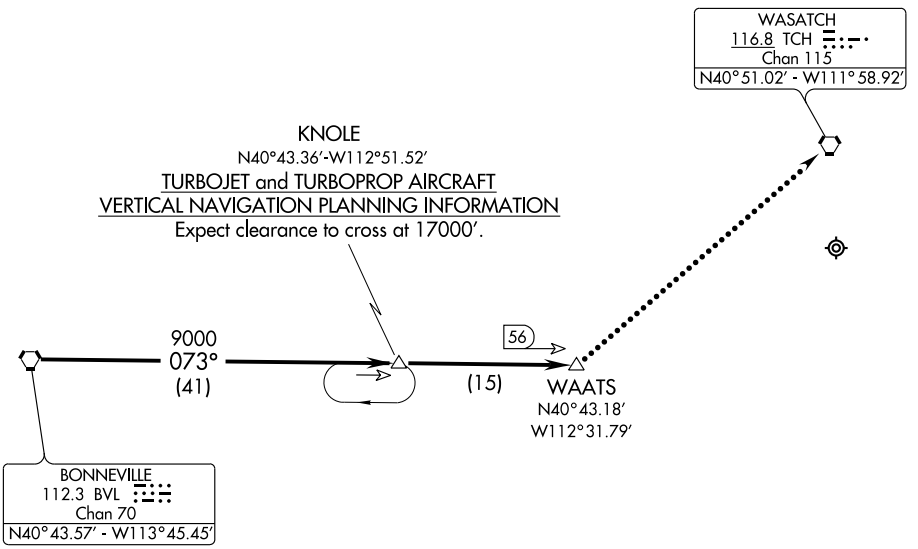
LOST COMMUNICATIONS: LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000' until FFU VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

BONNEVILLE ONE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY APP CON
124.3 322.3
ATIS 124.75 125.625



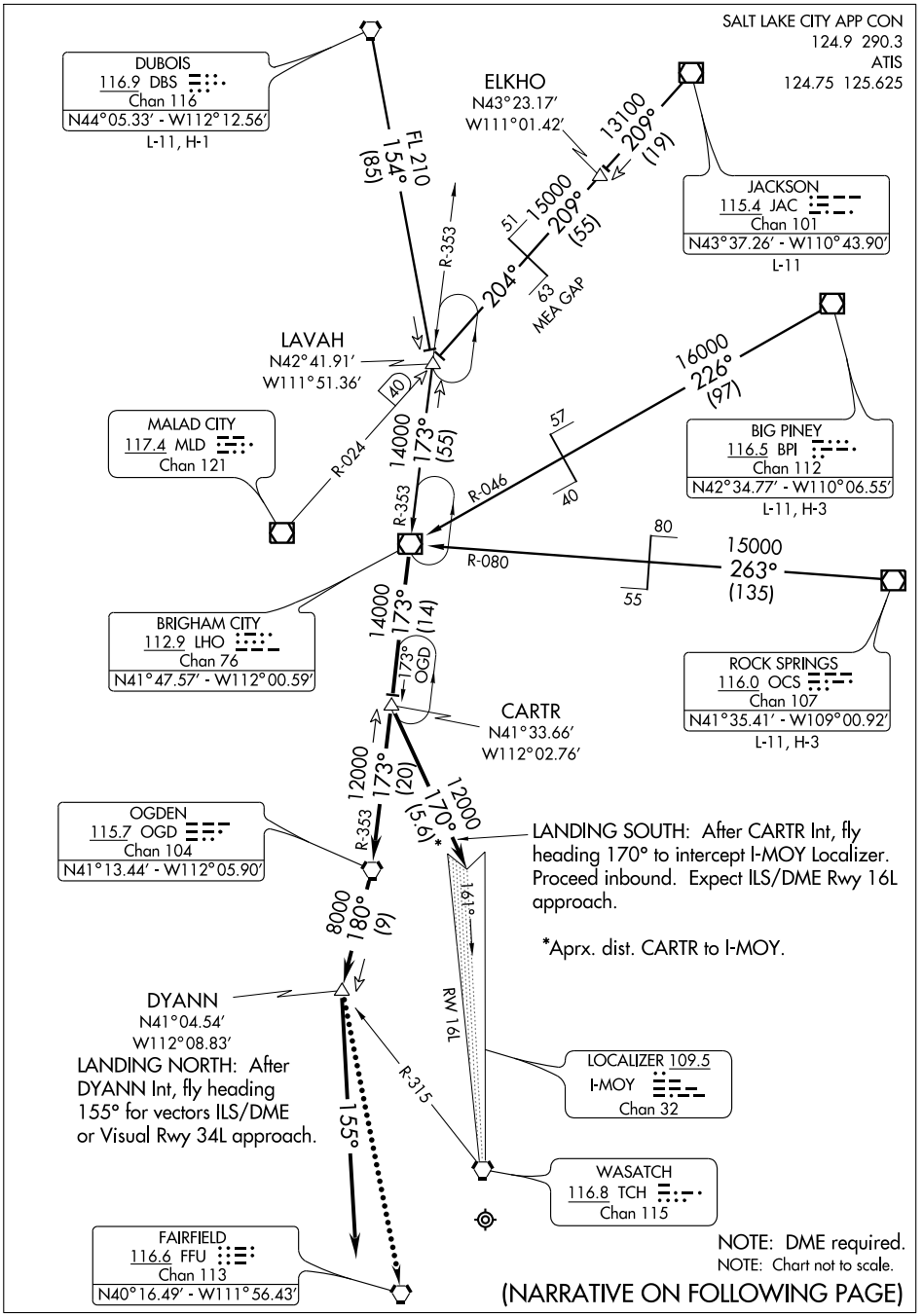
NOTE: DME required.

NOTE: Chart not to scale.

From over BVL VORTAC via BVL R-073 to WAATS DME Fix, thence expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000′ until TCH VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

BIG PINEY TRANSITION (BPI.LHO3): From over BPI VOR/DME via BPI R-226 and LHO R-046 to LHO VOR/DME. Thence....

DUBOIS TRANSITION (DBS.LHO3): From over DBS VORTAC via DBS R-154 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

JACKSON TRANSITION (JAC.LHO3): From over JAC VOR/DME via JAC R-209 and MLD R-024 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

ROCK SPRINGS TRANSITION (OCS.LHO3): From over OCS VOR/DME via OCS R-263 and LHO R-080 to LHO VOR/DME. Thence....

LANDING NORTH:
.... From over LHO VOR/DME via LHO R-173 to CARTR INT, then via OGD R-353 to OGD VORTAC, then via OGD R-180 to DYANN INT. After DYANN INT, fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.

LANDING SOUTH:
.... From over LHO VOR/DME via LHO R-173 to CARTR INT. After CARTR INT, fly heading 170° to intercept I-MOY Localizer, proceed inbound. Expect ILS/DME RWY 16L approach.

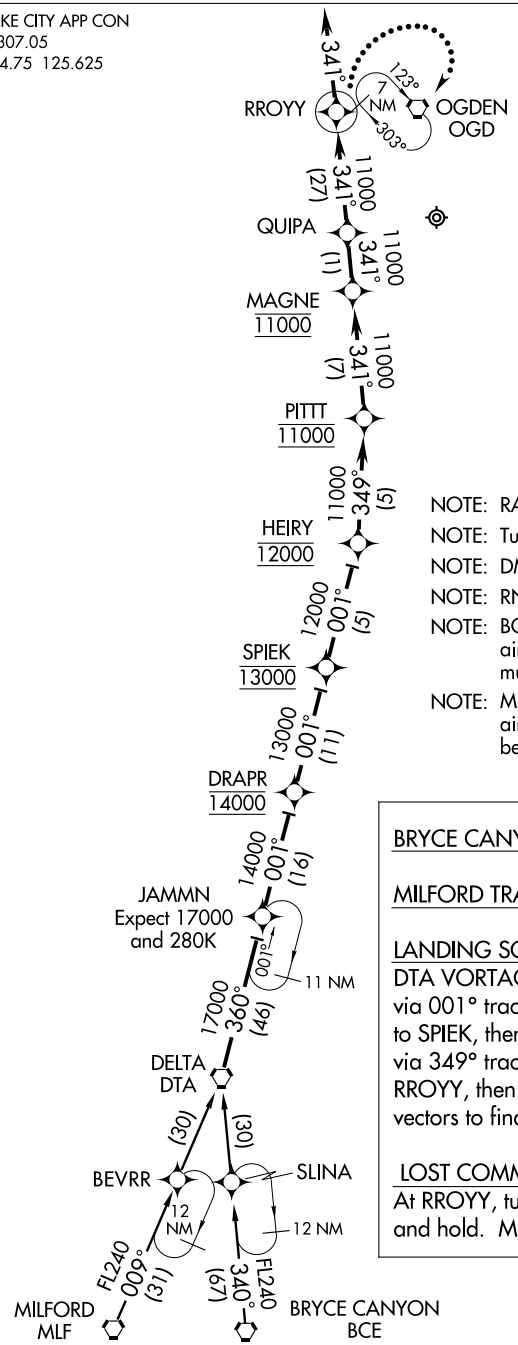
LOST COMMUNICATIONS:
LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000' until FFU VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

DELTA THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY APP CON
128.1 307.05
ATIS 124.75 125.625



NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: BCE TRANSITION: For Non-GPS equipped aircraft, BVL, FFU, TCH, and OGD DMEs must be operational.

NOTE: MLF TRANSITION: For Non-GPS equipped aircraft, BVL, TCH, and OGD DMEs must be operational.

BRYCE CANYON TRANSITION (BCE.DELTA3)

MILFORD TRANSITION (MLF.DELTA3)

LANDING SOUTH (RWY 16L/16R/17): From DTA VORTAC via 360° track to JAMMN, then via 001° track to DRAPR, then via 001° track to SPIEK, then via 001° track to HEIRY, then via 349° track to PITTT, then as depicted to RROYY, then via 341° heading. Expect radar vectors to final approach course.

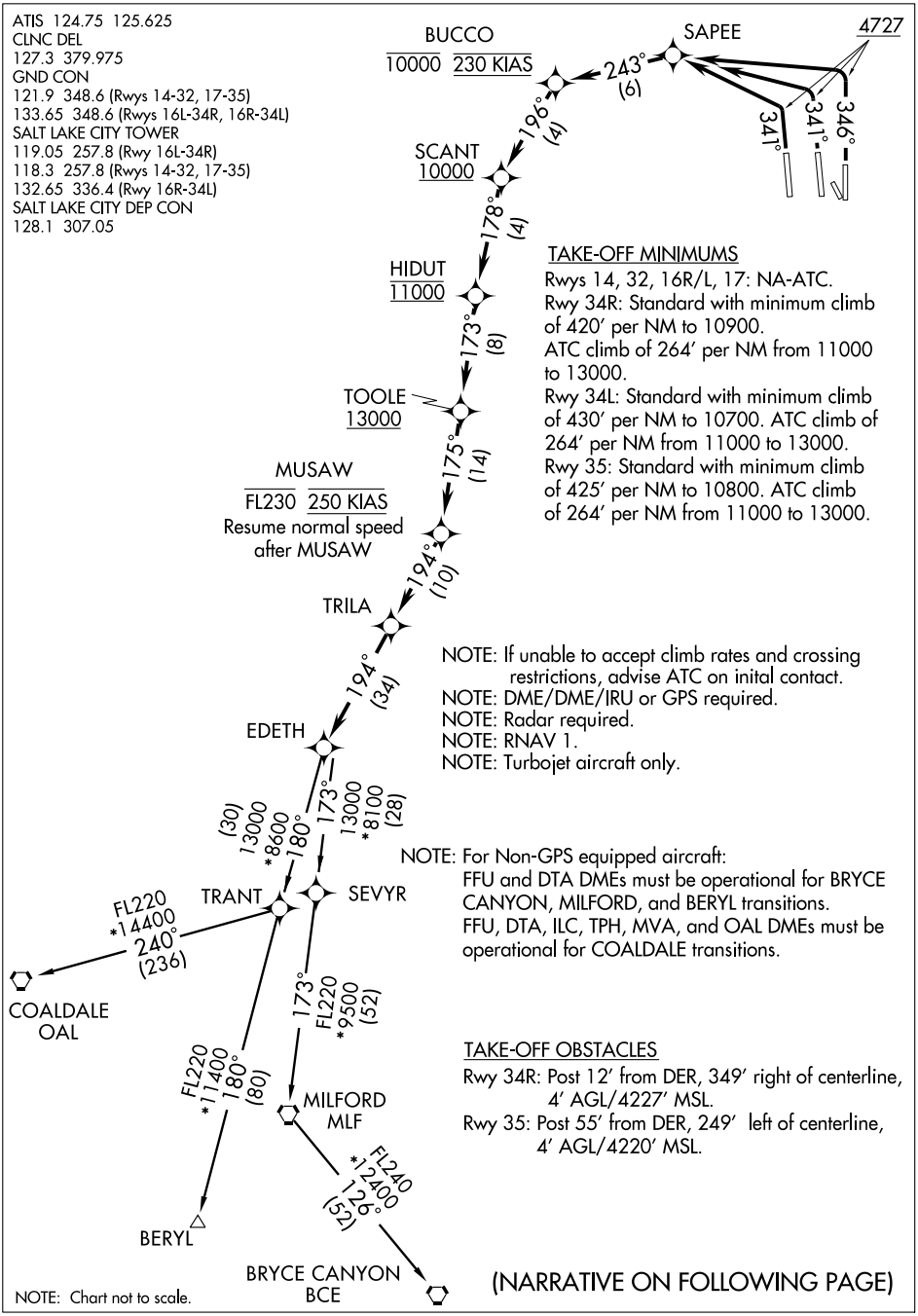
LOST COMMUNICATIONS:
At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

EDETH ONE DEPARTURE (RNAV)

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
128.1 307.05



TAKE-OFF MINIMUMS
Rwys 14, 32, 16R/L, 17: NA-ATC.
Rwy 34R: Standard with minimum climb of 420' per NM to 10900.
ATC climb of 264' per NM from 11000 to 13000.
Rwy 34L: Standard with minimum climb of 430' per NM to 10700. ATC climb of 264' per NM from 11000 to 13000.
Rwy 35: Standard with minimum climb of 425' per NM to 10800. ATC climb of 264' per NM from 11000 to 13000.

NOTE: If unable to accept climb rates and crossing restrictions, advise ATC on inital contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.

NOTE: For Non-GPS equipped aircraft:
FFU and DTA DMEs must be operational for BRYCE CANYON, MILFORD, and BERYL transitions.
FFU, DTA, ILC, TPH, MVA, and OAL DMEs must be operational for COALDALE transitions.

TAKE-OFF OBSTACLES
Rwy 34R: Post 12' from DER, 349' right of centerline, 4' AGL/4227' MSL.
Rwy 35: Post 55' from DER, 249' left of centerline, 4' AGL/4220' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .
TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .

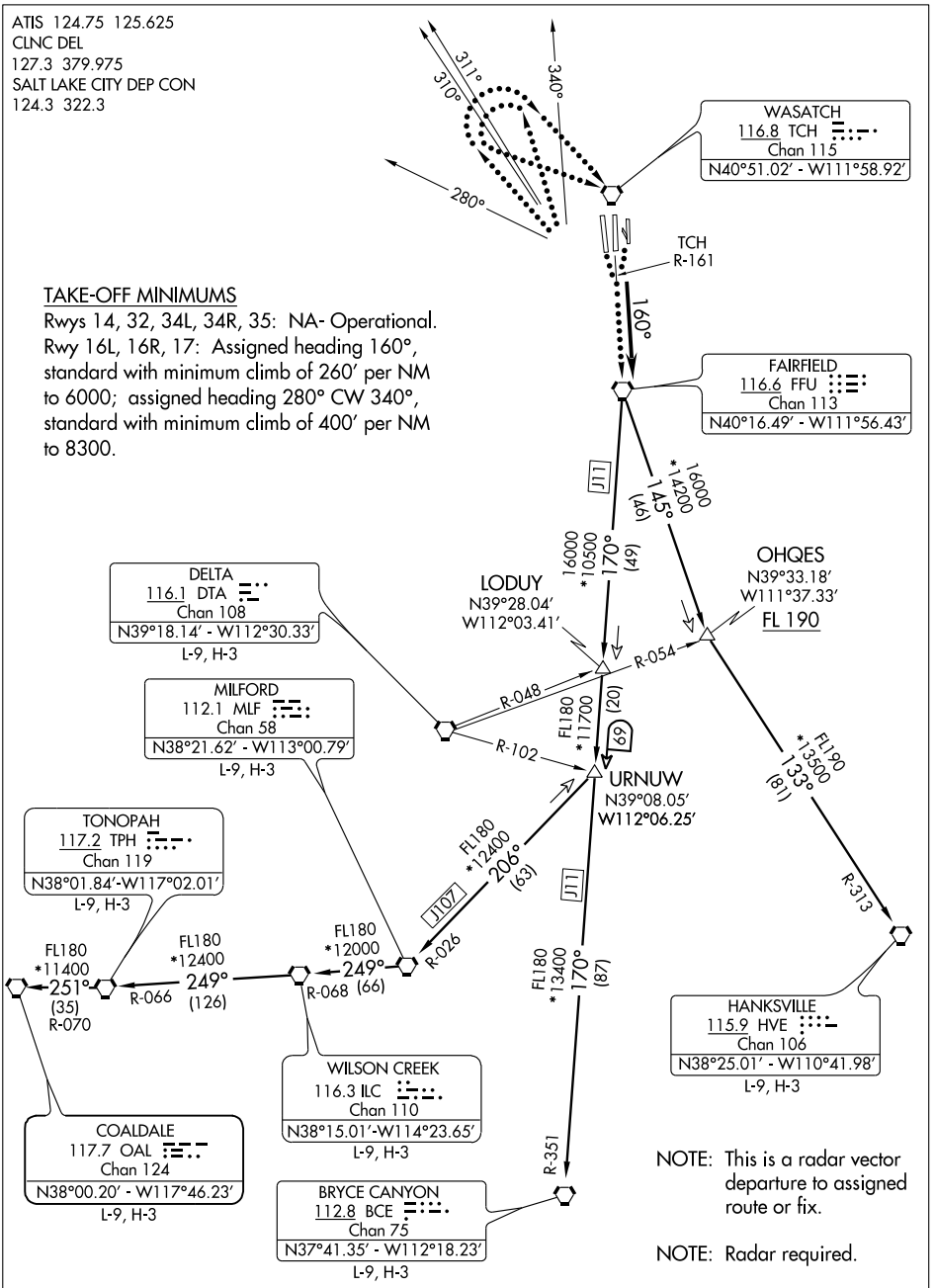
. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BERYL TRANSITION (EDETH1.BERYL)
BRYCE CANYON TRANSITION (EDETH1.BCE)
COALDALE TRANSITION (EDETH1.OAL)
MILFORD TRANSITION (EDETH1.MLF)

SW-4, 21 OCT 2010 to 18 NOV 2010

FAIRFIELD SEVEN DEPARTURE

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
124.3 322.3



TAKE-OFF MINIMUMS

Rwys 14, 32, 34L, 34R, 35: NA- Operational.
Rwy 16L, 16R, 17: Assigned heading 160°, standard with minimum climb of 260′ per NM to 6000; assigned heading 280° CW 340°, standard with minimum climb of 400′ per NM to 8300.

NOTE: This is a radar vector departure to assigned route or fix.

NOTE: Radar required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L, 16R, 17: Climb heading 160° or as assigned, maintain 10000′ or assigned lower altitude. Thence . . . .
. . . . Expect radar vectors to FFU VORTAC then via filed/assigned transition.
Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off:
Runways 16L and 17: Assigned heading 160°, turn right, thence . . . .
Runway 16R: Assigned heading 160°, turn left, thence . . . .
. . . . climb to 11000′ via TCH R-161 to FFU VORTAC and continue climb via assigned/filed transition.
Runways 16L, 16R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000′. Then, aircraft heading 280° CW 310°, execute a climbing right turn, thence . . . .
Aircraft heading 311° CW 340°, execute a climbing left turn, thence . . . .
. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via assigned/filed transition.

BRYCE CANYON TRANSITION (FFU7.BCE): From over FFU VORTAC via FFU R-170 and BCE R-351 to BCE VORTAC.
COALDALE TRANSITION (FFU7.OAL): From over FFU VORTAC via FFU R-170 and MLF R-026 to MLF VORTAC. Then via MLF R-249 and ILC R-068 to ILC VORTAC. Then via ILC R-249 and TPH R-066 to TPH VORTAC. Then via TPH R-251 and OAL R-070 to OAL VORTAC.
HANKSVILLE TRANSITION (FFU7.HVE): From over FFU VORTAC via FFU R-145 and HVE R-313 to HVE VORTAC.
MILFORD TRANSITION (FFU7.MLF): From over FFU VORTAC via FFU R-170 and MLF R-026 to MLF VORTAC.

TAKE-OFF OBSTACLE NOTES
Rwy 16L: Vehicle 124′ from DER, 14′ right of centerline, 15′ AGL/4239′ MSL.
Light pole 988′ from DER, 726′ right of centerline, 34′ AGL/4254′ MSL.
Pole 1024′ from DER, 689′ right of centerline, 34′ AGL/4254′ MSL.
Rwy 17: Vehicles beginning 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-UTJ	APP CRS	Rwy Idg	9272
111.5	346°	TDZE	4224
Chan 52		Apt Elev	4227

ILS or LOC/DME RWY 35

SALT LAKE CITY INTL (SLC)

For inoperative MALSR, increase S-ILS 35 all Cats visibility to RVR 4000 and S-LOC 35 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 9000 via left turn direct TCH VORTAC and TCH VORTAC R-326 to POGJI/TCH21.9 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

MISSED APCH FIX R-326 146° 326° POGJI TCH 21.9

WASATCH 116.8 TCH Chan 115

LOCALIZER 111.5 I-UTJ Chan 52

SUPNE I-UTJ 3.1

KERNN I-UTJ 6.3

CYRSS INT I-UTJ 16.2

(IF)

R-6412 C & D

R-6412 A & B

MSA TCH 25 NM 11000 8600 12700 040° 230° 050°

15 NM

346° (9.9)

6400

R-326

R-312

166°

108.4 PVU Chan 21

9100 to CYRSS 340° (13.5)

Procedure NA for arrivals at FFU VORTAC on airway radials 310 CW 030.

ELEV 4227

D

HIRL all Rwys

TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

IAF FAIRFIELD 116.6 FFU Chan 113

4463 ± 4549

12004 X 150

12000 X 150

9696 X 150

4892 X 150

4254

346° 6.5 NM from FAF

TDZE 4224

9000	TCH 116.8	TCH R-326	POGJI TCH 21.9

VGSI and ILS glidepath not coincident.

*LOC only

I-UTJ DME ANT. 0.2 | I-UTJ 1 | SUPNE I-UTJ 3.1 | KERNN I-UTJ 6.3 | CYRSS INT I-UTJ 16.2

9100 | 346° | 6400 | 5320*

Procedure Turn NA

GS 3.00° TCH 53

0.2 | 1 NM | 2.1 NM | 3.2 NM | 9.9 NM

CATEGORY	A	B	C	D	E
S-ILS 35	4424/18 200 (200-½)				4424/24 200 (200-½)
S-LOC 35	4700/24 476 (500-½)		4700/40 476 (500-¾)	4700/50 476 (500-1)	4700/60 476 (500-1¼)

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MOY	APP CRS	Rwy Idg 12004
109.5	161°	TDZE 4227
Chan 32		Apt Elev 4227

ILS or LOC RWY 16L
SALT LAKE CITY INTL (SLC)

For inoperative ALSF, increase S-LOC Cat D to RVR 5000. Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

MSA TCH 2.5 NM 140° 11000 230° 8600 050° 12700

11000 128° (6.1)

341° 161° (10.6)

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

161° (6) 9000

15 NM

TOOME I-MOY 16.4

7500 161° (4.4)

LGOON I-MOY 12

6000 161° (4.5)

YYIPP I-MOY 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

IM 4500 4542 4620± 6237 ± 4781 4670 4467± 4368 ±

5458

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113

160° 340° R-160

ALTERNATE MISSED APCH FIX

STACO TCH 20

115.7 OGD R-197 Chan 104

116.8 TCH Chan 115

069° 249° R-249

4990 4988± 5355± 9486

LOCALIZER 109.5 I-MOY Chan 32

116.6 FFU R-341 Chan 113

VGSI and ILS glidepath not coincident.

IRRON I-MOY 22.4 — 11000 — 161° — 9000

TOOME I-MOY 16.4 — 7500

LGOON I-MOY 12 — 7000

YYIPP I-MOY 7.5 RADAR — 6000

4800 — 10000 FFU R-341 — FFU 116.6

I-MOY 3 — I-MOY 2.2 — IM

GS 3.00° TCH 55

Procedure Turn NA

6 NM 4.4 NM 4.5 NM 4.5 NM 0.7 0.1

ELEV 4227 D

TDZE 4227

161° 5.3 NM from FAF

4463 ± 4549

12004 X 150

12000 X 150

9596 X 150

7002 X 150

16R 19L 17 34L 4254 34R 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

CATEGORY	A	B	C	D
S-ILS 16L	4427/18 200 (200-½)			
S-LOC 16L	4560/24 333 (400-½)			4560/40 333 (400-¾)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:17	3:32	2:39	2:07	1:46

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UAT	APP CRS	Rwy Idg 12000
111.9	161°	TDZE 4223
Chan 56		Apt Elev 4227

ILS or LOC RWY 16R

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

(IAF) FANDS I-UAT 30

(IF) RRUFF I-UAT 22.4

UFEMY I-UAT 16.3

BHIVE I-UAT 12.6

BNKER I-UAT 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

MSA TCH 25 NM 11000 8600 12700 140° 230° 050°

15 NM R-197 R-249 069° 249° 161° 341° 137° (5.5) 9000 161° (7.6) 7500 161° (3.7) 6000 161° (5.1) 4500 (6.1) 8000

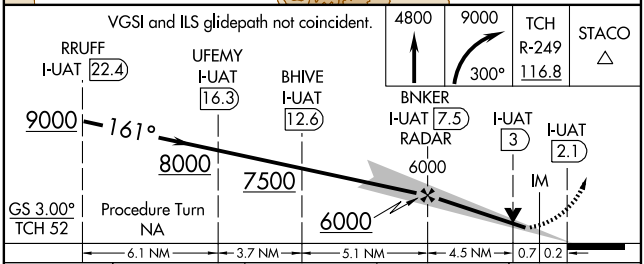
8136 9570 8358 8588 9284 8830 9706 7140 9259 8170 9158 9410 9304 8440 7869 5458 6596 6649 4670 4467± 4542 4620± 6237± 4781 4368± 5540 9347± 4990 4988± 9486 8740 5355±

IM

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

LOCALIZER 111.9 I-UAT Chan 56

VGSI and ILS glidepath not coincident.



ELEV 4227 D

161° 5.3 NM from FAF

TDZE 4223

4463± 4549 4254

12000 X 150 12004 X 150 9596 X 150 8289 X 150

34L 34R 16L 19L 19R 17 35 32

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

CATEGORY	A	B	C	D
S-ILS 16R	4423/18 200 (200-½)			
S-LOC 16R	4580/24 357 (400-½)			4580/40 357 (400-¾)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BNT	APP CRS	Rwy Idg	9596
111.5	166°	TDZE	4219
Chan 52		Apt Elev	4227

ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

For inoperative MALSR increase S-ILS 17 Cat E visibility to RVR 4000 and S-LOC 17 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5800, then climb to 10000 direct FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

RADAR REQUIRED

MSA TCH 25 NM
140° 230° 050°
11000
8600
12700

10 NM

PRYES
I-BNT 12.3
RADAR

166° (5.2)
348°
R-006
6000

WASATCH
116.8 TCH
Chan 115

TIFUL INT
I-BNT 7.1
RADAR

LOCALIZER 111.5
I-BNT
Chan 52

MISSED APCH FIX

FAIRFIELD
FFU
116.6
Chan 113
160°
340°
R-160

6596 9259 9158 9410 7869 5458
4538 4500 4542 6237± 4670 4467± 4620± 4781 4368± 4990 4988± 5355± 8740

5000 6000 8000

ELEV 4227 D
166° 5.3 NM from FAF

19R 19L 17 34L 34R 35
12004 X 150
12000 X 150
9596 X 150
7689 X 150
4463± 4549 4254
TDZE 4219

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

PRYES
I-BNT 12.3
RADAR

TIFUL INT
I-BNT 7.1
RADAR

7500
166°
6000
6000
I-BNT 1.8

5800	10000	FFU
		116.6

GS 3.00°
TCH 55

VGSI and ILS glidepath not coincident.

5.2 NM 5.3 NM

CATEGORY	A	B	C	D	E
S-ILS 17	4419/18 200 (200-½)				4419/24 200 (200-½)
S-LOC 17	4700/24 481 (500-½)		4700/40 481 (500-¾)	4700/50 481 (500-1)	4700/60 481 (500-1¼)
CIRCLING	NA				

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UUH	APP CRS	Rwy Idg 12000
111.9	341°	TDZE 4226
Chan 56		Apt Elev 4227

ILS or LOC RWY 34L

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwys 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

115.7 OGD Chan 104

STACO TCH 20

LOCALIZER 111.9 I-UUH Chan 56

FALEM I-UUH 0.3

FLLAG I-UUH 5.5 RADAR

DUNLP I-UUH 15.3

CAMRI I-UUH 17.1

PUTER I-UUH 20.3

(IF)

(ZUVIB)

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

WASATCH 116.8 TCH Chan 115

IM

MSA TCH 25 NM

11000 8600 12700

140° 230° 050°

15 NM

R-249 R-197 069° 249°

341° (9.8)

341° (1.8)

341° (3.2)

10000 340° (9.6)

10000 to PUTER 296° (5.3) and LOC (8.2)

6649 4500 4542 6237± 9410 4620± 4670 4467± 4781 4368± 7869 5458 5540 8621 9602 4559± 4990 4988± 9347± 10246 9486 8740 5355± 10403 10116 9363 11330 10795 5589± 6337 7160 5665 11489 11253 9207 7220 7230 8500 11101 6687 10373 6824 6682 10349 10589 9000 10006 10620 11749 8956 7918 7785 10908 9343 7480 11068

ELEV 4227

D

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

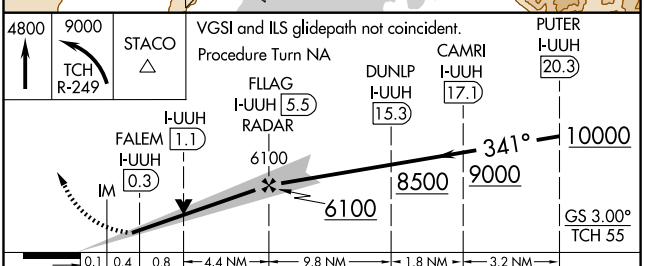
4463± 4549 4254 TDZE 4226

12004 X 150 12000 X 150 9596 X 150 7872 X 150

341° 5.6 NM from FAF

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 34L	4426/18 200 (200-½)			
S-LOC 34L	4700/24 474 (500-½)		4700/40 474 (500-¾)	4700/50 474 (500-1)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SLC	APP CRS	Rwy Idg 12004
109.5	341°	TDZE 4222
Chan 32		Apt Elev 4227

ILS or LOC RWY 34R

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

MISSED APCH FIX

OGDEN OGD 115.7 Chan 104

R-281 101° 281°

WASATCH 116.8 TCH Chan 115

LOCALIZER 109.5 I-SLC Chan 32

GITBE I-SLC 0.3

BESBE I-SLC 5.5 RADAR

SCOER I-SLC 15.5

ATANE I-SLC 17

PLAGE I-SLC 20.2

(IF)

MSA TCH 25 NM

11000 (140°–230°)

8600 (050°–140°)

12700 (230°–050°)

R-331

341° (10.1)

6100

15 NM

IM 4781

4670 4467± 4620± 4542 4500 4368± 5458 5540 4990 4988± 9347± 9486 8740 5355± 5589± 6337 7160 5665 9207 9500 7230 7220 8687 10373 10589 10006 10620 6824 6682 10000 341° (3.2) 341° (1.4) 11000 346° (9.7) 7918 7785 7480 (ZUSOK) 16° 9158 9410 6237± 9304 8440 7869 8621 9602 10246 10403 10116 9363 11330 10795 11489 11253 11101 10349 11749 8956 8956 10908 11068

11000 to PLAGE 296° (3.9) and LOC (9.2)

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

5000 6000 7000 8000

ELEV 4227 D

4463± 4549 4254 4222 TDZE

12004 X 150 9656 X 150 4872 X 150 12000 X 150

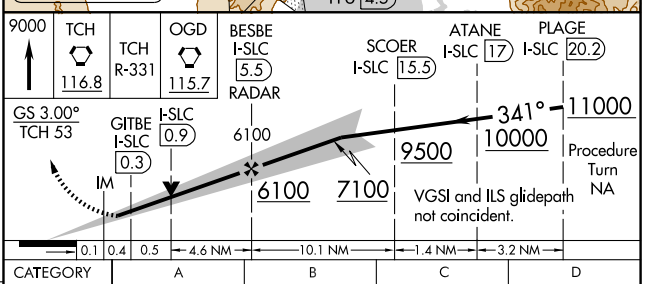
19L 19 17L 17 34L 34R 35 31

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

341° 5.6 NM from FAF

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 34R	4422/18	200 (200-½)		
S-LOC 34R	4620/24	398 (400-½)	4620/40	398 (400-¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MOY 109.5 Chan 32 | APP CRS 161° | Rwy Idg 12004 TDZE 4227 Apt Elev 4227

ILS RWY 16L (CAT II)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)	127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

MSA TCH 25 NM 140° 230° 050° 11000 8600 12700

11000 128° (6.1)

341° 161° (10.6) 11000

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

9000 161° (6)

TOOME I-MOY 16.4

7500 161° (4.4)

LGOON I-MOY 12

6000 161° (4.5)

YYIPP I-MOY 7.5 RADAR

15 NM

WASATCH 116.8 TCH Chan 115

STACO TCH 20

IM 4500 4542 4620± 6237± 4781 4467± 4670 4368± 5458

LOCALIZER 109.5 I-MOY Chan 32

116.6 FFU R-341 Chan 113

4990 4988± 5355±

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113 160° 340° R-160

ALTERNATE MISSED APCH FIX

115.7 OGD R-197 Chan 104

STACO TCH 20 116.8 TCH Chan 115 069° 249° R-249

8733 7605 8136 7640 8358 9570 8588 9284 8830 9706 7140 8170 9259 9158 9410 6596 6649

ELEV 4227 D

TDZE 4227

19L 12004 X 150 4463± 4549 17 12000 X 150 9996 X 150 16 4892 X 150 34L 4254 34R 32 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

VGSI and ILS glidepath not coincident.

	IRRON I-MOY 22.4	TOOME I-MOY 16.4	LGOON I-MOY 12	YYIPP I-MOY 7.5 RADAR	IM	4800	10000	FFU 116.6
	11000	9000	7500	6000			FFU R-341	
	161°							
GS 3.00° TCH 55	Procedure Turn NA		7000	6000	DH RA 108	4227 MSL		
	6 NM	4.4 NM	4.5 NM	5.2 NM	881'	1025'		

CATEGORY	A	B	C	D
S-ILS 16L	RA 108/12 100 DA 4327			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MOY 109.5 Chan 32 | APP CRS 161° | Rwy Idg 12004 TDZE 4227 Apt Elev 4227

ILS RWY 16L (CAT III)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)	127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

MSA TCH 2.5 NM 40° 230° 050° 11000 8600 12700 15 NM

11000 128° (6.1)

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

TOOME I-MOY 16.4

LGOON I-MOY 12

YYIPP I-MOY 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

IM

341° 161° (10.6) 11000 161° (6) 9000 7500 161° (4.4) 6000 161° (4.5)

8733 7605 8136 7640 8358 8588 9570 9284 8830 9706 7140 6596 9259 9158 9410 4500 4542 6237± 4620± 4467± 4670 4781 4368± 5458 4990 4988± 5355± 5000 6000 7000 8000 9000

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113 160° 340° R-160

ALTERNATE MISSED APCH FIX

STACO TCH 20 069° 249° R-249 116.8 TCH Chan 115 115.7 OGD R-197 Chan 104

LOCALIZER I-MOY 109.5 Chan 32

116.6 FFU R-341 Chan 113

ELEV 4227 D

TDZE 4227

19L 12004 X 150 4463± 4549 12000 X 150 9596 X 150 4892 X 150 4254 34L 34R 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

IRRON I-MOY 22.4 | TOOME I-MOY 16.4 | LGOON I-MOY 12 | YYIPP I-MOY 7.5 RADAR | 4800 | 10000 | FFU 116.6

11000 161° 9000 7500 6000 FFU R-341 IM 4328 Procedure Turn NA

GS 3.00° TCH 55 VGSI and ILS glidepath not coincident. 7000 6000 4227 MSL

6 NM 4.4 NM 4.5 NM 5.2 NM 904' 1025'

CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIa	RVR 07		
S-ILS 16L	CAT IIIb	RVR 03		
S-ILS 16L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UAT	APP CRS	Rwy Idg	12000
111.9	161°	TDZE	4223
Chan 56		Apt Elev	4227

ILS RWY 16R (CAT II)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

(IAF) FANDS I-UAT 30

MSA TCH 25 NM
140° 11000
230° 8600
050° 12700

15 NM

9000 137° (5.5)

9000 161° (7.6)

(IF) RRUFF I-UAT 22.4

8000 (6.1) 161°

UFEMY I-UAT 16.3

7500 161° (3.7)

BHIVE I-UAT 12.6

6000 161° (5.1)

BNKER I-UAT 7.5 RADAR

R-197

STACO TCH 20

WASATCH 116.8 TCH Chan 115

R-249

069° 249°

IM

4500 4542 6237± 4620± 4781 4467± 4368± 4670

5540

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

9347± 4990 4988± 9486 8740 5355±

LOCALIZER 111.9 I-UAT Chan 56

8136 9570 8358 8588 9284 9706 8830 7140 8170 9259 9158 9410 9304 8440 7869 5458 8621 6596 6649

ELEV 4227 D

TDZE 4223

19 L 4463± 4549

12004 X 150

12000 X 150

9966 X 150

8892 X 150

34L 4254 34R 32 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

VGSI and ILS glidepath not coincident.

4800	9000	TCH	STACO
	300°	R-249 116.8	

RRUFF I-UAT 22.4 — UFEMY I-UAT 16.3 — BHIVE I-UAT 12.6 — BNKER I-UAT 7.5 RADAR

9000 — 161° — 8000 — 7500 — 6000

DH RA 108 IM

4223 MSL

GS 3.00° TCH 52

Procedure Turn NA

6000

6.1 NM | 3.7 NM | 5.1 NM | 5.1 NM | 956′ | 1051′

CATEGORY	A	B	C	D
S-ILS 16R	RA 108/12 100 DA 4323			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UAT	APP CRS	Rwy Idg	12000
111.9	161°	TDZE	4223
Chan 56		Apt Elev	4227

ILS RWY 16R (CAT III)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

(IAF) FANDS I-UAT 30

MSA TCH 25 NM 140° 11000 230° 8600 050° 12700

15 NM

9000 137° (5.5)

9000 161° (7.6)

(IF) RRUFF I-UAT 22.4

8000 161° (6.1)

UFEMY I-UAT 16.3

7500 161° (3.7)

BHIVE I-UAT 12.6

6000 161° (5.1)

BNKER I-UAT 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

R-197 R-249 069° 249°

IM

LOCALIZER 111.9 I-UAT Chan 56

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

ELEV 4227 D

TDZE 4223

VGSI and ILS glidepath not coincident.

4800	9000	TCH	STACO
	300°	R-249 116.8	△

RRUFF I-UAT 22.4 — UFEMY I-UAT 16.3 — BHIVE I-UAT 12.6 — BNKER I-UAT 7.5 RADAR — IM

Procedure Turn NA

9000 — 161° — 8000 — 7500 — 6000 — 4322 — 4223 MSL

GS 3.00° TCH 52

6.1 NM | 3.7 NM | 5.1 NM | 5.1 NM | 934' | 1051'

CATEGORY	A	B	C	D
S-ILS 16R		Cat IIIa	RVR 07	
S-ILS 16R		Cat IIIb	RVR 03	
S-ILS 16R		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UUH	APP CRS	Rwy Idg	12000
111.9	341°	TDZE	4226
Chan 56		Apt Elev	4227

ILS RWY 34L (CAT II)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

115.7 OGD Chan 104

STACO TCH 20

LOCALIZER 111.9 I-UUH Chan 56

WASATCH 116.8 TCH Chan 115

FLLAG I-UUH 5.5 RADAR

DUNLP I-UUH 15.3

CAMRI I-UUH 17.1

PUTER I-UUH 20.3

MSA TCH 25 NM

11000 / 8600 / 12700

15 NM

341° (9.8)

R-249 R-197

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

(ZUVIB)

10000 to PUTER 296° (5.3) and LOC (8.2)

10000 340° (9.6)

9000 341° (3.2)

8500 341° (1.8)

ELEV 4227 D

4463 ±

4549

12004 X 150

12000 X 150

9596 X 150

7892 X 150

4254

TDZE 4226

34L 34R 35

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

4800 | 9000 TCH R-249 | STACO

VGSI and ILS glidepath not coincident.

DH RA 102

IM

4226 MSL

6100

Procedure Turn NA

GS 3.00° TCH 55

1051' 866' 5.5 NM 9.8 NM 1.8 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 34L	RA 102/12 100 DA 4326			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UUH	APP CRS	Rwy Idg	12000
111.9	341°	TDZE	4226
Chan 56		Apt Elev	4227

ILS RWY 34L (CAT III)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

115.7 OGD Chan 104

STACO TCH 20

LOCALIZER 111.9 I-UUH Chan 56

WASATCH 116.8 TCH Chan 115

MSA TCH 25 NM

11000 8600 12700

140° 230° 050°

15 NM

R-249 R-197 069° 249°

FLLAG I-UUH 5.5 RADAR

DUNLP I-UUH 15.3

CAMRI I-UUH 17.1

PUTER I-UUH 20.3

341° (9.8)

341° (1.8)

341° (3.2)

10000 340° (9.6)

10000 to PUTER 296° (5.3) and LOC (8.2)

(ZUVIB)

(IF)

(IAF) BOAGY FFU 4.5

IAF FAIRFIELD 116.6 FFU Chan 113

ELEV 4227 D

TDZE 4226

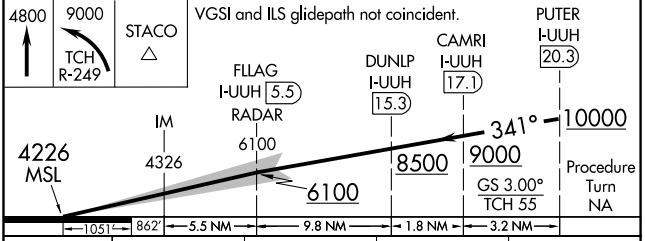
34L 34R 35

HIRL all Rwys

TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

4800 | 9000 TCH R-249 | STACO

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34L		CAT IIIa	RVR 07	
S-ILS 34L		CAT IIIb	RVR 03	
S-ILS 34L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SLC	APP CRS	Rwy Idg	12004
109.5	341°	TDZE	4222
Chan 32		Apt Elev	4227

ILS RWY 34R (CAT II)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8	118.3 257.8	132.65 336.4	121.9 348.6	133.65 348.6
125.625		(Rwy 16L-34R)	(Rwys 14-32, 17-35)	(Rwy 16R-34L)	(Rwys 14-32, 17-35)	(Rwys 16L-34R, 16R-34L)

MISSED APCH FIX

OGDEN OGD 115.7 Chan 104

R-281 101° 281°

CLNC DEL 127.3 379.975

WASATCH 116.8 TCH Chan 115

LOCALIZER 109.5 I-SLC Chan 32

R-331

MSA TCH 2.5 NM

11000 8600 12700

140° 230° 050°

BESBE I-SLC 5.5 RADAR

SCOER I-SLC 15.5

ATANE I-SLC 17

PLAGE I-SLC 20.2

(IF)

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

(ZUSOK)

341° (10.1)

341° (1.4)

341° (3.2)

346° (9.7)

161°

11000 to PLAGE 296° (3.9) and LOC (9.2)

5 NM

ELEV 4227 D

TDZE 4222

4254

4463±

4549

4872 X 150

12004 X 150

9956 X 150

12000 X 150

34L 34R 35

HIRL all Rwys

TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

VGSI and ILS glidepath not coincident.

9000	TCH 116.8	TCH R-331	OGD 115.7

Procedure Turn NA

DH RA 100

IM

4222 MSL

6100

7100

9500

10000

11000

341°

GS 3.00° TCH 53

1047′ 901′ 5.5 NM 10.1 NM 1.4 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 34R	RA 100/12 100 DA 4322			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SLC	APP CRS	Rwy Idg 12004
109.5	341°	TDZE 4222
Chan 32		Apt Elev 4227

ILS RWY 34R (CAT III)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8	118.3 257.8	132.65 336.4	121.9 348.6	133.65 348.6
125.625		(Rwy 16L-34R)	(Rwys 14-32, 17-35)	(Rwy 16R-34L)	(Rwys 14-32, 17-35)	(Rwys 16L-34R, 16R-34L)

MISSED APCH FIX

OGDEN OGD 115.7 Chan 104

R-281 101° 281°

CLNC DEL 127.3 379.975

WASATCH 116.8 TCH Chan 115

LOCALIZER 109.5 I-SLC Chan 32

R-331

MSA TCH 25 NM

11000 140° 230° 8600 12700 050°

BESBE I-SLC 5.5 RADAR

SCOER I-SLC 15.5

ATANE I-SLC 17

(IF) PLAGE I-SLC 20.2

341° (10.1)

6100

IM 4368 ± 4781 4467 ± 4670 4620 ± 6237 ± 4542 4500 4458

9158 9304 9410 8440 7869 8621 9602 10246 10403 10116 9363 11330 10795 11489 11253 10349 11101 11749 8956 10908 11068

4990 4988 ± 9347 9486 8740 5355 ± 5589 ± 6337 7160 5665 9207 9500 7220 7230 341° (1.4) 10000 341° (3.2) 6682 6824 10373 10589 10006 10620 11000 346° (9.7) 7918 7785 7480 161°

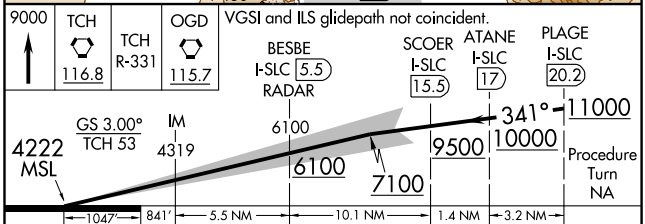
11000 to PLAGE 296° (3.9) and LOC (9.2)

(ZUSOK)

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

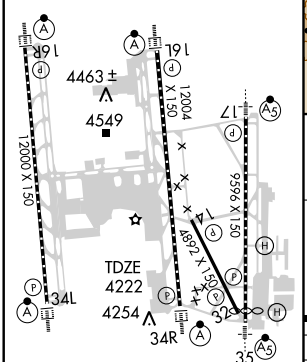
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 34R		CAT IIIa	RVR 07	
S-ILS 34R		CAT IIIb	RVR 03	
S-ILS 34R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 4227 D



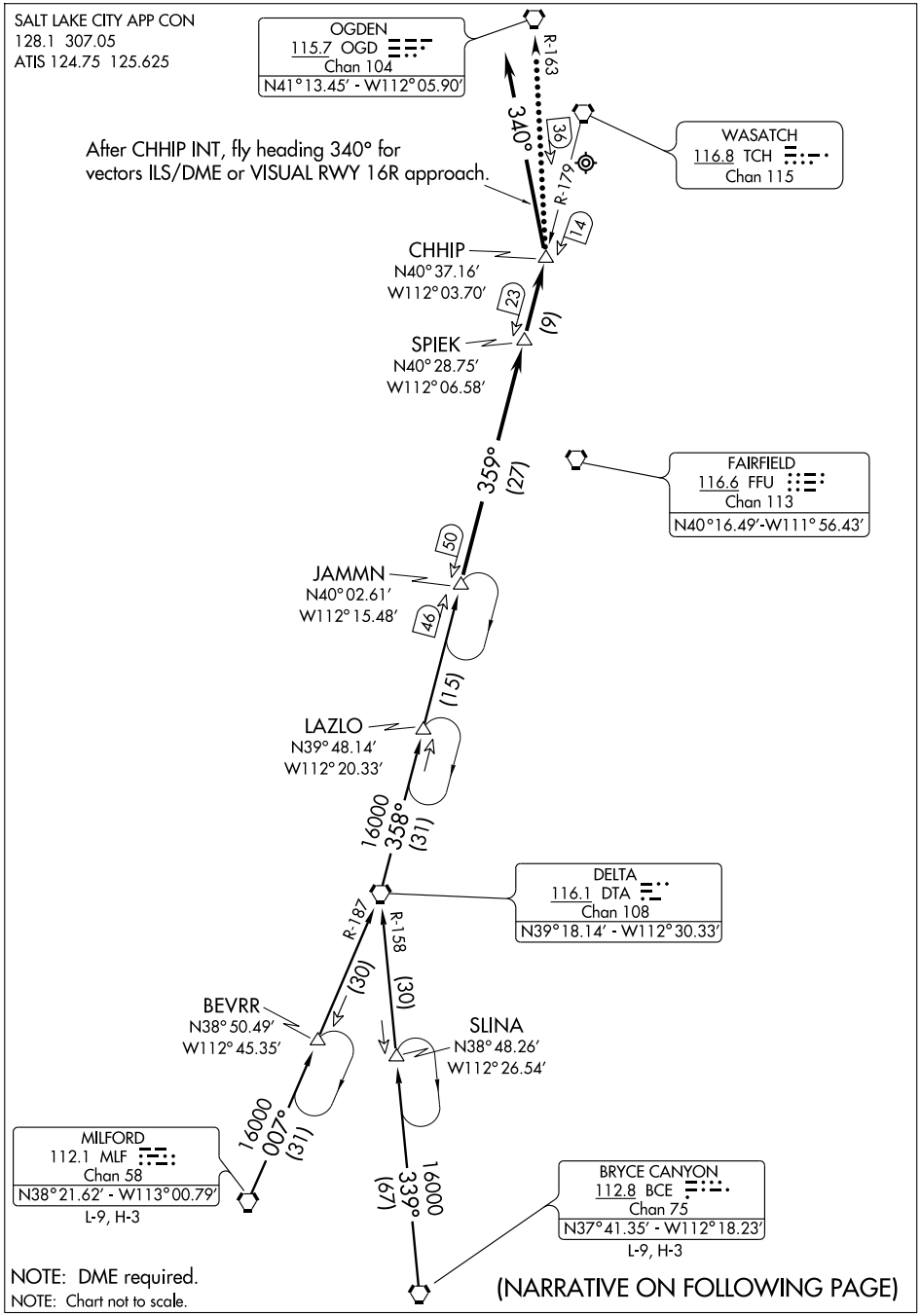
HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

JAMMN FOUR ARRIVAL

ST-365 (FAA)



SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN4): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....
MILFORD TRANSITION (MLF.JAMMN4): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....

....From over JAMMN INT via TCH R-179 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors to ILS/DME or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS:
In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 11,000 until OGD VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

LEEHY THREE ARRIVAL (RNAV)

(LEEHY.LEEHY3) 09351

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL

SALT LAKE CITY APP CON
124.3 322.3 NORTH
128.1 307.05 SOUTH
ATIS 124.75 125.625

HELPR TRANSITION (HELPR.LEEHY3)
MEEKER TRANSITION (EKR.LEEHY3)

From SPANE via 282° track to LEEHY, thence via runway transition....

LANDING NORTH (RWY 34L/34R/35): ....from LEEHY via 300° track to BLUPE, then via 308° track to KAMMP, then via 341° track to PLAGE, then via 341° heading. RWY 34R intercept I-SLC localizer. Proceed inbound, expect ILS/VISUAL approach. RWY 34L/35 expect radar vectors to final approach course.

LANDING SOUTH (RWY 16L/16R/17): ....from LEEHY via 282° track to FFU VORTAC, then via 316° track to DRYVE, then as depicted to RROYY, then via 341° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
LANDING NORTH: At PLAGE, turn left direct FFU VORTAC and hold. Maintain 11000.
LANDING SOUTH: At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: EKR Transition landing north: For Non-GPS equipped aircraft PUC and DTA DMEs must be operational. Landing south: For Non-GPS equipped aircraft DTA, TCH, PUC, and PVU DMEs must be operational.

NOTE: HELPR Transition landing north: For Non-GPS equipped aircraft FFU DME must be operational. Landing south: For Non-GPS equipped aircraft TCH and PVU DMEs must be operational.

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

RROYY
OGDEN
OGD
7 NM
123°
303°
341°
11000
(27)
LOCALIZER 109.5
I-SLC
Chan 32
QUIPA
(1)
MAGNE
11000
(7)
PITTT
11000
(13)
DRYVE
15000
N
RW34R
34L
PLAGE
(3)
KAMMP
11000
BLUPE
12000
(9)
FAIRFIELD
FFU
17000
8 NM
160°
340°
316°
(10)
308°
(7)
300°
282°
(13)
LEEHY
12000
282°
(7)
SPANE
10 NM
16000
(15)
THISL
21000
255°
(50)
MYTON
MTU
12 NM
11 NM
GOSHU
16000
(15)
16000
282°
(36)
HELPR
12 NM
255°
(57)
RACER
16 NM
MEEKER
EKR
24000
259°
(44)

LANDING NORTH (RWY 34L/34R/35):
Expect 16000 and 250K
LANDING SOUTH (RWY 16L/16R/17):
Expect 19000 and 280K

NOTE: Chart not to scale.

ST-365 (FAA)

LEETZ TWO DEPARTURE (RNAV)

(LEETZ2.LEETZ) 10042

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

ATIS
124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
135.5 316.15

NOTE: For Non-GPS equipped aircraft:
OGD, TCH, FFU, and LHO DME must be operational for HOLTR transitions.
OGD, TCH, BVL, and MLD DME must be operational for HAYDEN transitions.
OGD, TCH, BVL, OCS, and MLD DME must be operational for MEEKER transitions.
OGD, TCH, BVL, and FFU DME must be operational for MYTON transitions.
OGD and TCH DME must be operational for ROCK SPRINGS transitions.

(NARRATIVE ON FOLLOWING PAGE)

HOLTR
FL210 *11600 356° (31)
SAWGI
FL190 *11700 003° (26)
FRALL
17000 *11800 014° (12)
MUCKI
FL230 250 KIAS
Resume normal speed after MUCKI
LIFTY
15000
15000 *11800 (11)
HUCKK
12000 230 KIAS
13000 *6600 034° (5)
065° (7)
LEETZ
341° (7)
ZEETA
10000
(12) 302°
PPIGG
161°
196°
4727
13000 *6600 095° (6)
DEWBO
PLOGE
FL230 250 KIAS
Resume normal speed after PLOGE
13000 *12000 076° (22)
15000 *10500 069° (10)
AINTT
FL190 *11400 069° (15)
FEYOR
FL230 *10800 058° (16)
POPLE
FL230 *10700 057° (82)
ROCK SPRINGS
OCS
13000 *11700 091° (17)
17000 *11600 081° (10)
HERTS
FL190 *15800 085° (62)
PERTY
FL230 *14700 081° (126)
HAYDEN
CHE
CHEDO
FL230 250 KIAS
Resume normal speed after CHEDO
13000 *11600 106° (18)
17000 *11600 092° (10)
UPJAR
FL190 *15000 093° (53)
BORZI
FL230 *12500 090° (112)
MEEKER
EKR
MURFI
FL230 250 KIAS
Resume normal speed after MURFI
13000 *11600 118° (21)
DOCKT
FL230 250 KIAS
Resume normal speed after DOCKT.
FL190 *11800 097° (11)
LOFOG
FL190 *13700 097° (46)
LEGBE
FL230 *10500 122° (23)
MYTON
MTU

NOTE: If unable to accept climb rates and crossing restrictions, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.

TAKE-OFF MINIMUMS
Rwys 14, 32, 34R, 34L, 35: NA-ATC.
Rwy 16R: Standard with a minimum climb of 415' per NM to 9000. ATC climb of 370' per NM from 9000 to 13000.
Rwy 16L: Standard with a minimum climb of 385' per NM to 9000. ATC climb of 385' per NM from 9000 to 13000.
Rwy 17: Standard with a minimum climb of 370' per NM to 9000. ATC climb of 370' per NM from 9000 to 13000.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LEETZ TWO DEPARTURE (RNAV)
(LEETZ2.LEETZ) 10042
SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH

SL-365 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....

....via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (LEETZ2.CHE)
HOLTR TRANSITION (LEETZ2.HOLTR)
MEEKER TRANSITION (LEETZ2.EKR)
MYTON TRANSITION (LEETZ2.MTU)
ROCK SPRINGS TRANSITION (LEETZ2.OCS)

TAKE-OFF NOTES CONT.

TAKE-OFF OBSTACLES

Rwy 16L, 16R, and 17: Multiple light poles beginning 988' from DER, 689' right of centerline, up to 34' AGL/4254' MSL.
Rwy 17: Vehicle on road 434' from DER, 518' right of centerline, 17' AGL/4237' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SALT LAKE CITY APP CON
124.9 290.3
ATIS
124.75 125.625

DUBOIS
DBS

155° (85) 24000

JACKSON
JAC

208° (74) 24000

NOTE: DDY and OCS Transitions:
For non-GPS equipped aircraft
BPI DME must be operational.

NOTE: JAC TRANSITION:
Landing South: For non-GPS equipped aircraft
MLD and LHO DMEs must be operational.
Landing North: For non-GPS equipped aircraft
MLD, BVL and LHO DMEs must be operational.

NOTE: DBS TRANSITION:
Landing South: For non-GPS equipped aircraft
BVL, PIH, MLD and LHO DMEs must be operational.
Landing North: For non-GPS equipped aircraft
BPI, MLD, LHO and BVL DMEs must be operational.

173° 12 NM 353°

LAVAH

18000 173° (55)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.

MUDDY MOUNTAIN
DDY

24000 233° (204)

8 NM

BRIGHAM CITY
LHO

19000 258° (7)

CICAK

21000 262° (63)

11 NM

KAADE

24000 262° (65)

ROCK
SPRINGS
OCS

CARTR
Landing North
(Rwy 34L/34R/35)
Expect 19000 and
280 KTS.
Landing South
(Rwy 16L/16R/17)
Expect 15000 and
250 KTS.

15000 173° (14) 8 NM

12000 (4)

NORDK

DUBOIS TRANSITION (DBS.NORDK3)
JACKSON TRANSITION (JAC.NORDK3)
MUDDY MOUNTAIN TRANSITION (DDY.NORDK3)
ROCK SPRINGS TRANSITION (OCS.NORDK3)

From LHO VOR/DME via 173° track to CARTR WP,
thence via 173° track to NORDK WP, thence. . . .

LANDING SOUTH (RWY 16L/16R/17): . . . .From
NORDK WP via 161° track to WEBER WP, thence via
161° heading. RWY 16L intercept I-MOY localizer.
Proceed inbound, expect ILS/Visual approach.
RWY 16R/17 expect radar vectors to final approach course.

LANDING NORTH (RWY 34L/34R/35): . . . .From
NORDK WP via 175° track to SETTT WP, thence as
depicted to CEEDR WP, thence via 161° heading.
Expect radar vectors to final approach course.

LOST COMMUNICATIONS
LANDING SOUTH: At WEBER WP, turn right direct
to OGD VORTAC and hold, maintain 12000.
LANDING NORTH: At CEEDR WP, turn left direct
to FFU VORTAC and hold, maintain 11000.

(16) 12000 175° 161° 12000 (10)

123°

7 NM

303°

WEBER
12000

SETTT
15000

11000 (9) 161°

DYANN
11000

OGDEN
OGD

157° (11)

ANNTY
11000

161° (37)

FAIRFIELD
FFU

CEEDR

161°

160° 340°

8 NM

161°

RWY 16L

LOCALIZER 109.5
I-MOY
Chan 32

NOTE: Chart not to scale.

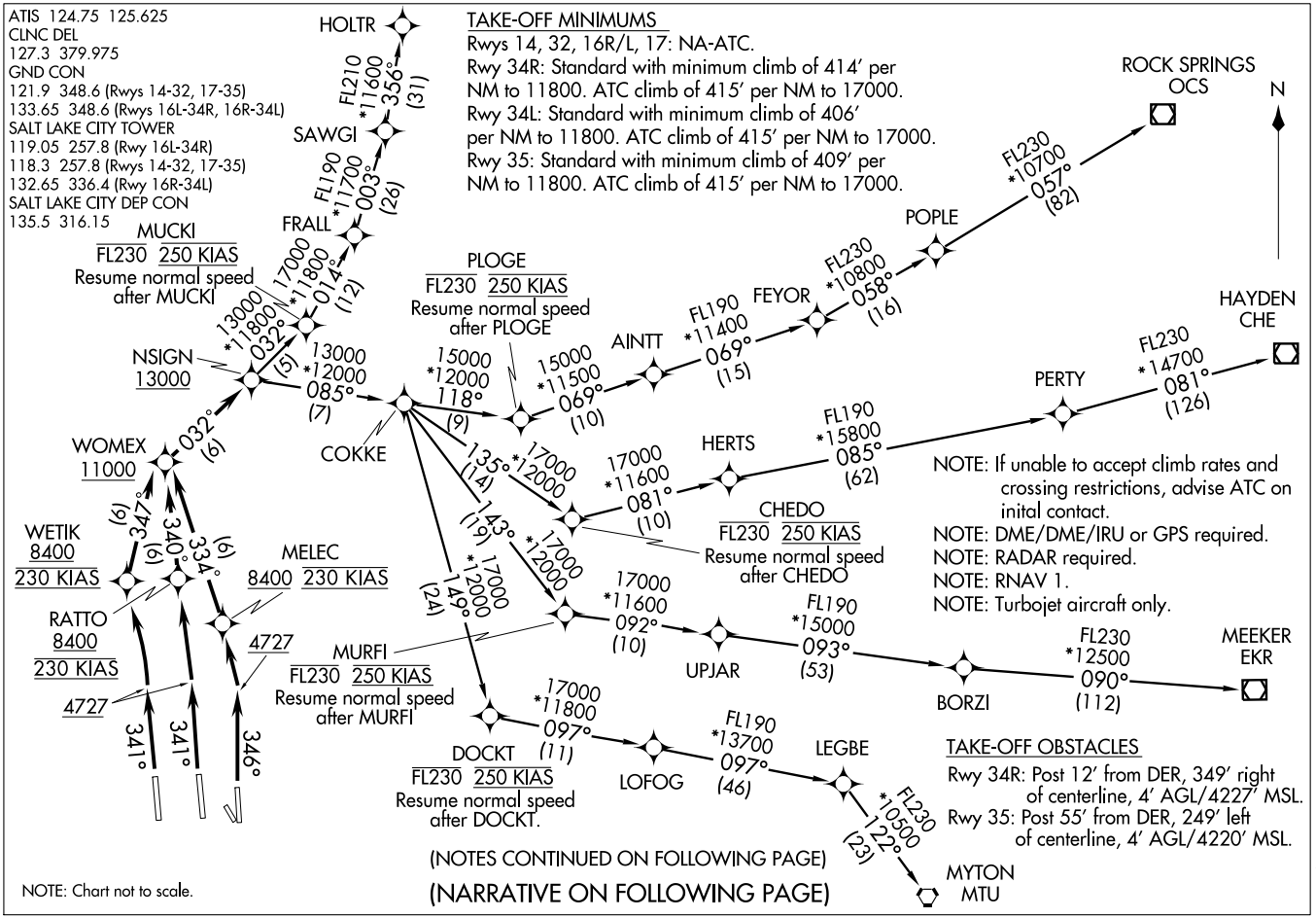
SW-4, 21 OCT 2010 to 18 NOV 2010

NSIGN ONE DEPARTURE (RNAV)

(NSIGN1.NSIGN) 10042

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL (SLC)



(NSIGN1.NSIGN) 10042

NSIGN ONE DEPARTURE (RNAV)

SL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct RATTO, then via depicted route to NSIGN, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then direct WETIK then via depicted route to NSIGN, thence. . . .
TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MELEC, then via depicted route to NSIGN, thence. . . .

. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (NSIGN1.CHE)
HOLTR TRANSITION (NSIGN1.HOLTR)
MEEKER TRANSITION (NSIGN1.EKR)
MYTON TRANSITION (NSIGN1.MTU)
ROCK SPRINGS TRANSITION (NSIGN1.OCS)

Procedural Notes Cont.

NOTE: For Non-GPS equipped aircraft:
OGD, TCH, FFU, and LHO DMEs must be operational for HOLTR transitions.
OGD, TCH, BVL, and MLD DMEs must be operational for HAYDEN transitions.
OGD, TCH, BVL, OCS, and MLD DMEs must be operational for MEEKER transitions.
OGD, TCH, and MLD DMEs must be operational for MYTON transitions.
OGD and TCH DMEs must be operational for ROCK SPRINGS transitions.

SW-4, 21 OCT 2010 to 18 NOV 2010

PECOP TWO DEPARTURE (RNAV)

(PECOP2.PECOP) 09351

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

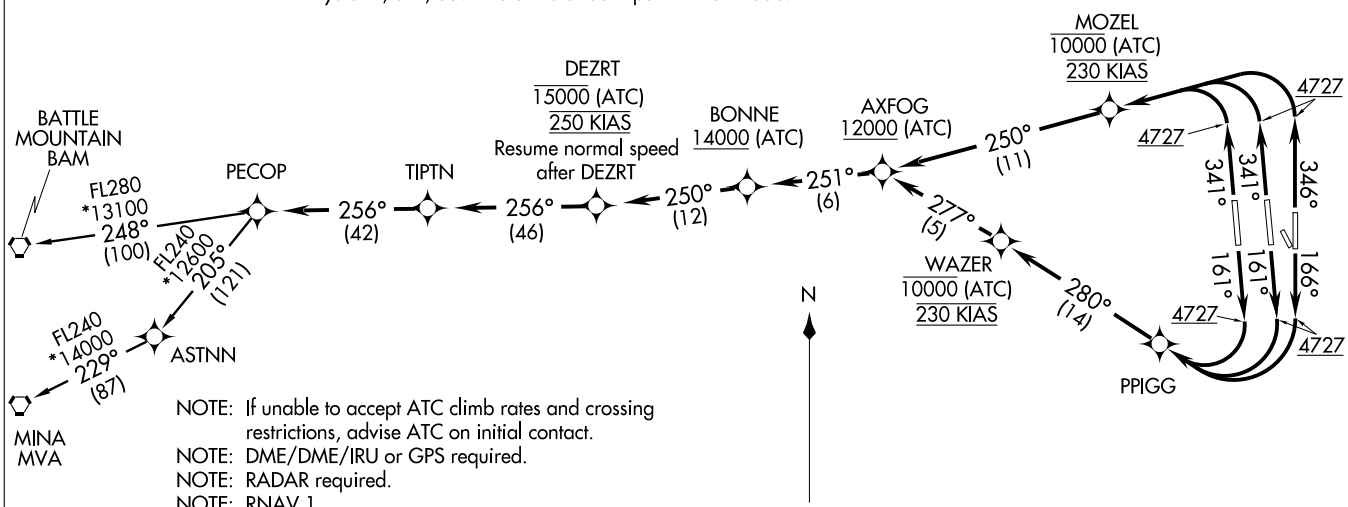
ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
126.25 387.0

TAKE-OFF MINIMUMS

Rwys 14, 32: NA- ATC.
Rwy 16R: Standard with minimum climb of 413′ per NM to 8300. ATC climb of 317′ per NM to 14000.
Rwy 16L: Standard with minimum climb of 381′ per NM to 8300. ATC climb of 331′ per NM to 14000.
Rwy 17: Standard with minimum climb of 367′ per NM to 7800. ATC climb of 341′ per NM to 14000.
Rwys 34R, 34L, 35: ATC climb of 359′ per NM to 14000.

TAKE OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988′ from DER, 689′ right of centerline, up to 34′ AGL/4254′ MSL.
Rwy 17: Vehicle on road 434′ from DER, 518′ right of centerline, 17′ AGL/4237′ MSL.
Rwy 34R: Post 12′ from DER, 349′ right of centerline, 4′ AGL/4227′ MSL.
Rwy 35: Post 55′ from DER, 249′ left of centerline, 4′ AGL/4220′ MSL.



NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For Non-GPS equipped aircraft:
OGD, TCH, BVL, LCU, and TWF DMEs must be operational for BATTLE MOUNTAIN transitions.
OGD, TCH, BVL, LCU, ILC, and MVA DMEs must be operational for MINA transitions departing Rwy 34R, 34L, 35.
OGD, TCH, BVL, LCU, ILC, OAL, and MVA DMEs must be operational for MINA transitions departing Rwy 16R, 16L, and 17.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PECOP TWO DEPARTURE (RNAV)
(PECOP2.PECOP) 09351
SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH

SL-365 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....
TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....

....via (transition) maintain 15000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BATTLE MOUNTAIN TRANSITION (PECOP2.BAM)

MINA TRANSITION (PECOP2.MVA)

SW-4, 21 OCT 2010 to 18 NOV 2010

QWENN THREE ARRIVAL (RNAV)

BRYCE CANYON TRANSITION (BCE.QWENN3)
MILFORD TRANSITION (MLF.QWENN3)

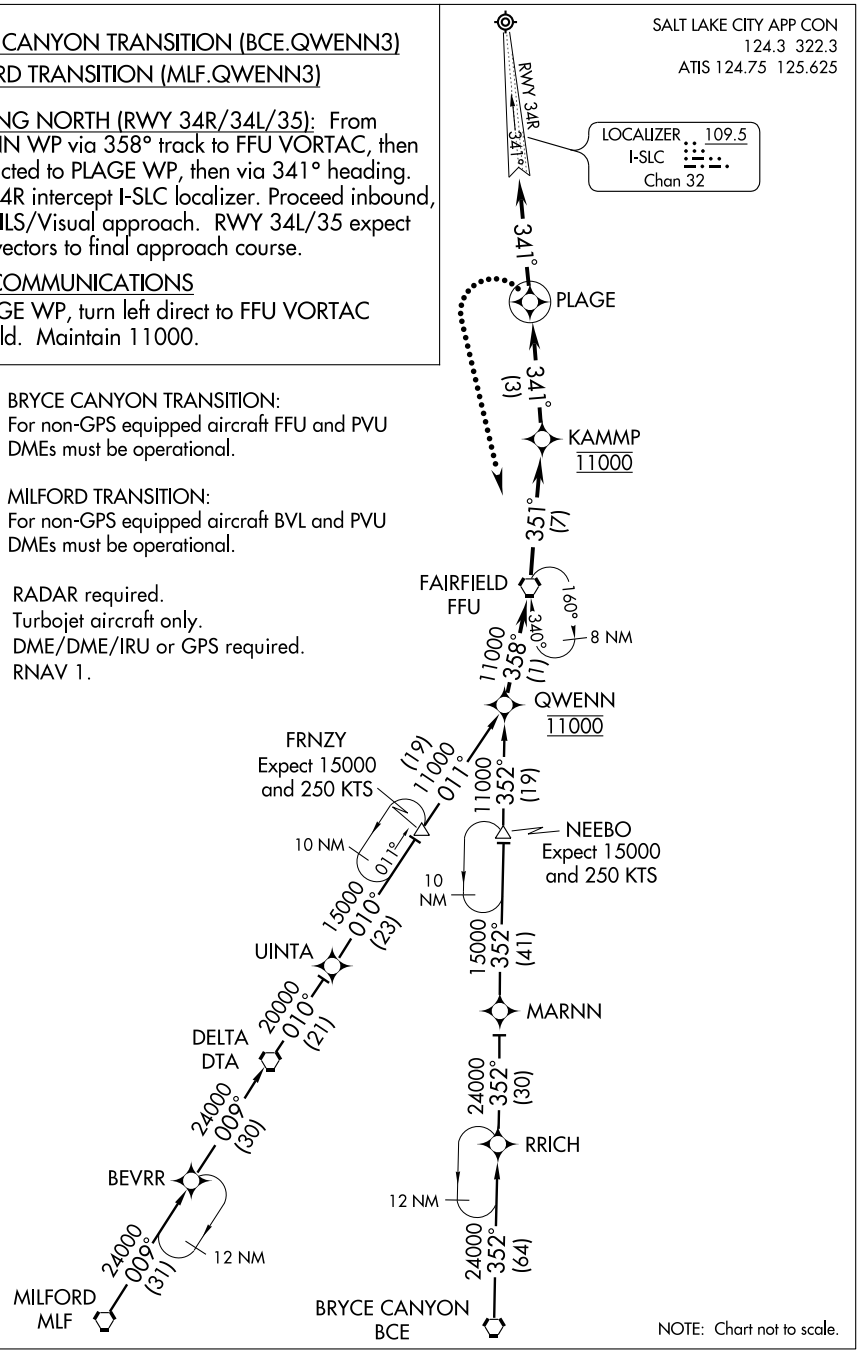
LANDING NORTH (RWY 34R/34L/35): From QWENN WP via 358° track to FFU VORTAC, then as depicted to PLAGE WP, then via 341° heading. RWY 34R intercept I-SLC localizer. Proceed inbound, expect ILS/Visual approach. RWY 34L/35 expect radar vectors to final approach course.

LOST COMMUNICATIONS
At PLAGE WP, turn left direct to FFU VORTAC and hold. Maintain 11000.

NOTE: BRYCE CANYON TRANSITION:
For non-GPS equipped aircraft FFU and PVU DMEs must be operational.

NOTE: MILFORD TRANSITION:
For non-GPS equipped aircraft BVL and PVU DMEs must be operational.

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12004
161°	TDZE	4227
	Apt Elev	4227

RNAV (GPS) RWY 16L
SALT LAKE CITY INTL (SLC)

NA — For inoperative ALSF, increase LNAV Cat E visibility to 2. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 10000 via 161° course to RULFO WP then via 164° course to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8	118.3 257.8	132.65 336.4	121.9 348.6	133.65 348.6
125.625		(Rwy 16L-34R)	(Rwys 14-32, 17-35)	(Rwy 16R-34L)	(Rwys 14-32, 17-35)	(Rwys 16L-34R, 16R-34L)

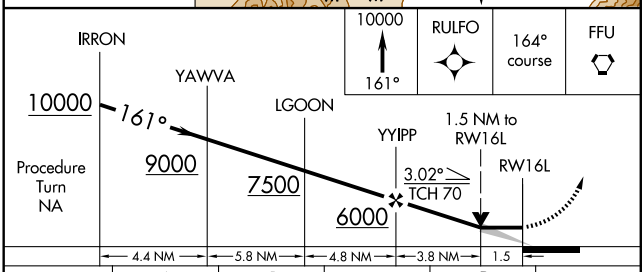
CLNC DEL 127.3 379.975

(IAF) OGDEN OGD — 10000 — 128° (6.1) — IRRON — 9000 — 161° (4.4) — YAWVA — 7500 — 161° (5.8) — LGOON — 6000 — (4.8) — (FAF) YYIPP — 4500 — RW16L — 161° (8.2) — RULFO — 164° (23.8)

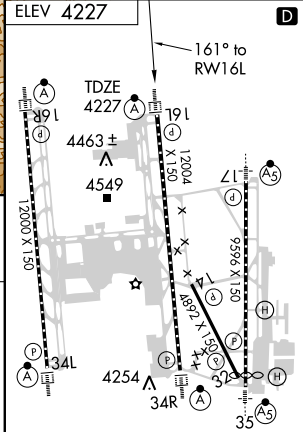
MSA RW16L 25 NM — 14000

9570 8588 9284 8830 9706 7140 9259 8170 6596 9158 9410 9304 6649 8440 7869 4542 6237± 4620± 4670 4467± 4781 4368± 5458 5540 8621 4990 4988± 9347± 5355± 9486± 8740 5589± 7160 6337± 5665

MISSED APCH FIX
FAIRFIELD FFU — 160° — 340° — 7 NM



ELEV 4227 — D



HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

CATEGORY	A	B	C	D	E
LNAV MDA	4760/24	533 (600-½)	4760/50 533 (600-1)	4760/60 533 (600-1¼)	4760-1½ 533 (600-1½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16R

SALT LAKE CITY INTL (SLC)

APP CRS	Rwy Idg	12000
161°	TDZE	4223
	Apt Elev	4227

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. For inoperative ALSF increase LNAV Cat E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 10000 via 161° course to BAURT WP then 161° course to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

(IAF) OGDEN OGD

9000 137° (5.5) RRUFF

8000 161° (4.4) JICCU

7500 161° (5.4) BHIVE

6000 (5.1) (FAF) BNKER

RW16R

4500 4542 4620± 6237± 4781 4670 4467± 4368± 5458

161° (8.2) BAURT

161° (23.9)

MSA RW16R 25 NM 14000

9570 8588 9284 8830 9706 7140 9259 8170 6596 9158 9410 9304 6649 8440 7869 8621 9602 5540 4990 4988± 9347± 9486 8740 5355± 5589± 6337 5665 7160

MISSED APCH FIX

FAIRFIELD FFU 160° 340° 7 NM

ELEV 4227 D

161° to RW16R

TDZE 4223

19L 4463± 4549 12004 X 150

12000 X 150

17 9599 X 150 16R 4892 X 150 34L 4254 34R 32 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

10000	BAURT	161° track	FFU
161°			

RRUFF 9000 161° JICCU 8000 BHIVE 7500 BNKER 6000

Procedure Turn NA

3.01° TCH 73 RW16R

1.4NM to RW16R

4.4 NM 5.4 NM 5.1 NM 3.9 NM 1.4

CATEGORY	A	B	C	D	E
LNAV MDA	4740/24	517 (600-½)	4740/50 517 (600-1)	4740/60	517 (600-1¼)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9596
166°	TDZE	4219
	Apt Elev	4227

RNAV (GPS) RWY 17

SALT LAKE CITY INTL (SLC)

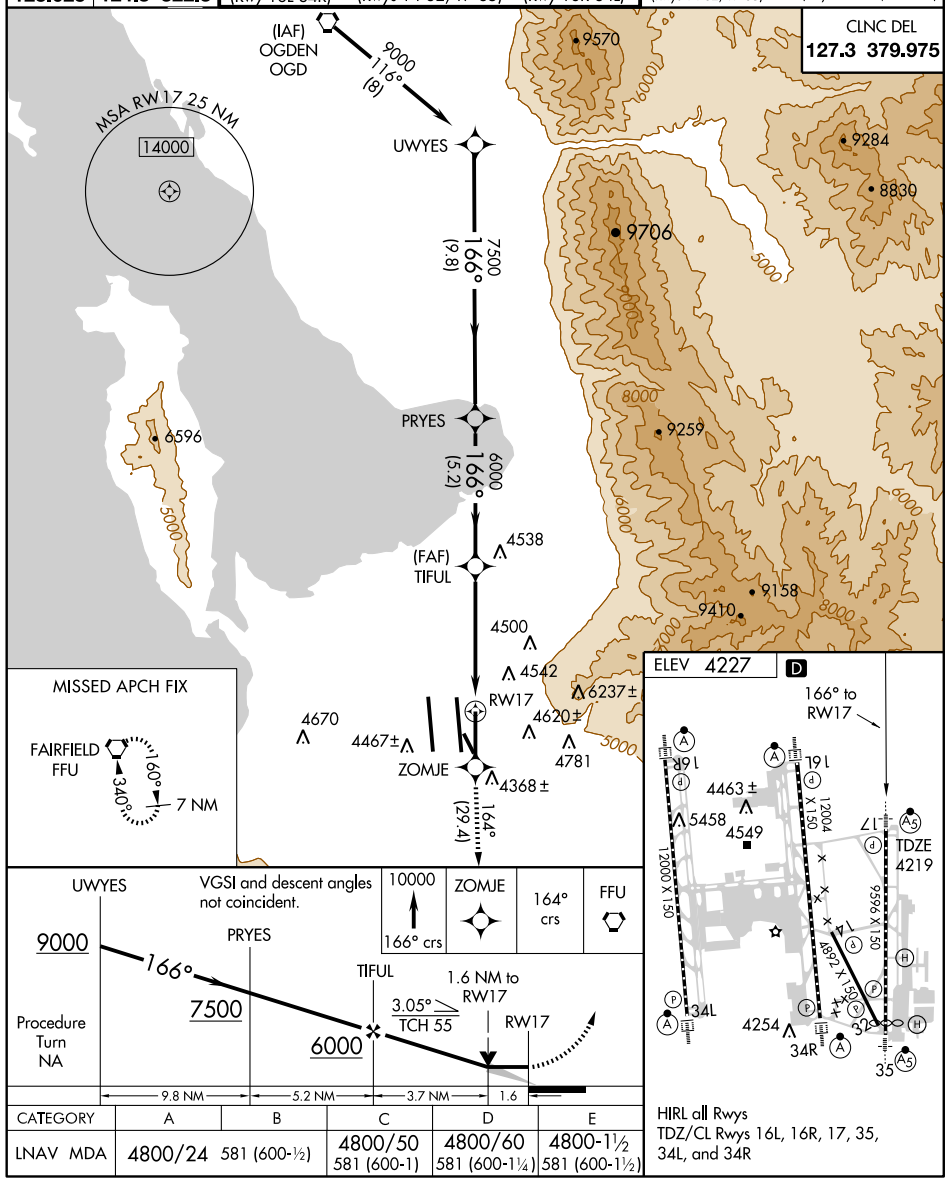
For inoperative MALSR increase LNAV Cat E to 2. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 10000 via 166° course to ZOMJE WP, then via 164° course to FFU VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975



CATEGORY	A	B	C	D	E
LNAV MDA	4800/24	581 (600-½)	4800/50 581 (600-1)	4800/60 581 (600-1¼)	4800-1½ 581 (600-1½)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34L

SALT LAKE CITY INTL (SLC)

APP CRS	Rwy ldg	12000
341°	TDZE	4226
	Apt Elev	4227

Baro-VNAV NA below -23°C (-9°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 9000 via 341° course to LIEZA WP then via 336° course to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

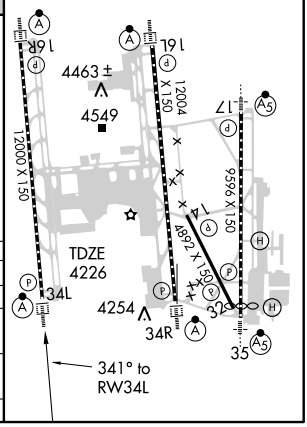
MISSED APCH FIX
7 NM 123° 303° OGDEN OGD

MSA RW34L 25 NM
14000

LIEZA 336° (25.3)
(FAF) BAURT
MARRJ 341° (8.5)
HOAMR
RW34L
R-6412 C & D
R-6412 A & B
8500 341° (5.8)
(IAF) FAIRFIELD FFU 342° (19.6)
10000

9158 9410 9304 8440 7869 4500 4542 4620± 6237± 4670 4467± 4781 4368± 5458 5540 8621 9602 10246 10403 10116 9363 11330 10795 11489 11253 10349 11101 6682 9347± 4990 4988± 5355± 9486 8740 5589± 6337 7160 5665 9207 7220 7230 6824 6687 10373 10589 10006 10620 7918 7785 11749 8956

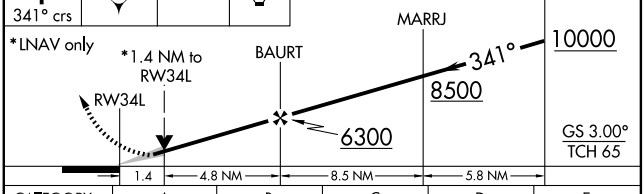
ELEV 4227 D
HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R



9000 341° crs | LIEZA | 336° crs | OGD

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	4640/50 414 (500-1)				
LNAV MDA	4720/24 494 (500-½)		4720/40 494 (500-¾)	4720/50 494 (500-1)	4720/60 494 (500-1¼)
CIRCLING	NA				

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12004
341°	TDZE	4222
	Apt Elev	4227

RNAV (GPS) RWY 34R

SALT LAKE CITY INTL (SLC)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (105°F).
For inoperative ALSF, increase Cat. E visibilities ½ mile.

ALSF-2

MISSED APPROACH: Climb to 9000 via 341° course to ZEYYU WP then 334° course to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwy 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

MISSED APCH FIX

7 NM 123° 303° OGDEN OGD

MSA RW34R 25 NM 13000

ZEYYU RW34R (FAF) RULFO JISKE TIKUJ

341° (8.5) 6300

334° (25.6)

R-6412 C & D

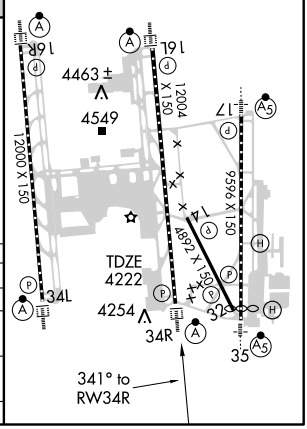
R-6412 A & B

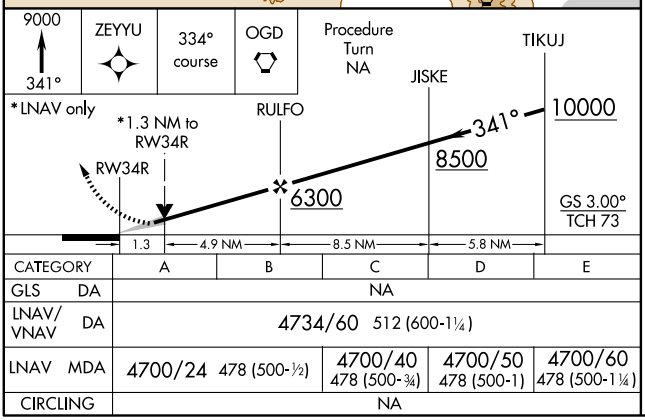
IAF FAIRFIELD FFU 341° (9.6) 8000

IAF ARM APPROACH MODE PRIOR TO THE IAF.

ELEV 4227 D

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R





CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	4734/60 512 (600-1¼)				
LNAV MDA	4700/24 478 (500-½)		4700/40 478 (500-¾)	4700/50 478 (500-1)	4700/60 478 (500-1¼)
CIRCLING	NA				

RNAV (GPS) RWY 35

SALT LAKE CITY INTL (SLC)

APP CRS	Rwy Idg	9272
343°	TDZE	4224
	Apt Elev	4227

T
NA

Baro-VNAV NA below -23°C (-9°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat. E visibility to 1½. Increase LNAV Cat. E visibility to 2.

MALSR

MISSED APPROACH: Climb to 9000 via 343° course to VUTAW WP then 332° course to OGD VORTAC and hold.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL
127.3 379.975

MISSED APCH FIX

OGDEN
OGD
7 NM
123°
303°

MSA RW35 25 NM
13000

VUTAW
332° (25.8)
4500
4542
6237±
4620±
4781
4368±
4670
4467±
RW35
5540
5458
(FAF)
ATLEZ
4990
4988±
5355±
9347±
8740
9486
5589±
6300
343° (8.5)
6337
7160
5665
9207
OTUHY
8500
343° (5.8)
7220
7230
R-6412
C & D
6824
6682
10373
10589
10006
10620
R-6412
A & B
LECSE
7918
10000
347° (9.4)
7785
IAF
FAIRFIELD
FFU
IAF ARM APPROACH MODE PRIOR TO THE IAF.

9158
9410
9304
8440
7869
8621
9602
10246
10403
10116
9363
11330
10795
11489
11253
11101
10349
11749
8956
8956

ELEV 4227
D
HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

4463±
4549
12004 X 150
12000 X 150
9966 X 150
4892 X 150
4254
16L
19L
17
34L
34R
35
343° to RW35
TDZE 4224

9000
343°
VUTAW
332° course
OGD
Procedure Turn NA
LECSE
OTUHY
ATLEZ
*LNAV only
*1.5 NM to RW35
RW35
343°
10000
8500
6300
GS 3.00°
TCH 74
1.5
4.7 NM
8.5 NM
5.8 NM

CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	4680/50 456 (500-1)				
LNAV MDA	4780/24 556 (600-½)		4780/50 556 (600-1)	4780/60 556 (600-1¼)	4780-1½ 556 (600-1½)
CIRCLING	NA				

SALT LAKE TWO DEPARTURE

(SLC2.TCH) 10042

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
124.3 322.3
135.5 316.15

N

TWIN FALLS
115.8 TWF
Chan 105
N42°28.79′ - W114°29.37′
L-11, H-3

MALAD CITY
117.4 MLD
Chan 121
N42°11.99′ - W112°27.07′
L-11, H-3

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′ - W109°00.92′
L-11, H-3

WASATCH
116.8 TCH
Chan 115
N40°51.02′ - W111°58.92′
L-9-11, H-3

FAIRFIELD
116.6 FFU
Chan 113
N40°16.49′ - W111°56.43′
L-9-11, H-3

MYTON
112.7 MTU
Chan 74
N40°08.95′
W110°07.66′
L-9-11, H-3

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ - W108°47.55′
L-9, H-3

DELTA
116.1 DTA
Chan 108
N39°18.14′ - W112°30.33′
L-9, H-3

R-6404C
R-6404A
R-6404B/D
R-6406A
R-6403
R-6407
R-6402A/B
R-6405
R-6412 A/B
R-6412 C/D

280°
310°
311°
320°
340°
R-340
R-341
R-069
R-070
R-249
R-240
R-239
7500
161°
R-150
R-151
R-175
R-176
160°
TCH R-161
R-350
R-351
R-270
R-269
340°
160°
R-110
R-111
R-160

NOTE: RADAR required.

NOTE: This is a radar vector departure to assigned route or fix.

MINIMUM CROSSING ALTITUDES AT TCH
R-070 CW R-150: 11400′
R-151 CW R-175: 8200′
R-176 CW R-239: 9900′
R-341 CW R-069: 10400′

MINIMUM CROSSING ALTITUDES AT FFU
R-351 CW R-110: 12500′
R-270 CW R-350: 11600′

TAKE-OFF MINIMUMS

Rwy 14, 16R, 16L, 17: Assigned heading 160°, standard with minimum climb of 260′ per NM to 6000. Assigned heading 280° CW 340°, standard with minimum climb of 400′ per NM to 8300.

Rwy 32: Assigned heading 260° CW 340° standard with minimum climb of 498′ per NM to 7800 or 400-1 with minimum climb of 260′ per NM to 7800.

Rwy 34L, 34R, 35: Assigned heading 260° CW 319°, standard with minimum climb of 260′ per NM to 7800. Assigned heading 320° CW 340°, standard with minimum climb of 260′ per NM to 7800, ATC climb of 340′ per NM to 7500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(SLC2.TCH) 10042
SALT LAKE TWO DEPARTURE
SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14, 16L, 16R, 17: Climb heading 160° or as assigned, maintain 10000′ or assigned lower altitude. Thence . . . .

TAKE-OFF RUNWAY 32, 34L, 34R, 35: Climb heading 340° or as assigned, maintain 10000′ or assigned lower altitude. Thence . . . .

. . . . expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed heading 331° CW 109° expect radar vectors eastbound leaving 11000′ due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off:
Runways 14, 16L and 17: Assigned heading 160°, turn right, thence . . . .
Runway 16R: Assigned heading 160°, turn left, thence . . . .
. . . . climb to 11000′ via TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern (hold south, right turns, 340° inbound) to cross FFU VORTAC at or above: R-351 CW R-110, 12500′; R-270 CW R-350, 11600′.

Runway 14, 16L, 16R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000′. Then, aircraft heading 280° CW 310°, execute a climbing right turn thence . . . . aircraft heading 311° CW 340° execute a climbing left turn, thence . . . .

. . . .proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400′ and proceed on course.

Runway 32, 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb via TCH R-249 to 7500′, then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern (hold south, left turn, 341° inbound) to cross TCH VORTAC at or above: R-070 CW R-150, 11400′; R-151 CW R-175, 8200′; R-176 CW R-239, 9900′; R-341 CW R-069, 10400′. Climb on course.

TAKE-OFF OBSTACLE NOTES
Rwy 14: Antenna 1349′ from DER, 544′ left of centerline, 42′ AGL/4263′ MSL.
Rwy 16L: Vehicle on road 124′ from DER, 14′ right of centerline, 15′ AGL/4239′ MSL.
Light pole 988′ from DER, 726′ right of centerline, 34′ AGL/4254′ MSL.
Pole 1024′ from DER, 689′ right of centerline, 34′ AGL/4254′ MSL.
Rwy 17: Vehicles on road beginning 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.
Rwy 32: ATC tower 5266′ from DER, 1767′ left of centerline 335′ AGL/4549′ MSL.
Crane 5195′ from DER, 1630′ left of centerline, 240′ AGL/4463′ MSL.
Flag on obstacle light 5153′ from DER, 1619′ left of centerline, 249′ AGL/4463′ MSL.
Aircraft beginning 989′ from DER, 722′ left of centerline, up to 79′ AGL/4306′ MSL.
Rwy 34R: Post 13′ from DER, 349′ right of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ left of centerline, 2′ AGL/4220′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
128.1 307.05

TAKE-OFF MINIMUMS

Rwys 14, 16L/R and Rwy 17 NA - Operational.

Rwy 32: 400-1 or standard with a minimum climb of 450 feet per NM to 7500.

Rwys 34L/R and 35: Aircraft assigned heading 260° CW through 319° standard with minimum climb of 260 feet per NM to 7500. Aircraft assigned heading 320° CW through 340° standard with a minimum climb of 340 feet per NM to 7500 (ATC).

NOTE: Rwy 32, tower 5260 feet from departure end of Runway, 1760 feet left of extended runway centerline, 329 feet AGL/4549 MSL.

NOTE: This is a radar vector departure to assigned route or fix.

NOTE: For turbojet and turboprop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SEVYR ONE DEPARTURE
(SEVYR1.SEVYR) 09351
SALT LAKE CITY, UTAH
SALT LAKE CITY INTL (SLC)
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 32, 34L/R, and 35: Fly heading 260° or as assigned for radar vectors to assigned route or fix. Maintain 10,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11,000. Then, aircraft assigned heading 310° CW through 340°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern (hold south, left turns, 341° inbound) to cross TCH VORTAC at or above 11,500. Proceed on course.

COALDALE TRANSITION (SEVYR1.OAL): From over TCH VORTAC via TCH R-193 and MLF R-350 to SEVYR INT, then via DTA R-238 and OAL R-054 to OAL VORTAC.

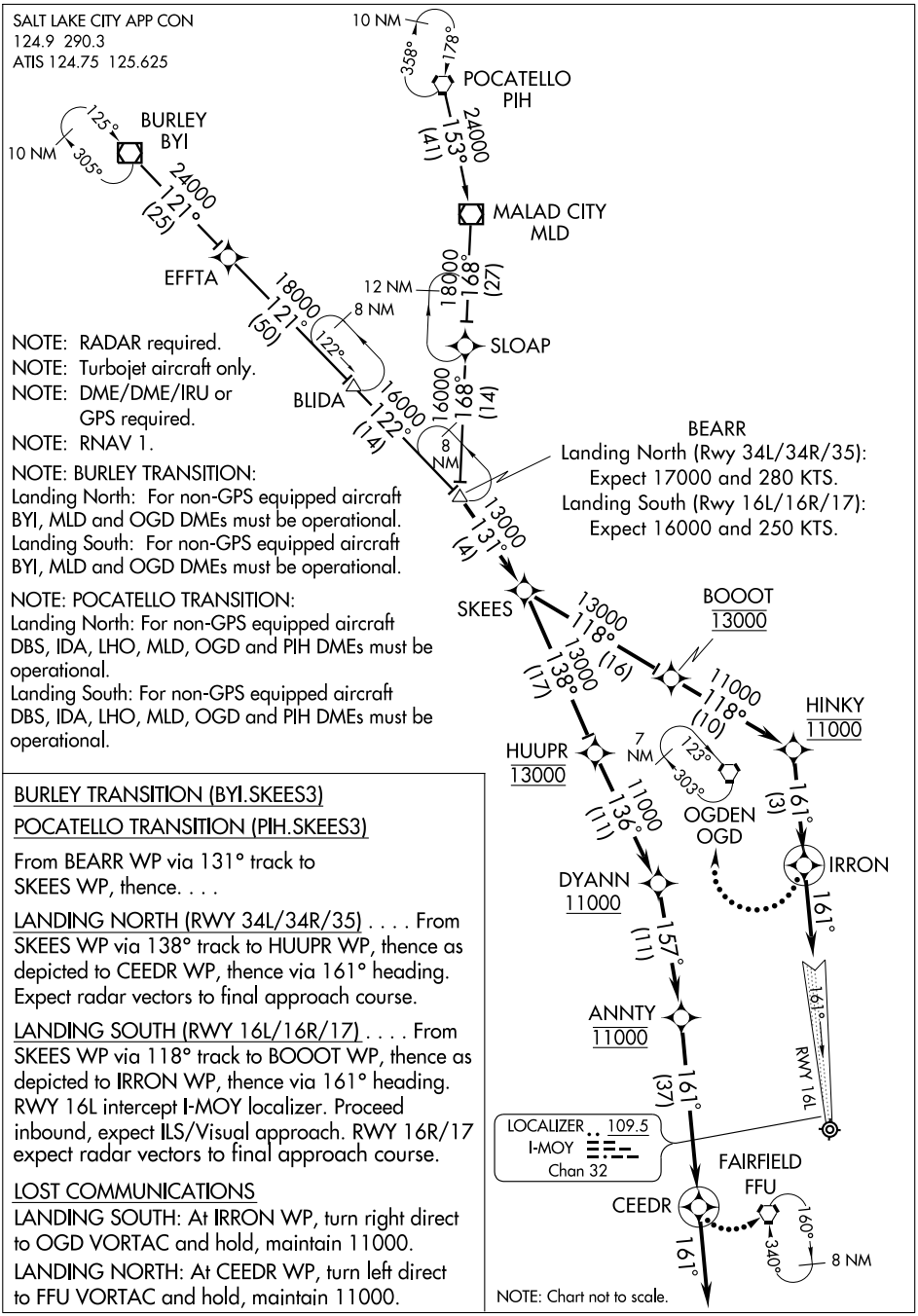
MILFORD TRANSITION (SEVYR1.MLF): From over TCH VORTAC via TCH R-193 and MLF R-350 to MLF VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SKEES THREE ARRIVAL (RNAV)

SW-4, 21 OCT 2010 to 18 NOV 2010

SALT LAKE CITY APP CON
124.9 290.3
ATIS 124.75 125.625



NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: BURLEY TRANSITION:
Landing North: For non-GPS equipped aircraft BYI, MLD and OGD DMEs must be operational.
Landing South: For non-GPS equipped aircraft BYI, MLD and OGD DMEs must be operational.

NOTE: POCATELLO TRANSITION:
Landing North: For non-GPS equipped aircraft DBS, IDA, LHO, MLD, OGD and PIH DMEs must be operational.
Landing South: For non-GPS equipped aircraft DBS, IDA, LHO, MLD, OGD and PIH DMEs must be operational.

BURLEY TRANSITION (BYI.SKEES3)

POCATELLO TRANSITION (PIH.SKEES3)

From BEARR WP via 131° track to SKEES WP, thence. . . .

LANDING NORTH (RWY 34L/34R/35) . . . . From SKEES WP via 138° track to HUUPR WP, thence as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 16L/16R/17) . . . . From SKEES WP via 118° track to BOOOT WP, thence as depicted to IRRON WP, thence via 161° heading. RWY 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. RWY 16R/17 expect radar vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At IRRON WP, turn right direct to OGD VORTAC and hold, maintain 11000.

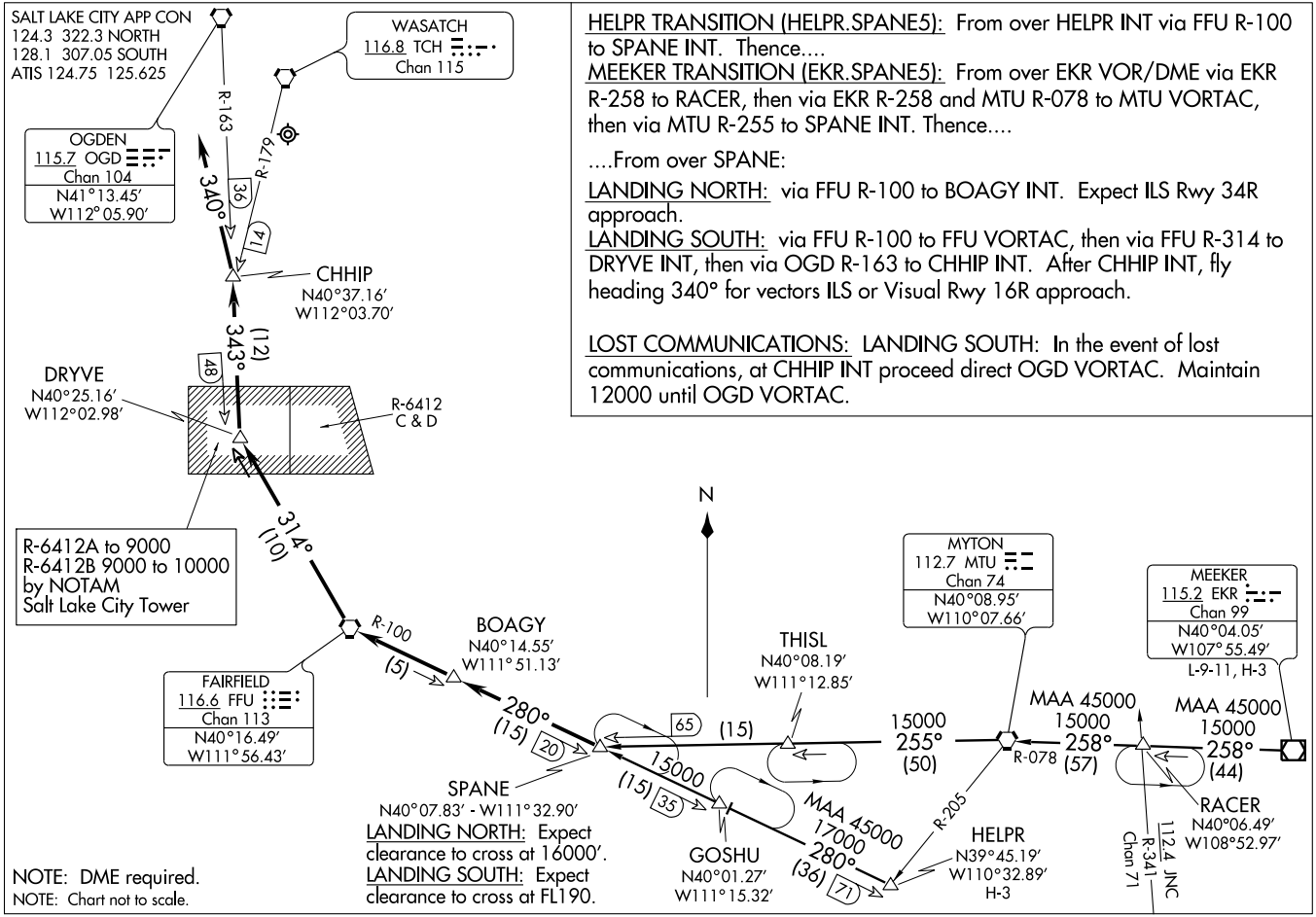
LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold, maintain 11000.

NOTE: Chart not to scale.

SPANE FIVE ARRIVAL

(SPANE.SPANE5) 09351

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL



HELPR TRANSITION (HELPR.SPANE5): From over HELPR INT via FFU R-100 to SPANE INT. Thence....

MEEKER TRANSITION (EKR.SPANE5): From over EKR VOR/DME via EKR R-258 to RACER, then via EKR R-258 and MTU R-078 to MTU VORTAC, then via MTU R-255 to SPANE INT. Thence....

....From over SPANE:

LANDING NORTH: via FFU R-100 to BOAGY INT. Expect ILS Rwy 34R approach.

LANDING SOUTH: via FFU R-100 to FFU VORTAC, then via FFU R-314 to DRYVE INT, then via OGD R-163 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors ILS or Visual Rwy 16R approach.

LOST COMMUNICATIONS: LANDING SOUTH: In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 12000 until OGD VORTAC.

ST-365 (FAA)

SPANE FIVE ARRIVAL
(SPANE.SPANE5) 09351
SALT LAKE CITY, UTAH
SALT LAKE CITY INTL

TWIN FALLS ONE DEPARTURE (RNAV)

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988' from DER, 689' right of centerline, up to 34' AGL/4254' MSL.
Rwy 17: Vehicle on road 434' from DER, 518' right of centerline, 17' AGL/4237' MSL.
Rwy 34R: Post 12' from DER, 349' right of centerline, 4' AGL/4227' MSL.
Rwy 35: Post 55' from DER, 249' left of centerline, 4' AGL/4220' MSL.

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
126.25 387.0

TAKE-OFF MINIMUMS

Rwys 14, 32, NA- ATC.
Rwy 16R: Standard with minimum climb of 413' per NM to 8300. ATC climb of 287' per NM to 15000.
Rwy 16L: Standard with minimum climb of 381' per NM to 8300. ATC climb of 285' per NM to 15000.
Rwy 17: Standard with minimum climb of 367' per NM to 7800. ATC climb of 292' per NM to 15000.
Rwy 34R: Standard with minimum climb of 238' per NM to 7700. ATC climb of 365' per NM to 15000.
Rwy 34L: Standard with minimum climb of 253' per NM to 7700. ATC climb of 365' per NM to 15000.
Rwy 35: Standard with a minimum climb of 226' per NM to 7700. ATC climb of 365' per NM to 15000.

TWIN FALLS TWF

297° (10.0)

SCOVL

298° (11)

MOFER
FL 230 250 KIAS
Resume normal speed after MOFER.

309° (8)

CGULL
15000

314° (6)

BOYNT
13000

329° (8)

305° (8)

CZAAR
11000

JIORE
11000

329° (7)

308° (6)

SHOLZ
10000 230 KIAS

WAZER
10000 230 KIAS

280° (14)

4727

341°

341°

346°

161°

161°

166°

4727

4727

4727

PPIGG

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For Non-GPS equipped aircraft: OGD and TCH DMEs must be operational.
NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TWIN FALLS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .
TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .

...maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TCH	APP CRS	Rwy Idg	12004
116.8	159°	TDZE	4227
Chan 115		Apt Elev	4227

VOR/DME or TACAN RWY 16L

SALT LAKE CITY INTL (SLC)

For inoperative ALSF, increase S-16L Cat. E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8	118.3 257.8	132.65 336.4	121.9 348.6	133.65 348.6
125.625		(Rwy 16L-34R)	(Rwys 14-32, 17-35)	(Rwy 16R-34L)	(Rwys 14-32, 17-35)	(Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

142° 9000 (10) R-339

MSA TCH 25 NM
140° 11000 230°
8600
050° 12700

YAWVA TCH 13.4

159° 7900 (4.4)

JEFFR TCH 9

10 NM

159° 5100 (9)

WASATCH 116.8 TCH Chan 115

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113

340° 160° R-160

TACAN MISSED APCH FIX

116.6 FFU Chan 113 R-160

ZABUM FFU 6

340° 160°

FOVNU TCH 2.6

159°

4352± 4500 4542 6237 ± 6000

4467± 4620± 4781 4670 4368±

4990

6596 9284 8830 9706 9259 9158 9410

ELEV 4227 D

TDZE 4227

159° 2.6 NM from FAF

19R 19L 12004 X 150 12000 X 150 9596 X 150 7200 X 150

4463 ± 4549 4254

34L 34R 17 32 35

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

YAWVA TCH 13.4 JEFFR TCH 9 VORTAC TCH 1.3 FOVNU TCH 2.6

9000 7900 5100 159°

2.94° TCH 70

Procedure Turn NA

10000 FFU 116.6

4.4 NM 9 NM 1.3 NM 1.3 NM

CATEGORY	A	B	C	D	E
S-16L	4720/24	493 (500-½)	4720/40 493 (500-¾)	4720/50 493 (500-1)	4720/60 493 (500-1¼)
CIRCLING	NA				

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 17

SALT LAKE CITY INTL (SLC)

VORTAC TCH	APP CRS	Rwy Idg	9596
116.8	148°	TDZE	4219
Chan 115		Apt Elev	4227

T Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75	124.3 322.3	119.05 257.8	118.3 257.8	132.65 336.4	121.9 348.6	133.65 348.6
125.625		(Rwy 16L-34R)	(Rwys 14-32, 17-35)	(Rwy 16R-34L)	(Rwys 14-32, 17-35)	(Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

142° (10) 9000 R-339

YAWVA TCH 13.4

159° (4.4) 7900

JEFFR TCH 9

159° (9) 5300

148°

WASATCH 116.8 TCH Chan 115

MSA TCH 2.5 NM

140° 11000 230°

8600

050° 12700

10 NM

9706 9284 8830 9259 6596 9158 9410

4500 4542 6237± 4620± 4467± 4670 4781 GUVGE TCH 3.2 4368±

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113

340° 160° R-160

TACAN MISSED APCH FIX

116.6 FFU Chan 113 R-160

ZABUM FFU 6

340° 160°

ELEV 4227 D

148° 3.2 NM from FAF

19L 19R 17 4463± 4549 12004 X 150 12200 X 150 9596 X 150 4892 X 150 TDZE 4219 4254 34L 34R 32 35

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

VGSI and descendent angles not coincident

YAWVA TCH 13.4 JEFFR TCH 9 VORTAC TCH 1.6 GUVGE TCH 3.2 10000 FFU 116.6

9000 7900 159° 3.01° TCH 55 5300 148°

Procedure Turn NA

4.4 NM 9 NM 1.6 NM 1.6 NM

CATEGORY	A	B	C	D	E
S-17	4800/50	581 (600-1)	4800-1½ 581 (600-1½)	4800-1¾ 581 (600-1¾)	4800-2 581 (600-2)
CIRCLING	NA				

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TCH	APP CRS	Rwy Idg	12004
116.8	339°	TDZE	4222
Chan 115		Apt Elev	4227

VOR/DME RWY 34R
SALT LAKE CITY INTL (SLC)

ALSF-2

MISSED APPROACH: Climb to 5300 then climb to 10700 via heading 300° and TCH VORTAC R-249 to STACO INT/20 DME and hold, continue climb-in-hold to 10700.

ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER			GND CON	
124.75 125.625	124.3 322.3	119.05 257.8 (Rwy 16L-34R)	118.3 257.8 (Rwys 14-32, 17-35)	132.65 336.4 (Rwy 16R-34L)	121.9 348.6 (Rwys 14-32, 17-35)	133.65 348.6 (Rwys 16L-34R, 16R-34L)

CLNC DEL 127.3 379.975

WASATCH 116.8 TCH Chan 115

STACO TCH 20

R-197 115.7 OGD Chan 104

R-249

069°

249°

15 NM

MSA TCH 2.5 NM
140° 230° 050°
11000
8600
12700

EBEPE TCH 4.6

BESBE TCH 10.2

SCOER TCH 20.3

PLAGE TCH 24.9

TCH R-159

339° (10.1)

339° (4.6)

(IF)

R-6412 A & B

R-6412 C & D

9200 to PLAGE 294° (3.9) and 339° (9.2)

9200 to PLAGE 346° (9.7)

(ZUNEX)

IAF FAIRFIELD 116.6 FFU Chan 113

(IAF) BOAGY FFU 4.5

ELEV 4227 D

TDZE 4222

4254

34L

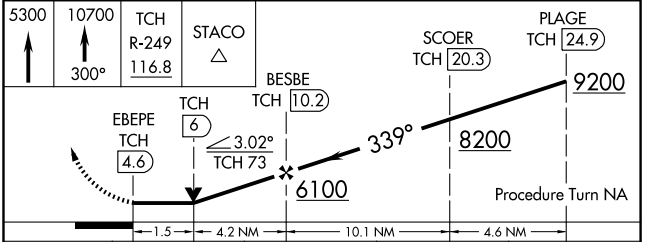
34R

35

339° 5.6 NM from FAF

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

5300	10700	TCH R-249 116.8	STACO
	300°		



CATEGORY	A	B	C	D
S-34R	4760/24 538 (600-½)		4760/50 538 (600-1)	4760/60 538 (600-1¼)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAATS THREE ARRIVAL (RNAV)

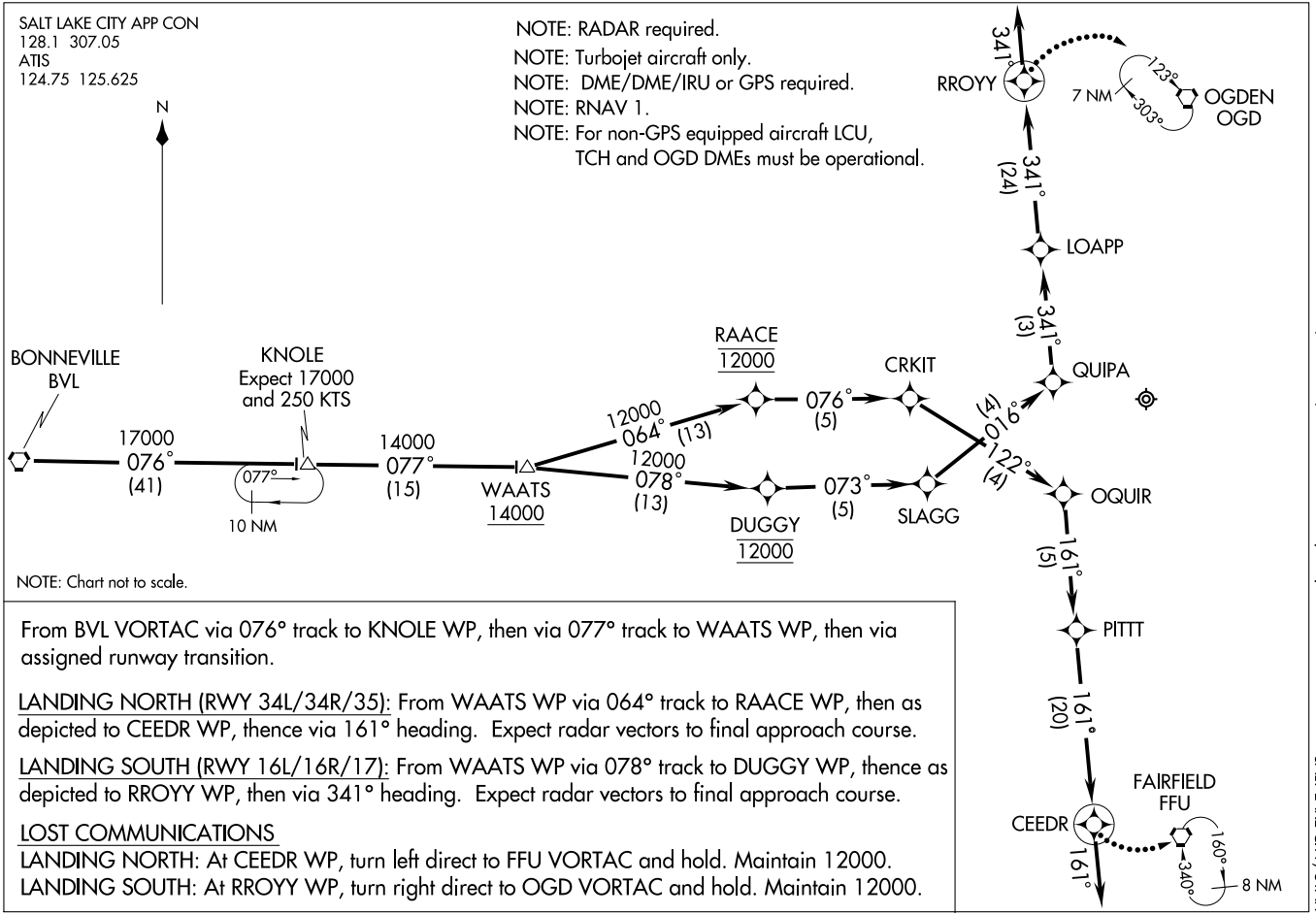
(WAATS.WAATS3) 09351

SALT LAKE CITY INTL

SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON
128.1 307.05
ATIS
124.75 125.625

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft LCU, TCH and OGD DMEs must be operational.



NOTE: Chart not to scale.

From BVL VORTAC via 076° track to KNOLE WP, then via 077° track to WAATS WP, then via assigned runway transition.

LANDING NORTH (RWY 34L/34R/35): From WAATS WP via 064° track to RAACE WP, then as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 16L/16R/17): From WAATS WP via 078° track to DUGGY WP, thence as depicted to RROYY WP, then via 341° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS

LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold. Maintain 12000.
LANDING SOUTH: At RROYY WP, turn right direct to OGD VORTAC and hold. Maintain 12000.

(WAATS.WAATS3) 09351
WAATS THREE ARRIVAL (RNAV)
SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

WEVIC TWO DEPARTURE (RNAV)

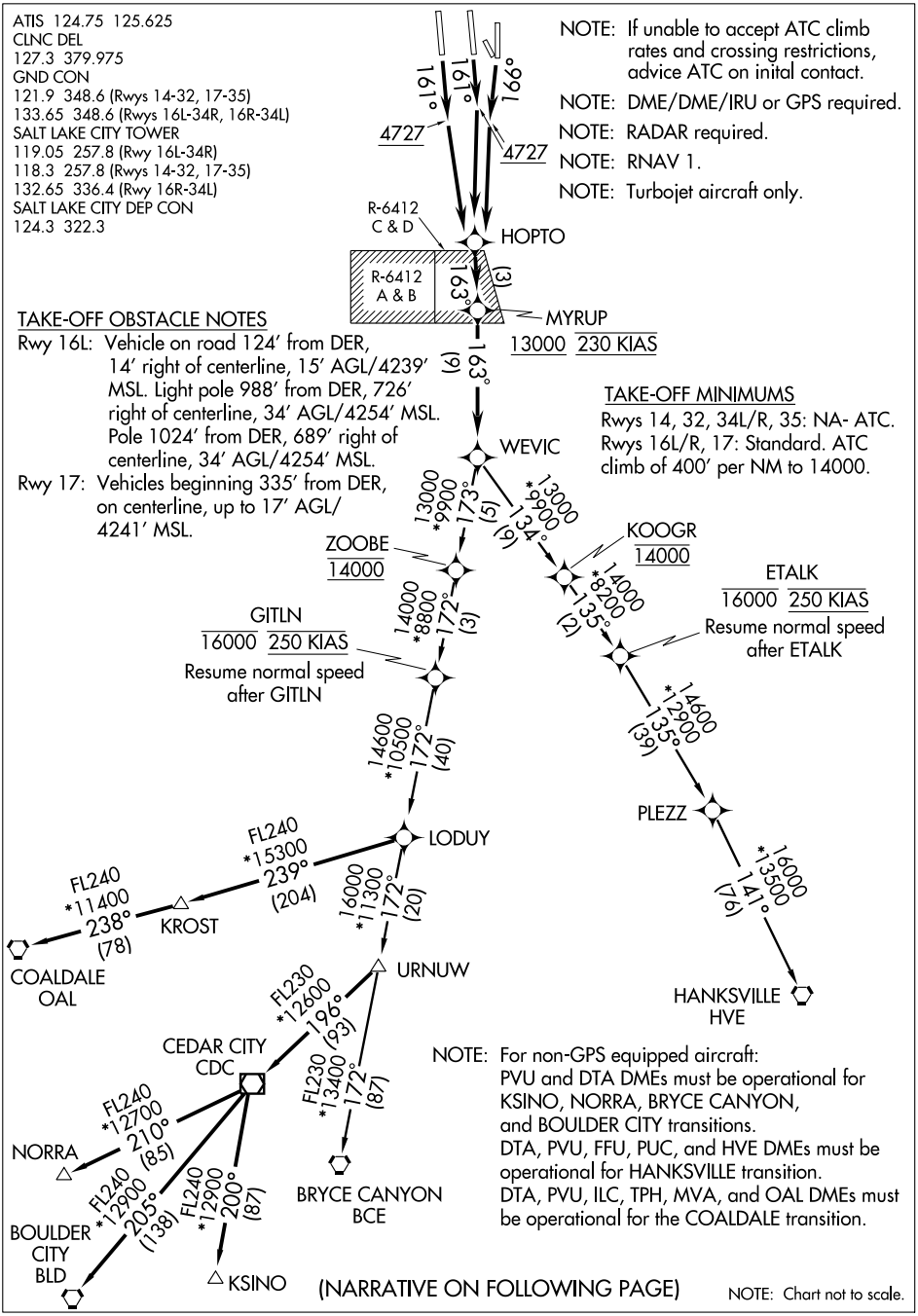
SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
124.3 322.3

NOTE: If unable to accept ATC climb rates and crossing restrictions, advice ATC on inital contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.

TAKE-OFF OBSTACLE NOTES
Rwy 16L: Vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles beginning 335' from DER, on centerline, up to 17' AGL/ 4241' MSL.

TAKE-OFF MINIMUMS
Rwys 14, 32, 34L/R, 35: NA- ATC.
Rwys 16L/R, 17: Standard. ATC climb of 400' per NM to 14000.



NOTE: For non-GPS equipped aircraft:
PVU and DTA DMEs must be operational for KSINO, NORRA, BRYCE CANYON, and BOULDER CITY transitions.
DTA, PVU, FFU, PUC, and HVE DMEs must be operational for HANKSVILLE transition.
DTA, PVU, ILC, TPH, MVA, and OAL DMEs must be operational for the COALDALE transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R: Climb heading 161° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .
TAKE-OFF RUNWAY 16L: Climb heading 161° to 4727, then right turn direct HOPTO, then via depicted route to WEVIC, thence. . . .
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .

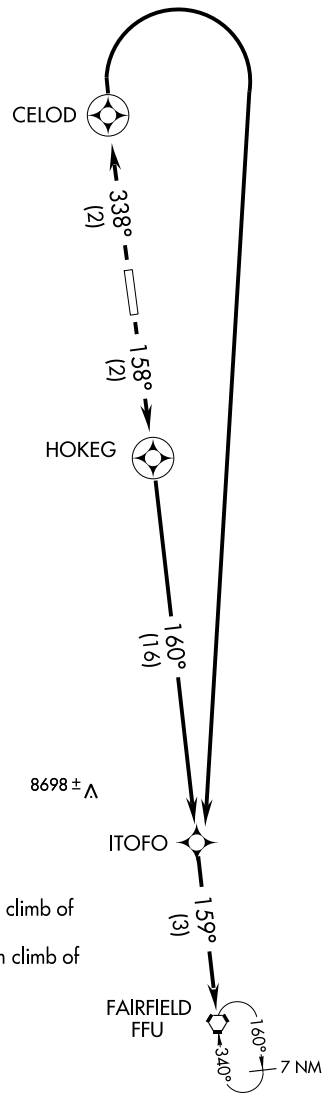
. . . .via (transition) maintain 16000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (WEVIC2.BCE)
BOULDER CITY TRANSITION (WEVIC2.BLD)
COALDALE TRANSITION (WEVIC2.OAL)
HANKSVILLE TRANSITION (WEVIC2.HVE)
KSINO TRANSITION (WEVIC2.KSINO)
NORRA TRANSITION (WEVIC2.NORRA)

SW-4, 21 OCT 2010 to 18 NOV 2010

ITOFO ONE DEPARTURE (RNAV)

SALT LAKE CITY DEP CON
120.2 124.3 322.3
CLNC DEL
127.0
UNICOM 122.7 (CTAF)
AWOS-3 134.425



TAKE-OFF MINIMUMS
RWY 16: Standard with a minimum climb of 280′ per NM to 7100.
RWY 34: Standard with a minimum climb of 495′ per NM to 9000.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9000 via 158° course to HOKEG WP, 160° course to ITOFO WP, and 159° course to FFU VORTAC and hold.
TAKE-OFF RUNWAY 34: Climb to 9000 via 338° course to CELOD WP, climbing right turn direct ITOFO WP, and 159° course to FFU VORTAC and hold.

All aircraft expect further clearance to filed altitude and route within ten minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5622
338°	TDZE	4606
	Apt Elev	4607

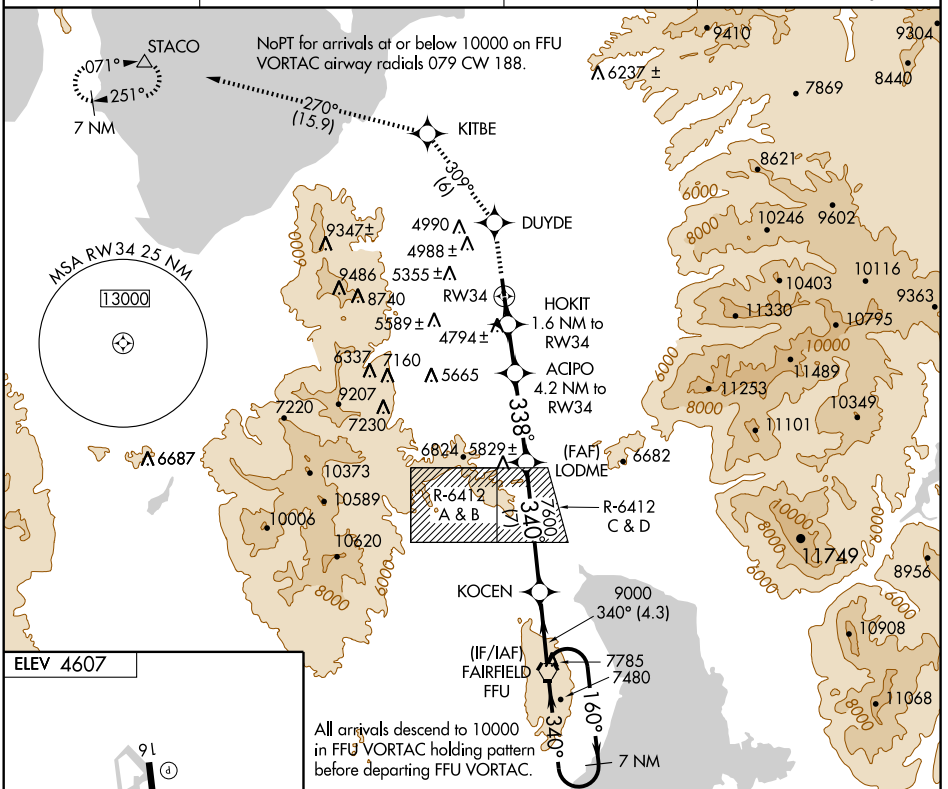
RNAV (GPS) Y RWY 34

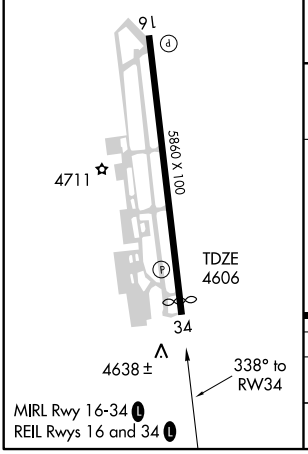
SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

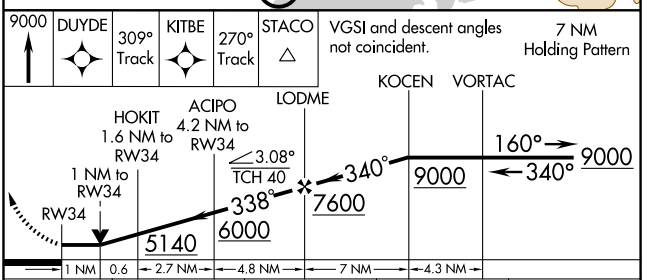
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Salt Lake City Intl altimeter setting.

MISSED APPROACH: Climb to 9000 direct DUYDE and via 309° track to KITBE and via 270° track to STACO and hold.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
134.425	120.2 124.3 322.3	127.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5060-1	454 (500-1)	5060-1¼ 454 (500-1¼)	5060-1½ 454 (500-1½)
CIRCLING	5140-1	533 (600-1)	5320-2 713 (800-2)	5460-2¾ 853 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5622
338°	TDZE	4606
	Apt Elev	4607

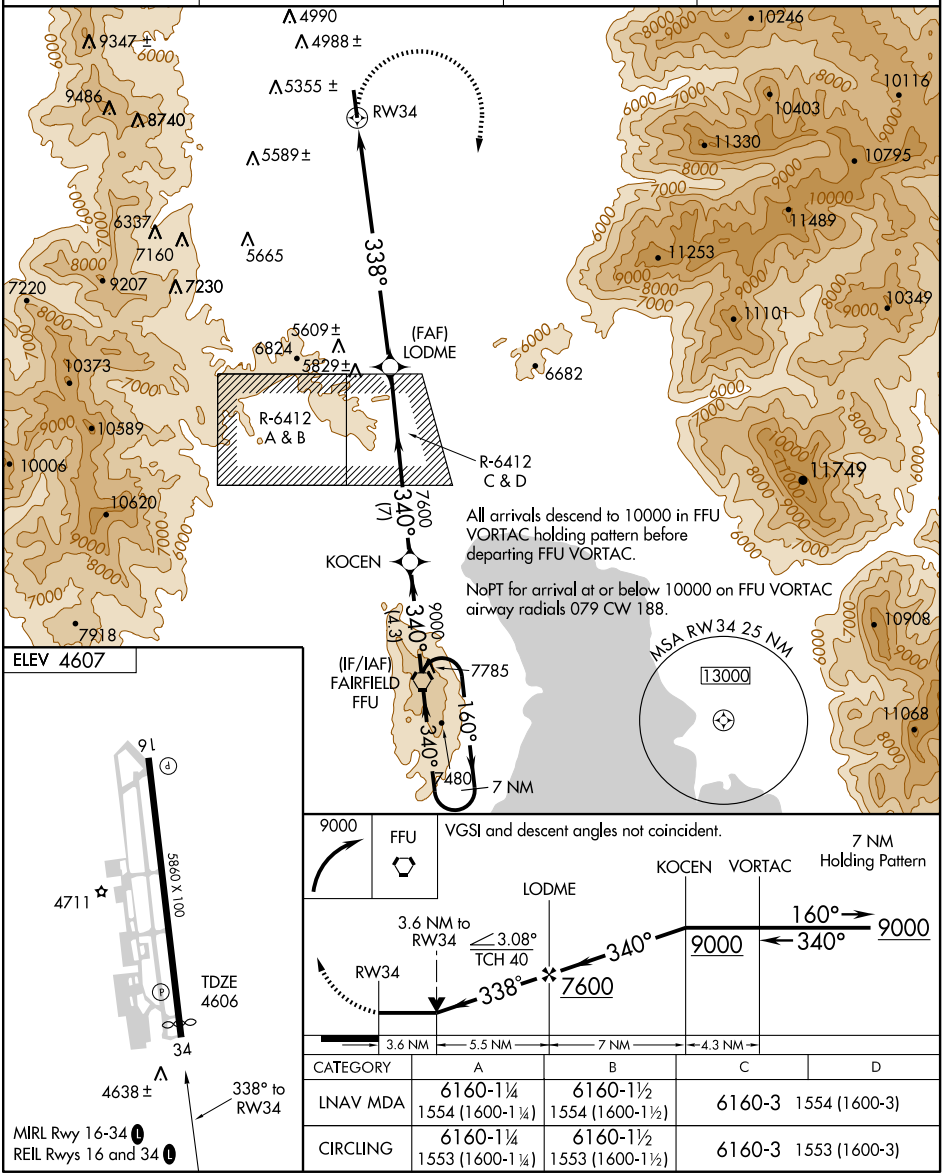
RNAV (GPS) Z RWY 34

SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Salt Lake City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 direct FFU VORTAC and hold.

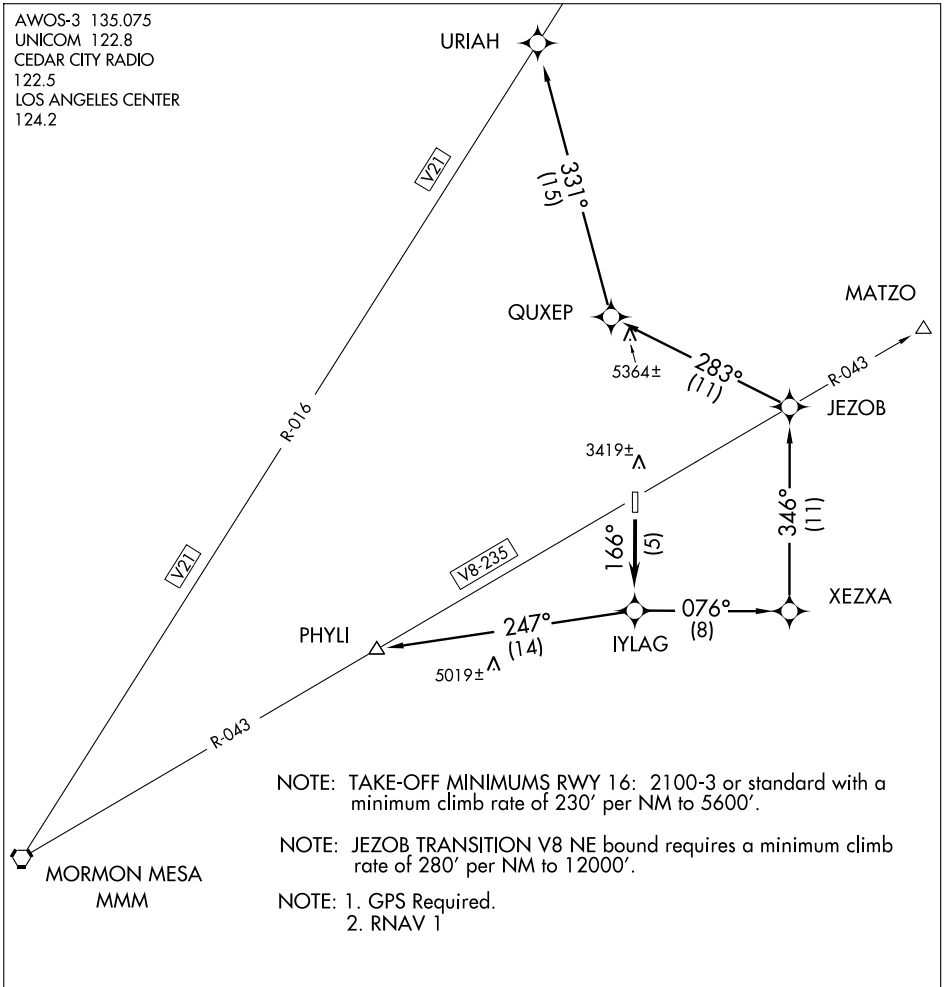
AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
134.425	120.2 124.3 322.3	127.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6160-1¼ 1554 (1600-1¼)	6160-1½ 1554 (1600-1½)	6160-3 1554 (1600-3)	
CIRCLING	6160-1¼ 1553 (1600-1¼)	6160-1½ 1553 (1600-1½)	6160-3 1553 (1600-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

IYLAG ONE DEPARTURE (RNAV)



NOTE: TAKE-OFF MINIMUMS RWY 16: 2100-3 or standard with a minimum climb rate of 230′ per NM to 5600′.

NOTE: JEZOB TRANSITION V8 NE bound requires a minimum climb rate of 280′ per NM to 12000′.

NOTE: 1. GPS Required.
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 12000 (or assigned altitude) via course 166° to IYLAG WP then via assigned transition/route.

TAKE-OFF RUNWAY 34: Not authorized.

JEZOB TRANSITION (IYLAG1.JEZOB): From over IYLAG WP via course 076° to XEZXA WP, then via course 346° to JEZOB WP.

PHYLI TRANSITION (IYLAG1.PHYLI)

URIAH TRANSITION (IYLAG1.URIAH)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6606
CH 53501	346°	TDZE	2906
W34A		Apt Elev	2941

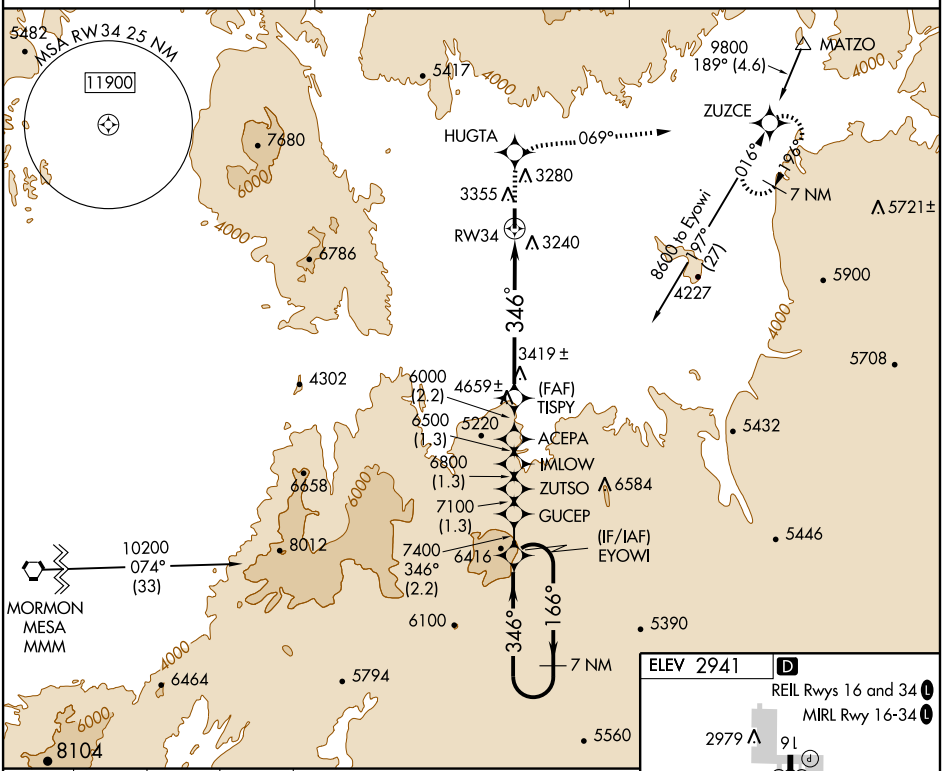
RNAV (GPS) RWY 34

ST. GEORGE MUNI (SGU)

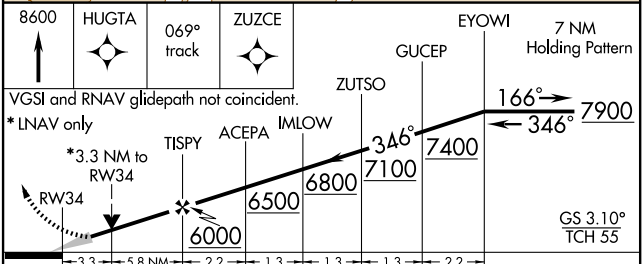
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8600 direct HUGTA and via 069° track to ZUZCE and hold, continue climb-in-hold to 8600.

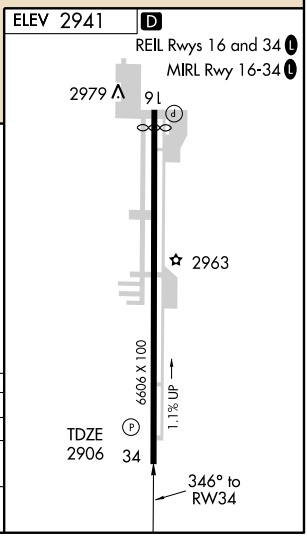
AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.5	122.8 (CTAF) L



8600	HUGTA	069° track	ZUZCE



CATEGORY	A	B	C	D
LPV DA	3555-2¼ 649 (700-2¼)			
LNAV MDA	3960-1¼ 1054 (1100-1¼)	3960-1½ 1054 (1100-1½)	3960-3 1054 (1100-3)	
CIRCLING	3960-2¼ 1019 (1100-2¼)		3960-3 1019 (1100-3)	



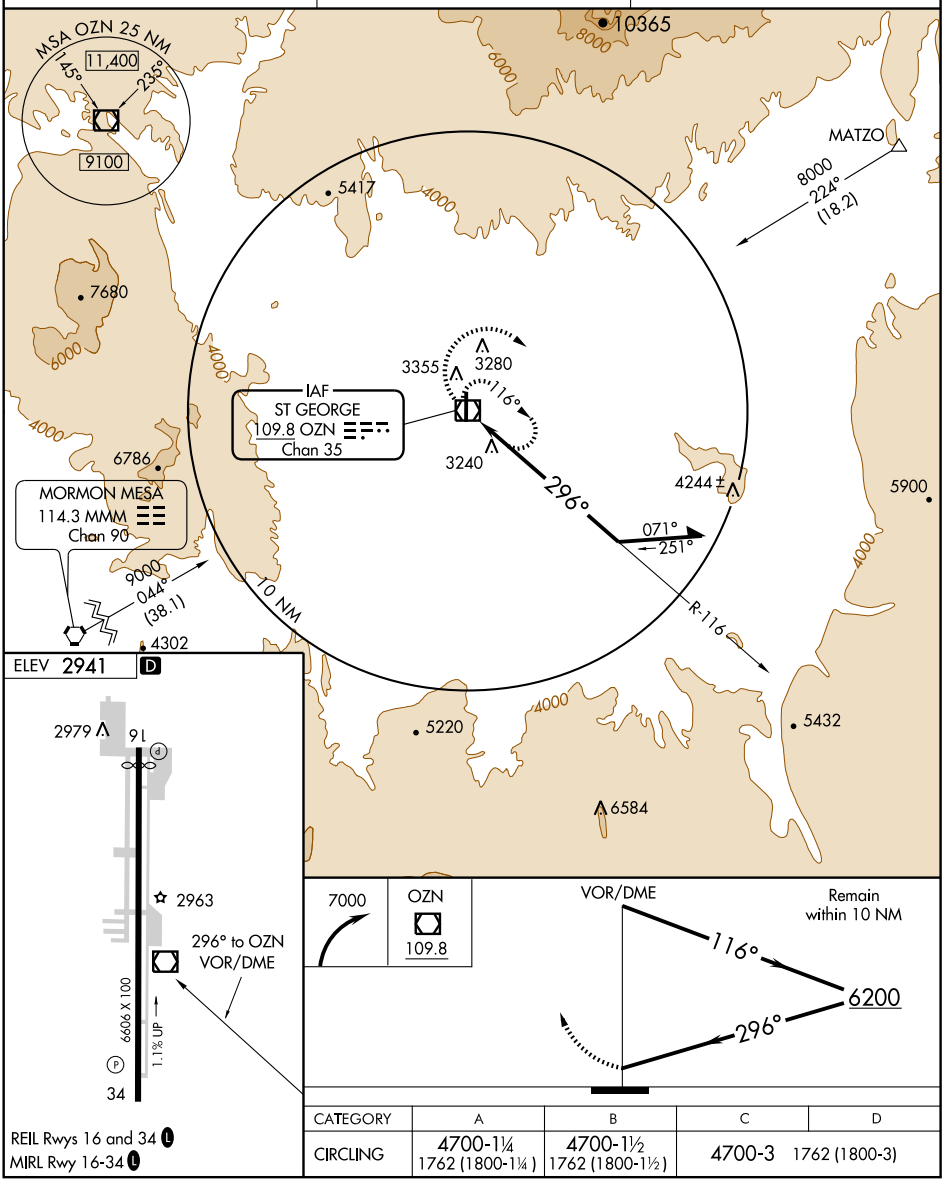
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OZN 109.8 Chan 35	APP CRS 296°	Rwy Idg N/A TDZE N/A Apt Elev 2941

VOR-C
ST. GEORGE MUNI (SGU)

MISSED APPROACH: Climbing right turn to 7000 in OZN VOR/DME holding pattern.

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 1762 (1800-1¼)	4700-1½ 1762 (1800-1½)	4700-3 1762 (1800-3)	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

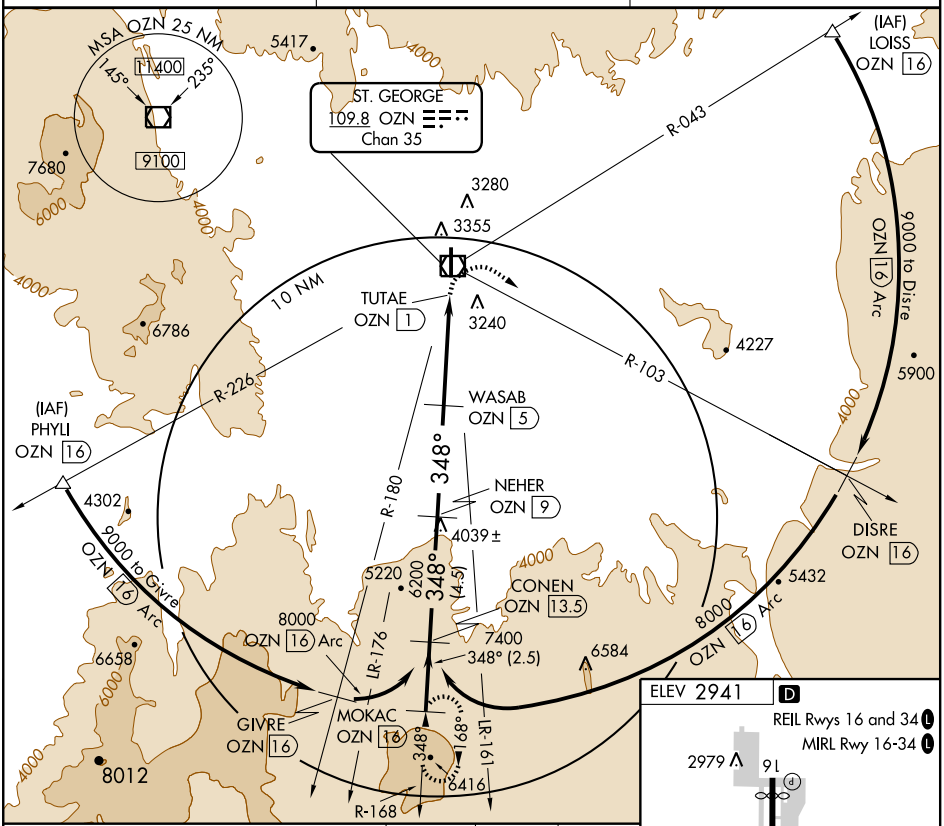
VOR/DME OZN 109.8 Chan 35	APP CRS 348°	Rwy Idg 6606 TDZE 2906 Apt Elev 2941

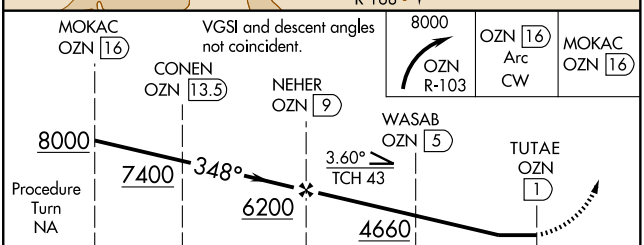
VOR/DME RWY 34

ST. GEORGE MUNI (SGU)

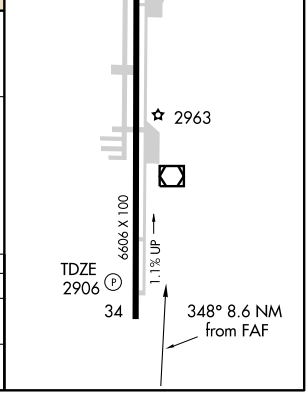
MISSED APPROACH: Climbing right turn to 8000 via OZN R-103 and OZN 16 DME Arc CW to MOKAC/16 DME and hold.

AWOS-3 135.075	CEDAR CITY RADIO 122.5	UNICOM 122.8 (CTAF) L





8000 OZN R-103	OZN 16 Arc CW	MOKAC OZN 16



CATEGORY	A	B	C	D
S-34	3500-1 594 (600-1)		3500-1½ 594 (600-1½)	3500-1¾ 594 (600-1¾)
CIRCLING	3660-1 719 (800-1)	3720-1¼ 779 (800-1¼)	3720-2¼ 779 (800-2¼)	3900-3 959 (1000-3)

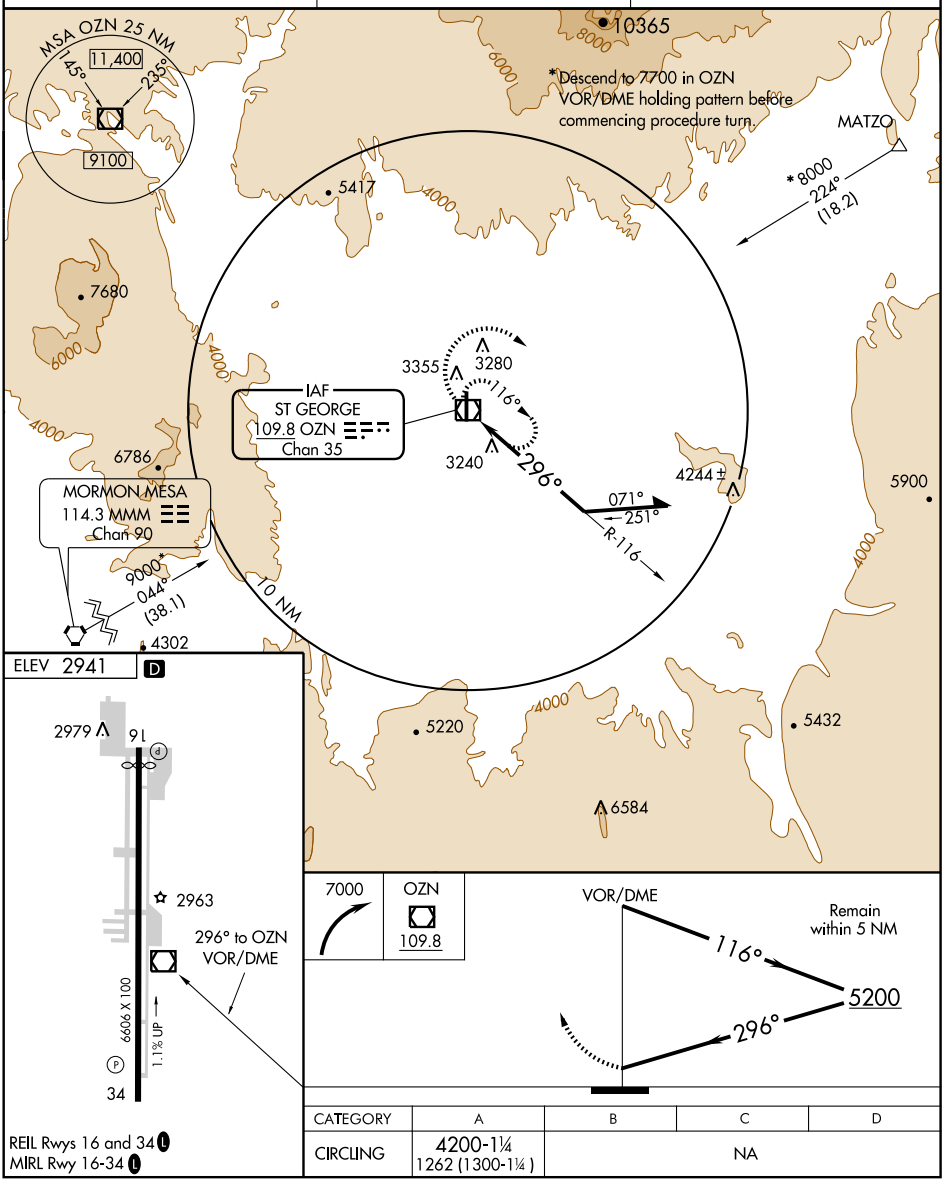
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OZN	APP CRS	Rwy Idg	N/A
109.8	296°	TDZE	N/A
Chan 35		Apt Elev	2941

VOR or GPS-B
ST. GEORGE MUNI (SGU)

MISSED APPROACH: Climbing right turn to 7000 in OZN VOR/DME holding pattern.

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.5	122.8 (CTAF) L

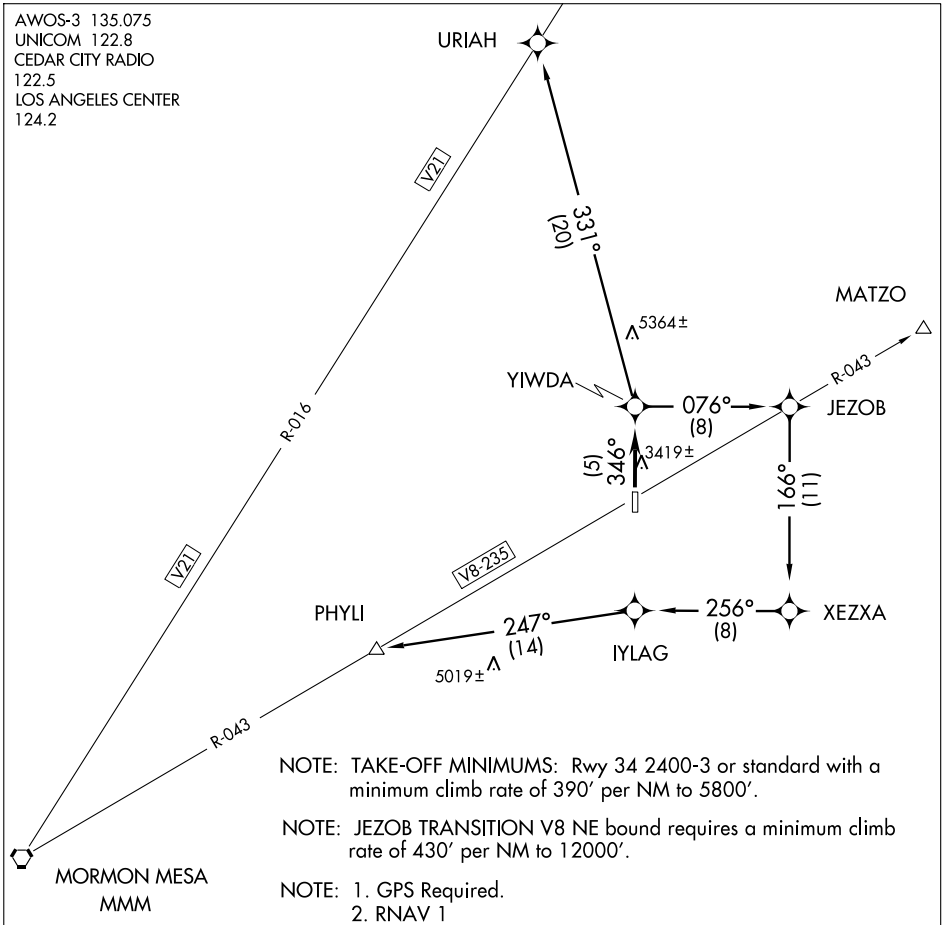


CATEGORY	A	B	C	D
CIRCLING	4200-1¼ 1262 (1300-1¼)	NA		

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

YIWDA ONE DEPARTURE (RNAV)



NOTE: TAKE-OFF MINIMUMS: Rwy 34 2400-3 or standard with a minimum climb rate of 390′ per NM to 5800′.

NOTE: JEZOB TRANSITION V8 NE bound requires a minimum climb rate of 430′ per NM to 12000′.

NOTE: 1. GPS Required.
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 12000 (or assigned altitude) via course 346° to YIWDA WP then via assigned transition/route.

TAKE-OFF RUNWAY 16: Not authorized.

JEZOB TRANSITION (YIWDA1.JEZOB): From over YIWDA WP via course 076° to JEZOB WP.

PHYLI TRANSITION (YIWDA1.PHYLI)

URIAH TRANSITION (YIWDA1.URIAH)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TVY	APP CRS	Rwy Idg 6100
111.15	166°	TDZE 4297
Chan 48 (Y)		Apt Elev 4322

ILS or LOC/DME RWY 17

TOOELE/ BOLINDER FIELD-TOOELE VALLEY (TVY)

Inoperative table does not apply to S-ILS R17.
When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all DA/MDA 60 feet and Circling Cat. D visibility ¼ mile.
For inoperative MALSR increase S-LOC Cats. A, B, and C visibility to 1 mile.
For inoperative MALSR when using Salt Lake City Intl altimeter setting, increase S-LOC 17 Cats. A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5400 then climbing right turn to 9000 via heading 343° and OGD VORTAC R-192 to WEGET INT/ I-TVY 13.5 DME and hold, continue climb-in-hold to 9000.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
119.725	135.5 316.15	124.4	123.0 (CTAF) L

Procedure turn required for arrivals at WEGET via V32 eastbound.

MSA TVY 25 NM
190
9700
100°
12600

12000
105° (3.5)
346°
R-210
EMONT
(IAF)
FOGEM INT
I-TVY 25.2
TCH 20
8100 NoPT
166°
(11.6)
166°
1 min
346°
6100
(6.8)
166°
(IF/IAF)
WEGET INT
I-TVY 13.5

OGDEN
115.7 OGD
Chan 104

WASATCH
116.8 TCH
Chan 115

R-192
R-285
R-249
8100 NoPT
249°
(8.9)
(IAF)
SALTA

TOOELE
371 TVY

LOCALIZER 111.15
I-TVY
Chan 48 (Y)

JONEK
I-TVY 6.6

9570
9706
9259
9158
9410
6596
6649
6537±
5540
9347±
4379±
9486
8740
9141
6048
5000
7000

ELEV 4322
166° 5.5 NM from FAF
TDZE 4297
0.8% UP
6100 X 100
35
MIRL Rwy 17-35 L
REIL Rwys 35 L

One Minute Holding Pattern
WEGET INT I-TVY 13.5
JONEK I-TVY 6.6
5400 | 9000 hdg 343° | OGD R-192 | WEGET INT
8100
346°
166°
166°
6100
I-TVY 2.1
I-TVY 1.2
GS 3.00°
TCH 55
6100
6.8 NM
4.5 NM
1 NM

CATEGORY	A	B	C	D
S-ILS 17	4497- ¾ 200 (200-¾)			
S-LOC 17	4640- ¾ 343 (400-¾)			
CIRCLING	4820-1 498 (500-1)	4840-1 518 (600-1)	4860-1½ 538 (600-1½)	4940-2 618 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

NDB TVY 371	APP CRS 161°	Rwy Idg 6100 TDZE 4294 Apt Elev 4318

NDB RWY 17

TOOELE / BOLINDER FIELD-TOOELE VALLEY (TVY)

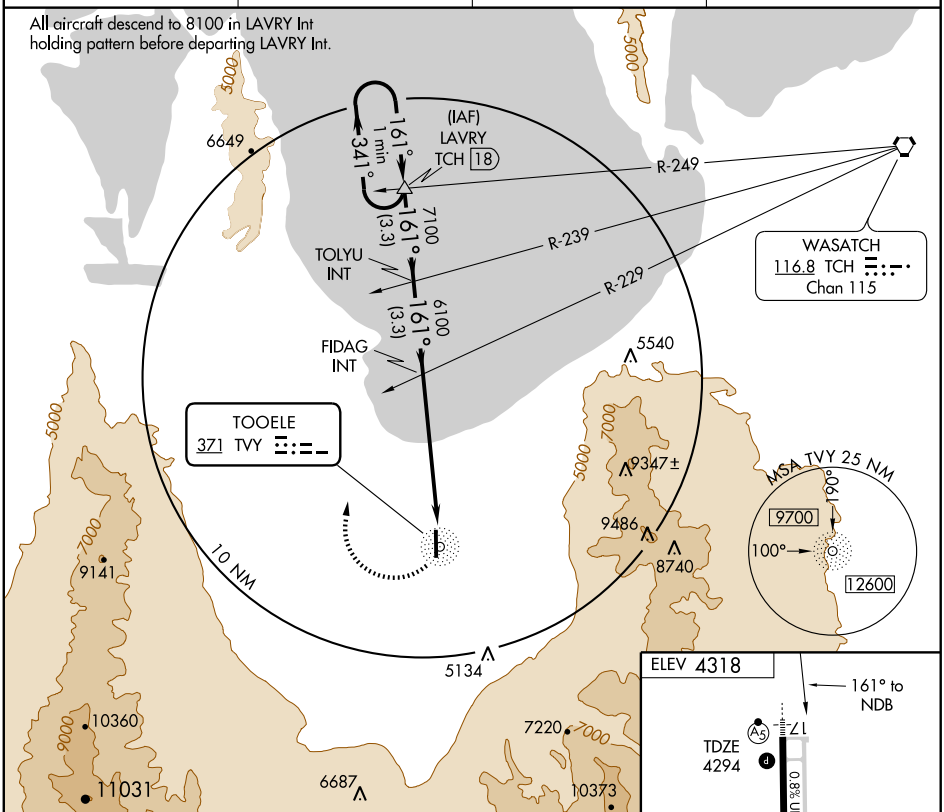
Use Salt Lake City Intl altimeter setting.
Circling NA at night to Rwy 35.

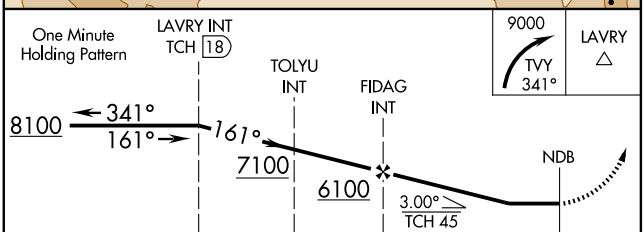
MALSR

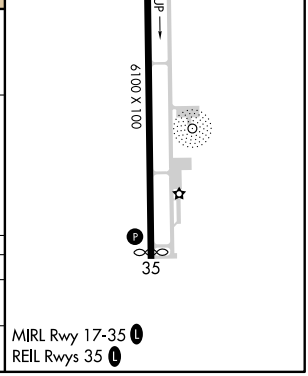
MISSED APPROACH: Climbing right turn to 9000 via the 341° bearing from TVY NDB to LAVRY Int and hold.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
119.725	135.5 316.15	124.4	123.0 (CTAF) L

All aircraft descend to 8100 in LAVRY Int holding pattern before departing LAVRY Int.







CATEGORY	A	B	C	D
S-17	5020-1 726 (800-1)		5020-2 726 (800-2)	5020-2¼ 726 (800-2¼)
CIRCLING	5020-1 702 (800-1)		5020-2 702 (800-2)	5020-2¼ 702 (800-2¼)

MIRL Rwy 17-35 L
REIL Rwys 35 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6100
166°	TDZE	4297
	Apt Elev	4322

RNAV (GPS) RWY 17

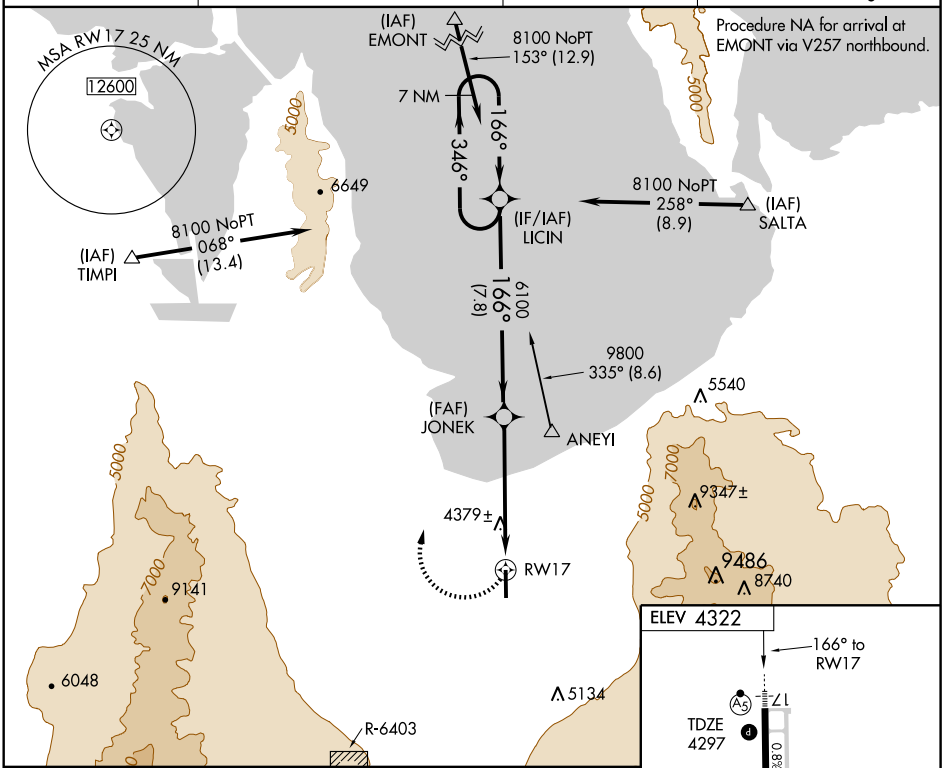
TOOELE/ BOLINDER FIELD-TOOELE VALLEY (TVY)

Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDA 60 feet and LNAV Cat. C/D and Circling Cat. D visibility ¼ mile.
For inoperative MALSR, increase LNAV Cats. A and B visibility ¼ mile. For inoperative MALSR, when using Salt Lake City Intl altimeter setting, increase LNAV Cats. A and B visibility ¼ mile. VDP NA when using Salt Lake City Intl altimeter setting.

MALSR

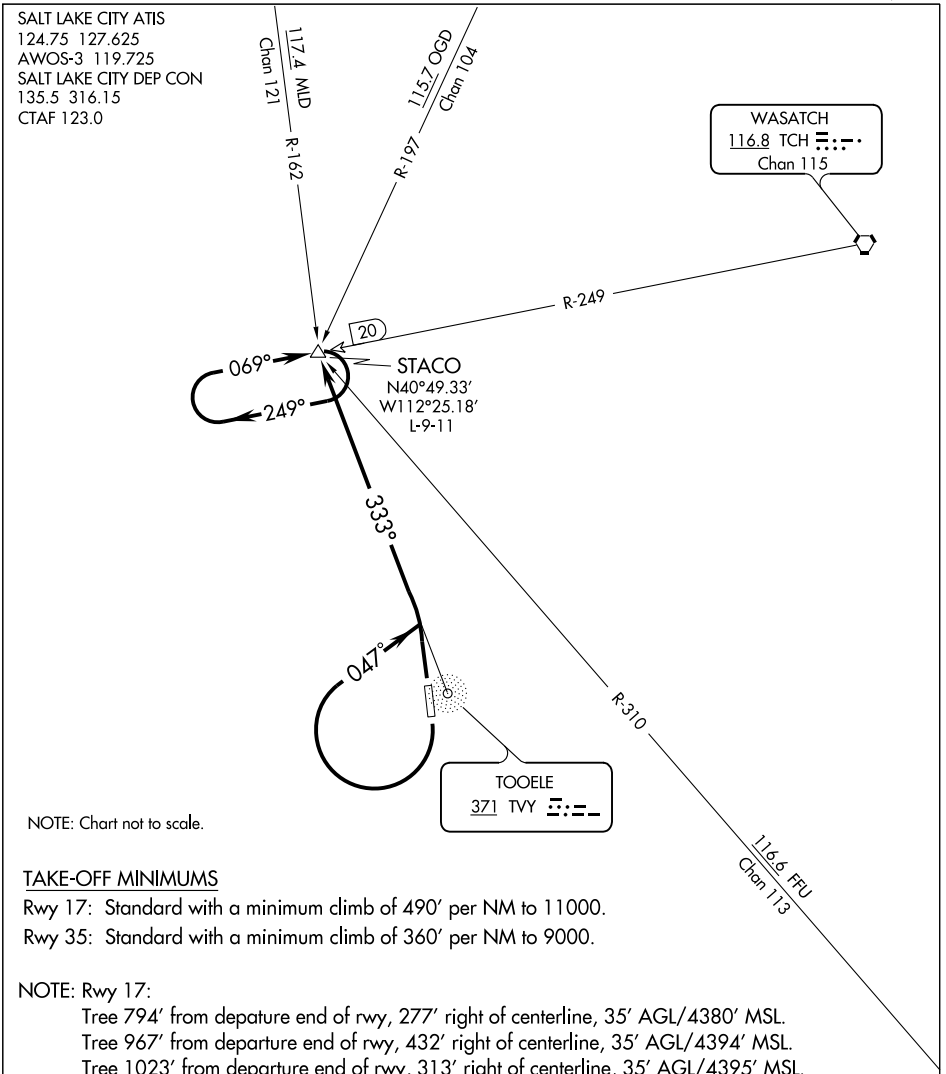
MISSED APPROACH: Climbing right turn to 9000 direct LICIN and hold, continue climb-in-hold to 9000.

AWOS-3	SALT LAKE CITY APP CON	CLNC DEL	UNICOM
119.725	135.5 316.15	124.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4740-¾ 443 (500-¾)			4740-1 443 (500-1)
CIRCLING	4820-1 498 (500-1)	4840-1 518 (600-1)	4860-1½ 538 (600-1½)	4940-2 618 (700-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS

Rwy 17: Standard with a minimum climb of 490′ per NM to 11000.

Rwy 35: Standard with a minimum climb of 360′ per NM to 9000.

NOTE: Rwy 17:

Tree 794′ from depature end of rwy, 277′ right of centerline, 35′ AGL/4380′ MSL.
Tree 967′ from departure end of rwy, 432′ right of centerline, 35′ AGL/4394′ MSL.
Tree 1023′ from departure end of rwy, 313′ right of centerline, 35′ AGL/4395′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 11000 via heading 047° and TVY NDB bearing 333° to STACO INT and hold.

TAKE-OFF RUNWAY 35: Climb to 9000 via TVY NDB bearing 333° to STACO INT and hold.

All aircraft expect further clearance to filed route and altitude ten minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6201
340°	TDZE	5265
	Apt Elev	5279

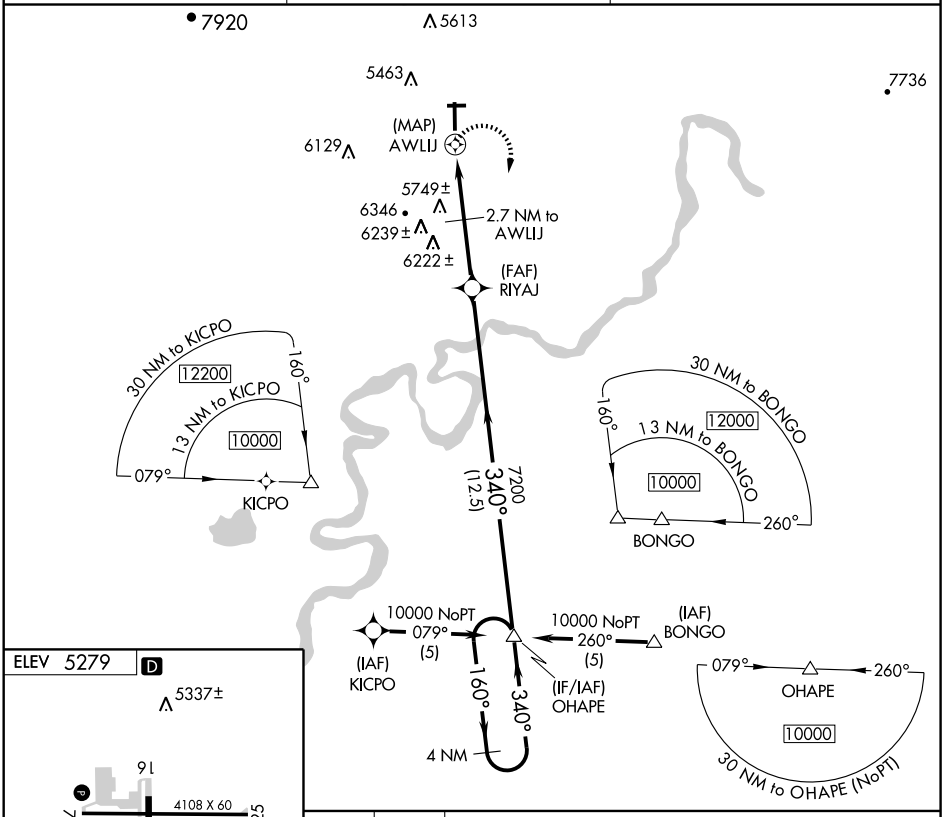
RNAV (GPS) RWY 34

VERNAL RGNL (VEL)

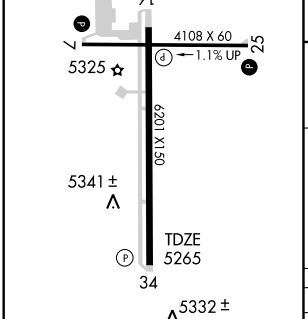
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct OHAPE WP and hold.

ASOS	CEDAR CITY RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L

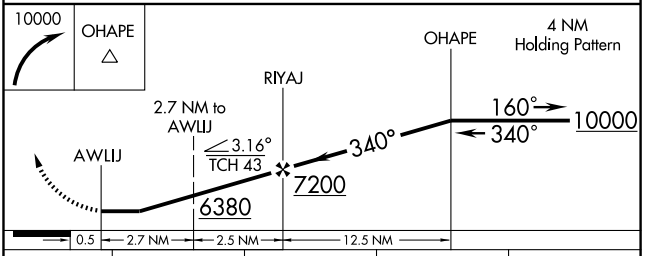


ELEV 5279 D



REIL Rwys 7, 16, 25, and 34 L

MIRL Rwys 7-25 and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	5980-1 715 (800-1)		5980-2 715 (800-2)	5980-2¼ 715 (800-2¼)
CIRCLING	5980-1 701 (800-1)		5980-2 701 (800-2)	5980-2¼ 701 (800-2¼)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

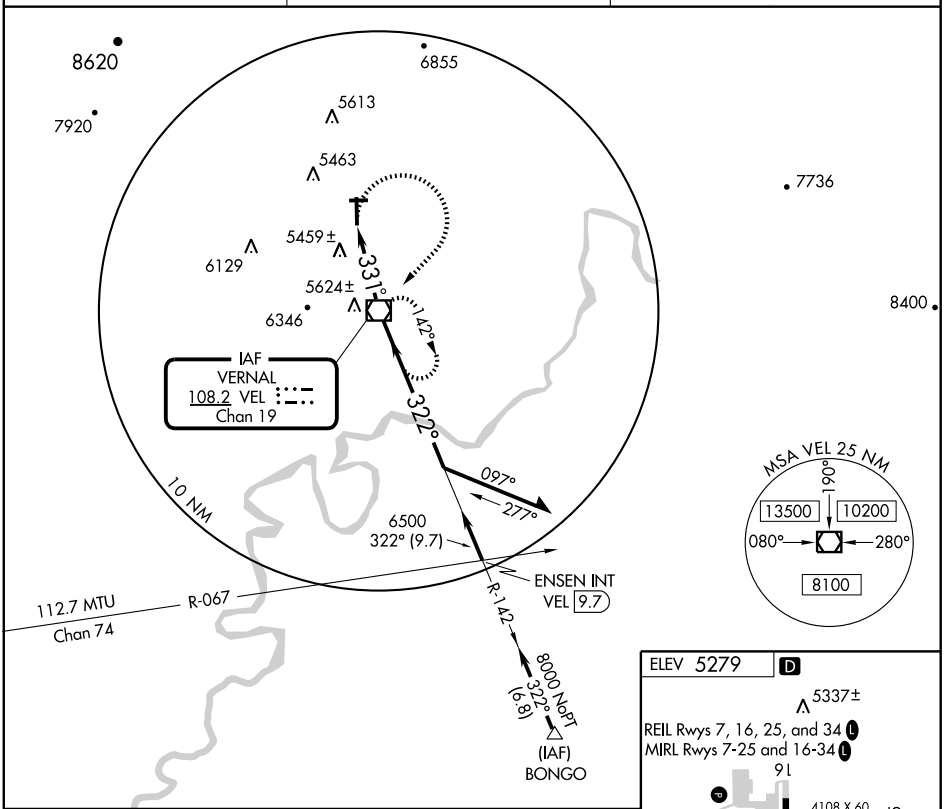
VOR/DME VEL	APP CRS	Rwy Idg	6201
108.2	331°	TDZE	5265
Chan 19		Apt Elev	5279

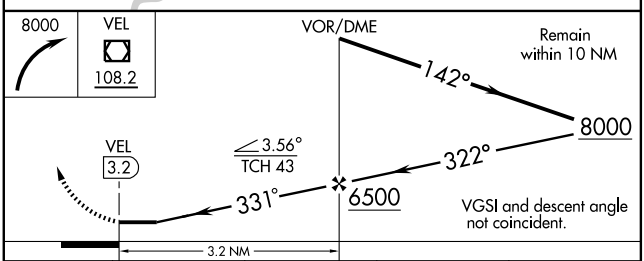
AL-792 (FAA)

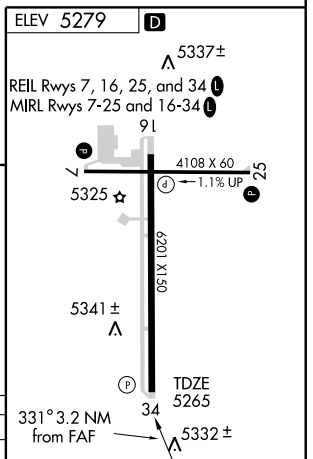
VOR RWY 34
VERNAL RGNL (VEL)

MISSED APPROACH: Climbing right turn to 8000 direct VEL VOR/DME and hold.

ASOS	CEDAR CITY RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-34	5780-1	515 (600-1)	5780-1½ 515 (600-1½)	5780-1¾ 515 (600-1¾)
CIRCLING	5780-1	501 (600-1)	5900-1¾ 621(700-1¾)	5940-2 661 (700-2)

FAF to MAP 3.2 NM

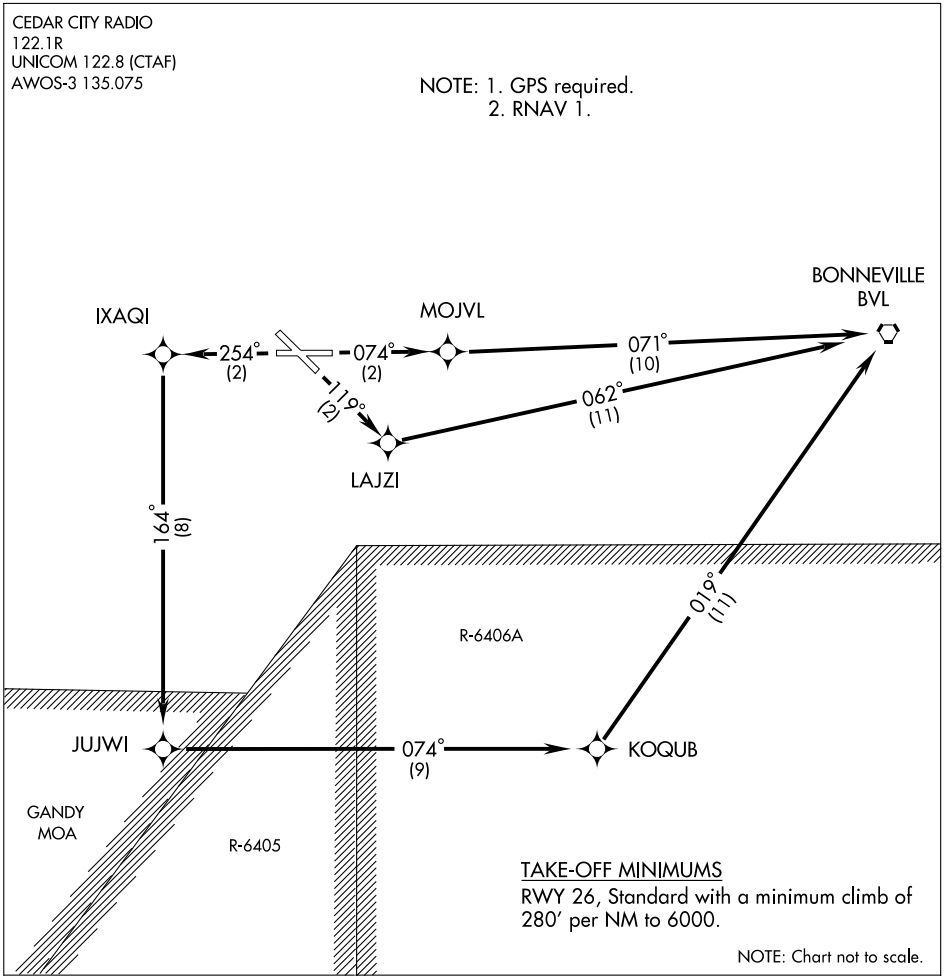
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

40°26′N-109°31′W

BONNEVILLE ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 9000 via course 074° to MOJVL WP, then via course 071° to BVL VORTAC.

TAKE-OFF RUNWAY 12: Climb to 9000 via course 119° to LAJZI WP, then via course 062° to BVL VORTAC.

TAKE-OFF RUNWAY 26: Climb to 9000 via course 254° to IXAQI WP, then via course 164° to JUJWI WP, then via course 074° to KOQUB WP, then via course 019° to BVL VORTAC.

TAKE-OFF RUNWAY 30: Not authorized.

AL-445 (FAA)

RNAV (GPS)-A

WENDOVER (ENV)

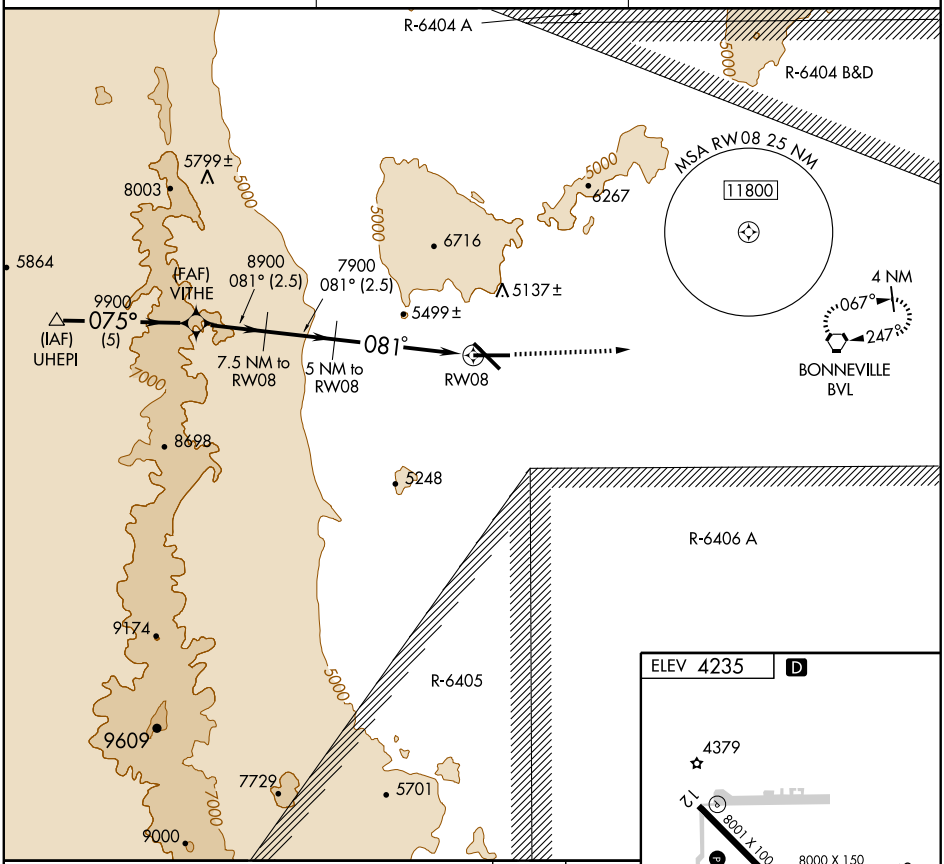
APP CRS	Rwy Idg	N/A
081°	TDZE	N/A
	Apt Elev	4235

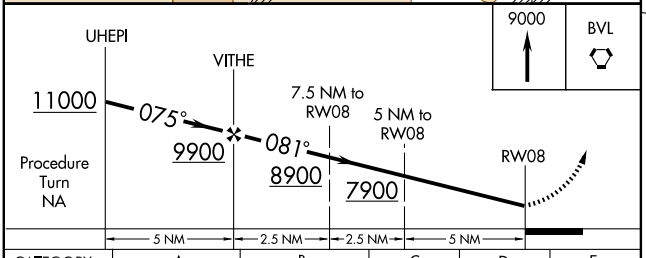
T
NA

Circling not authorized north of Rwy 8-26.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

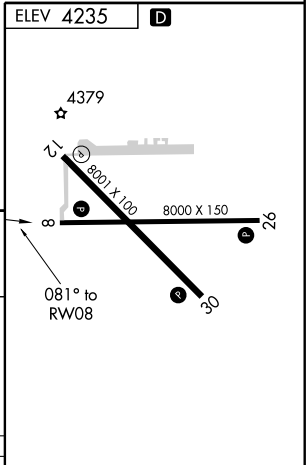
MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold.

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.1R	122.8 (CTAF) L





CATEGORY	A	B	C	D	E
CIRCLING	5900-1¼ 1665 (1700-1¼)	5900-1½ 1665 (1700-1½)	5900-3 1665 (1700-3)		



REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

40°43'N-114°02'W

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	8000
251°	TDZE	4224
	Apt Elev	4235

AL-445 (FAA)

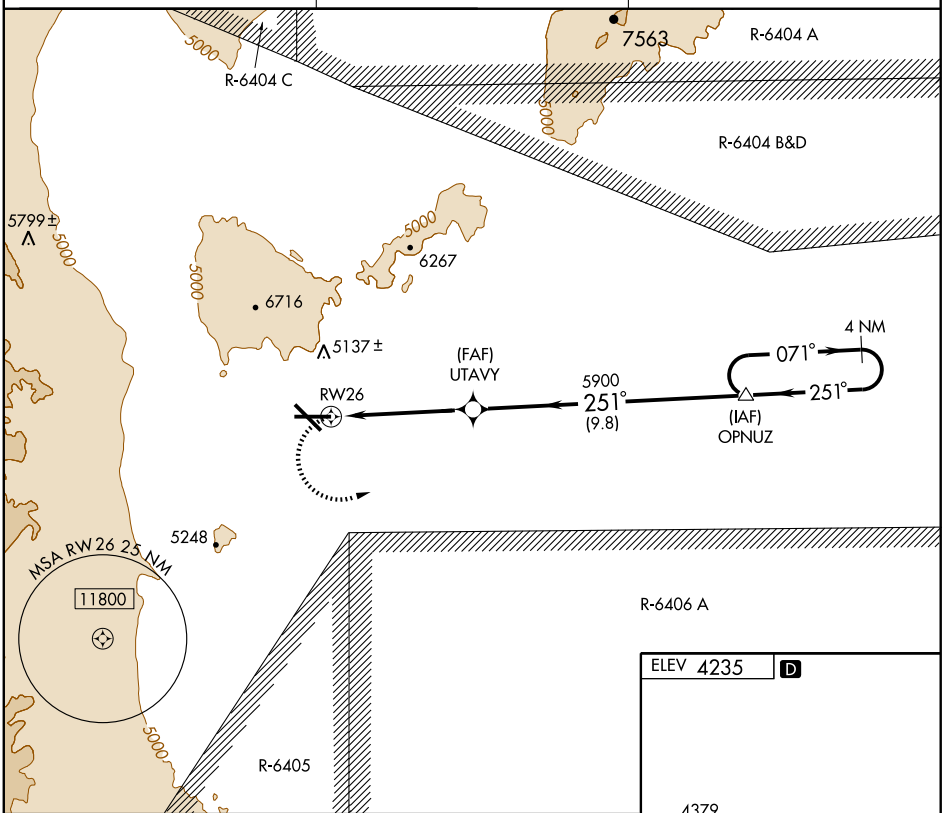
RNAV (GPS) RWY 26

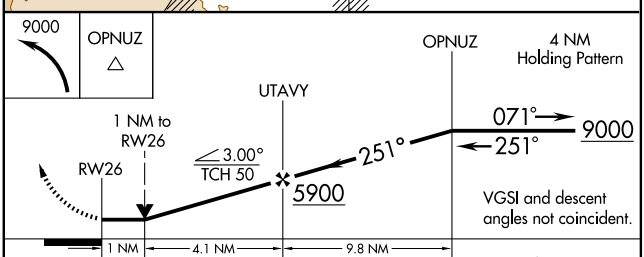
WENDOVER (ENV)

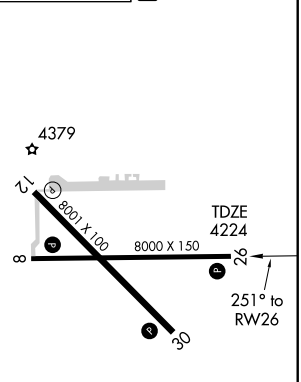
T NA — Circling not authorized north of Rwy 8-26. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct OPNUZ WP and hold.

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D	E
LNAV MDA	4580-1 356 (400-1)			4580-1¼ 356 (400-1¼)	4660-1½ 436 (500-1½)
CIRCLING	4640-1 405 (500-1)	4700-1 465 (500-1)	4700-1½ 465 (500-1½)	4800-2 565 (600-2)	5000-2¾ 765 (800-2¾)

REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BVL	APP CRS	Rwy Idg	N/A
112.3	071°	TDZE	N/A
Chan 70		Apt Elev	4235

AL-445 (FAA)

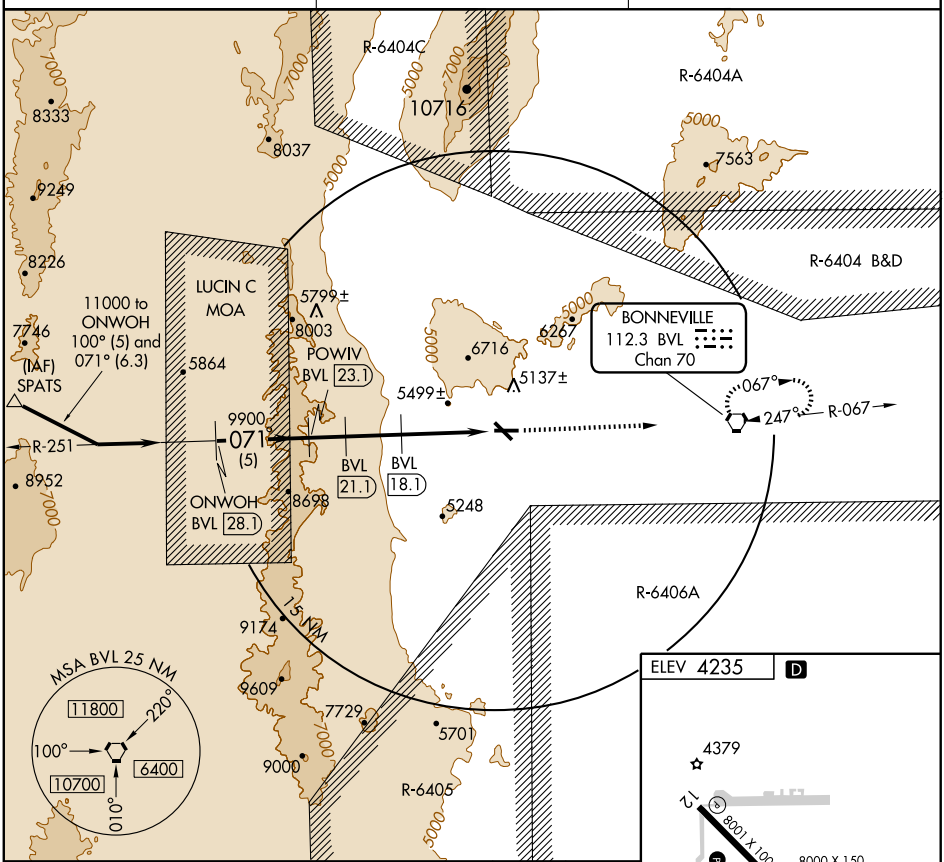
VOR/DME-B
WENDOVER (ENV)

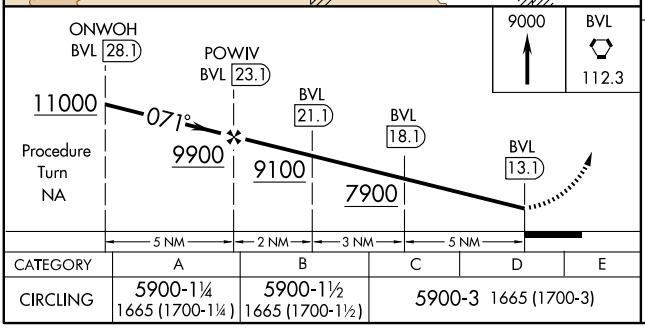
Circling not authorized north of Rwy 8-26.

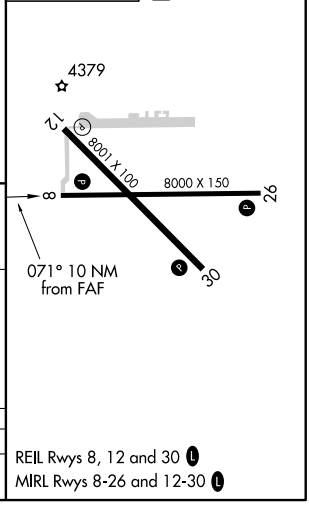
MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold.

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.1R	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D	E
CIRCLING	5900-1¼ 1665 (1700-1¼)	5900-1½ 1665 (1700-1½)	5900-3 1665 (1700-3)		

REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

40°43'N-114°02'W

VORTAC BVL 112.3 Chan 70	APP CRS 251°	Rwy Idg 8000 TDZE 4224 Apt Elev 4235

AL-445 (FAA)

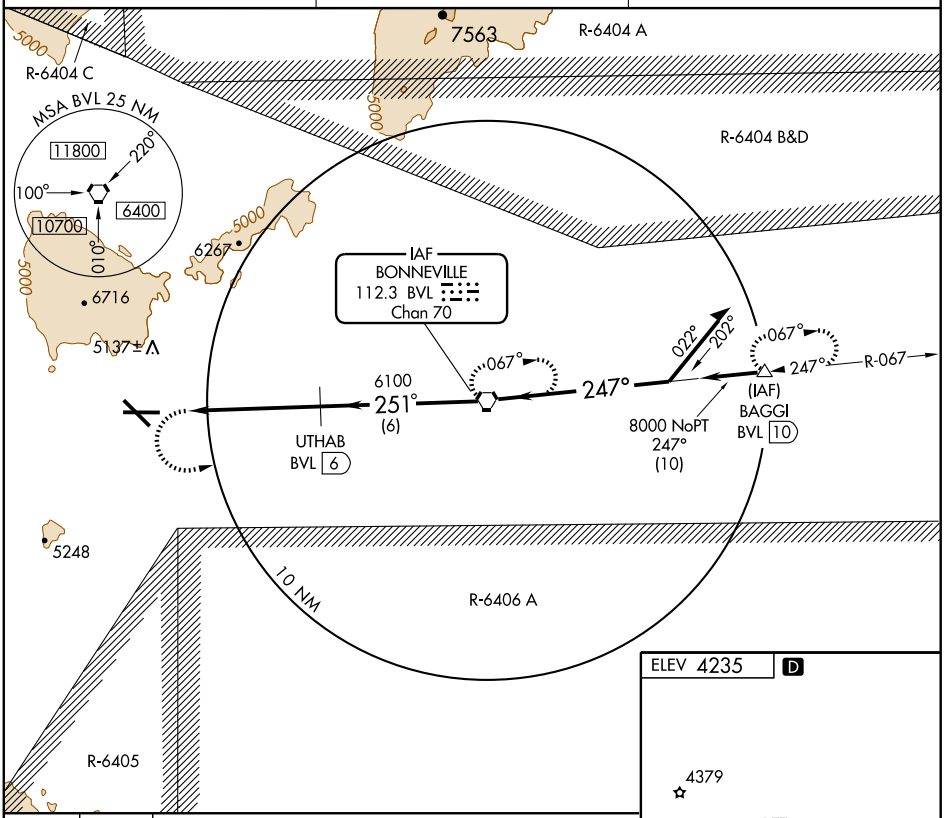
VOR/DME or TACAN RWY 26

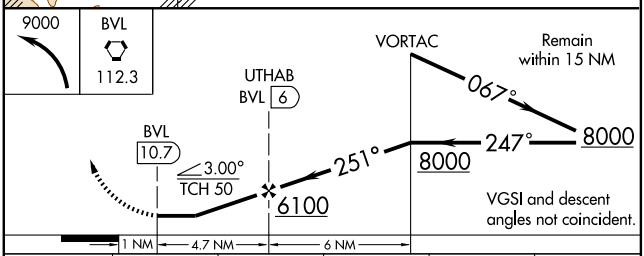
WENDOVER (ENV)

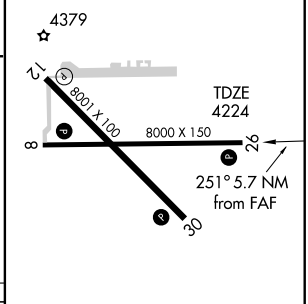
Circling not authorized north of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 9000 direct BVL VORTAC and hold. (TACAN aircraft continue via BVL R-067 to BAGGI INT and hold NE, right turns, 247° inbound.)

AWOS-3	CEDAR CITY RADIO	UNICOM
135.075	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D	E
S-26	4580-1¼ 356 (400-1¼)			4620-1¼ 396 (400-1¼)	4960-2½ 736 (800-2½)
CIRCLING	4640-1¼ 405 (500-1¼)	4700-1¼ 465 (500-1¼)	4700-1½ 465 (500-1½)	4800-2 565 (600-2)	5000-2¾ 765 (800-2¾)

REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010